



City of Hamilton

HAMILTON CYCLING COMMITTEE REVISED

Meeting #: 21-002

Date: February 3, 2021

Time: 5:45 p.m.

Location: Due to the COVID-19 and the Closure of City Hall

All electronic meetings can be viewed at:

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton>

Rachel Johnson, Project Manager - Sustainable Mobility (905) 546-2424 ext. 1473

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2. APPROVAL OF AGENDA	
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Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday January 6, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: Vacant
Members: Ann McKay, Kevin Vander Meulen, Cora Muis, Gary Rogerson, Jeff Axisa, Councillor Esther Pauls, Jane Jamnik, Sharon Gibbons, Roman Caruk, Jessica Merolli, and Christine Yachouh

Absent with

Regrets: Kate Berry, Yaejin Kim, William Oates, Cathy Sutherland, Councillor Terry Whitehead, and Joachim Brouwer

Also Present: Rachel Johnson, Project Manager, Sustainable Mobility
Daryl Bender, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility

1. APPOINTMENT OF CHAIR AND VICE CHAIR

(Rogerson/Vander Meulen)

That Chris Ritsma be appointed as Chair of the Hamilton Cycling Committee for 2021.

CARRIED

(Gibbons/Muis)

That the vote to appoint the Vice-Chair of the Hamilton Cycling Committee be deferred to the February Committee meeting.

CARRIED

2. APPROVAL OF AGENDA

**Hamilton Cycling Committee
Minutes****January 6, 2021
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That the agenda of the January 6, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**3. DECLARATIONS OF INTEREST**

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) December 2, 2020 (Item 4.1)****(Merolli/Muis)**

That the minutes of the December 2, 2020 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**5. COMMUNICATIONS**

The Committee was presented with an update from the City's Clerks office regarding Advisory Committees and Citizen Committee Reports. Staff will clarify with Clerks regarding: if a Citizen Committee Report is written by Staff or by Committee members and if the Citizen Committee Report needs to be approved by the Committee.

(Merolli/Caruk)

That the communication regarding Advisory Committees and Citizen Committee Reports (Item 5.1) be received.

CARRIED**6. CONSENT ITEMS**

None

7. STAFF PRESENTATIONS

None

8. DISCUSSION ITEMS**(i) Review of HCyC Monthly Meeting Dates (Item 8.1)**

Councillor Pauls discussed how General Issues Committee (GIC) and Council meetings are now in the morning (9:30am) meaning they do not conflict with Cycling Committee meetings. Thus, the current timing of the Cycling Committee meetings does not create a conflict for Councillors attending. Councillor Pauls will connect with Councillor Whitehead to confirm this.

(Pauls/Merolli)

That the Hamilton Cycling Committee continue to meet on the first Wednesday of each month from 5:45-7:45pm for the foreseeable future. If the first Wednesday of month is a statutory holiday the meeting will be moved to the second Wednesday of the month.

CARRIED

(ii) Women in Cycling Research (Item 8.2)

The Committee received a proposal from Cycle Hamilton regarding Gender and Cycling Review research. The proposal was reviewed by the Committee.

(Yachouh/Merolli)

That the Committee spend \$2,400 for the delivery of gender and cycling research using an intersectional lens from Cycle Hamilton, to be funded from the Hamilton Cycling Committee budget (55405), be approved as part of the 2021 Hamilton Cycling Committee's Volunteer Committee Budget Submission.

CARRIED

(iii) Planning and Project Updates (Item 8.3)

Staff provided the Committee with a written update on 2021 planned cycling infrastructure projects.

The Committee requested more detailed information on projects: King St., King St at 403, Emerson, Stirling, and Longwood Rd. The King St at 403 crossing drawings were shown to the Committee. The Committee discussed upcoming projects and studies.

(Muis/Pauls)

That the updates from Staff on Planning and Project Updates be received.

CARRIED

9. MOTIONS

None

**Hamilton Cycling Committee
Minutes**

**January 6, 2021
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10. NOTICE OF MOTION

None

10. GENERAL INFORMATION / OTHER BUSINESS

None

11. ADJOURNMENT

(Pauls/Rogerson)

That, there being no further business, the meeting adjourned at 7:38 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Rachel Johnson
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development

LAND NEEDS ASSESSMENT

PLANNING FOR POPULATION AND JOB GROWTH TO 2051

Hamilton Cycling Committee Meeting

February 3, 2021

1:30pm - 3:30pm

Agenda for Today's Virtual Information Meeting

Section 1: GRIDS 2 / Municipal Comprehensive Review Background

Introduction to Planning Terms

Section 2: Community Area Land Need

Section 3: Employment Area Land Need

Section 4: Climate Change Considerations

Next Steps: Growth Options Evaluation and Phasing Review

Section 1

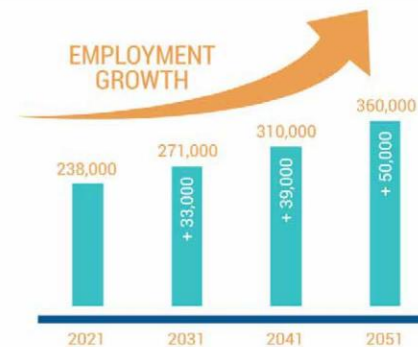
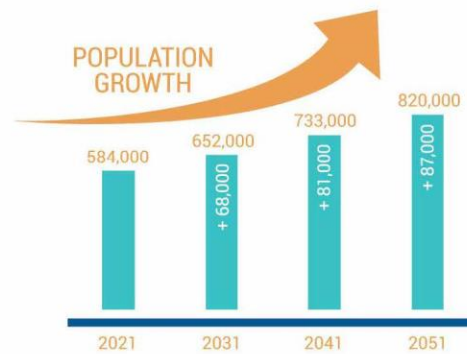
Background Information and Planning Terms

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

BEFORE WE BEGIN... GRIDS 2 AND THE MCR: **WHAT ARE THEY?**

Municipal Comprehensive Review (MCR) – Provincial requirement to update the City’s Official Plans (Urban and Rural) to bring them into conformity with the most recent versions of provincial policy documents.

Growth Related Integrated Development Strategy (GRIDS) 2 – long-term planning exercise to 2051 that will guide where the forecasted growth of people and jobs will be located, and will inform future infrastructure planning.



LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

WHAT IS A LAND NEEDS ASSESSMENT?

- A **Land Needs Assessment** (LNA) considers how much land the city currently has for population and job growth, and whether more land is needed over the next 30 years (to 2051).
- Methodology is set by the Province.
- Uses a 'Market-Based' approach.
- "Community Area Land Need" – Land for Population-Related growth (housing, institutional, commercial, office).
- "Employment Area Land Need" – Land for Employment Area growth (industrial, manufacturing, logistics, research parks).

GROWTH FORECAST: 2051



An increase of **236,000 people**, for a total **population of 820,000 people**

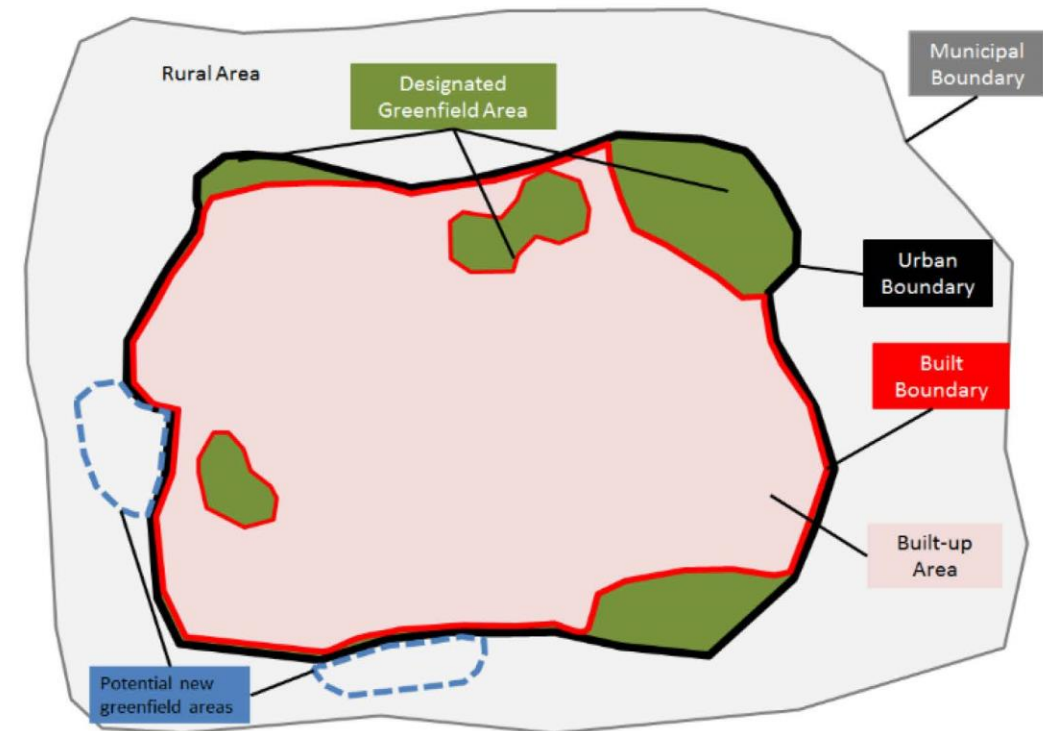


An increase of **122,000 jobs**, for a total **employment of 360,000 jobs**

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

PLANNING AREAS AROUND THE CITY: WHERE CAN WE GROW?


- **Urban Boundary:** The divide between the urban and rural areas of the City.
- **Built-Up Area:** the developed urban area where new development is measured as “Intensification”. The ‘intensification target’ applies within this area. This area was defined by the 2006 Growth Plan.
- **Designated Greenfield Areas (DGA):** Areas within the urban boundary that were undeveloped at the time of the 2006 Growth Plan, but had potential to accommodate future development. Development is measured by “Density” – the number of people and jobs per hectare of land.
- **Potential New Designated Greenfield Areas (New DGA):** lands in the rural area that may be available to be brought into the urban boundary for future development. Sometimes called ‘Whitebelt Lands’, these are lands that are outside Ontario’s Greenbelt Plan area.

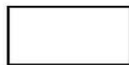


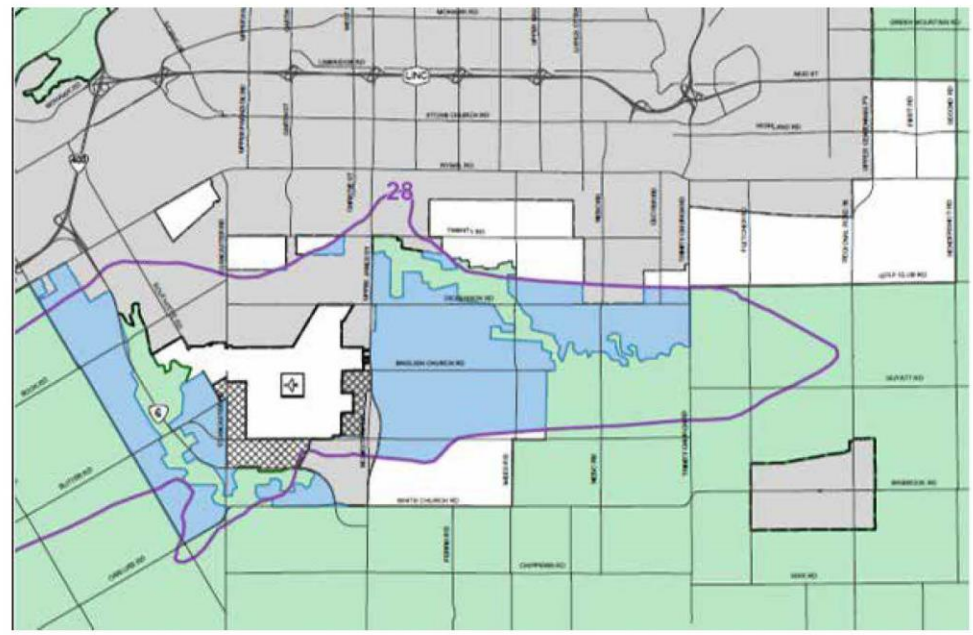
LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

WHAT ARE WHITEBELT AREAS?

Lands located within Rural Hamilton but are not included in the Greenbelt Plan area.

- 
 Potential expansion areas that are only available for **Employment Area Land Need** due to airport noise.

- 
 Potential expansion areas that may be available for **Community Area Land Need**. Certain features/areas are excluded (natural areas, infrastructure, etc.) and this limits the available land supply for Community Area Land Need.



Section 2

Community Area Land Need

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

COMMUNITY AREA LAND NEED: INPUTS

- What is the total forecast of population and housing demand by type (single and semi-detached, rowhouses and apartments) based on the age structure of the population?
- How should the forecast housing demand, by type, be distributed to the Growth Plan policy areas: the “Built-up Area”, “Designated Greenfield Area” (DGA) and Rural Area?
- How many housing units, by type, can be developed within the City’s existing DGA (determined through the Vacant Residential Land Inventory)?
- What is the ‘shortfall’: i.e. the number of housing units that cannot ‘fit’ within the existing DGA and must be accommodated on new lands added through urban expansion?
- How much land is required for supporting community land uses? (parks, schools, open space, etc.) Typically about 50% of the land area in large, new residential communities in the DGA.

= COMMUNITY AREA LAND NEED

Steps to Determining Community Land Need

Source: Lorius and Associates, City of Hamilton Land Needs Assessment to 2051 - Technical Working Paper (December 2020)

- R1 Forecast Population Growth Over the Planning Horizon
- R2 Forecast Housing Need by Dwelling type to Accommodate Population
- R3 Allocate Housing Units to *Growth Plan* Policy Areas
- R4 Determine Housing Supply Potential by Policy Area
- R5 Determine Housing Unit Shortfall within the Designated Greenfield Area
- R6 Establish Community Area Land Need Including Community Area Jobs

↓
Output is Community Area Land Need (in ha)

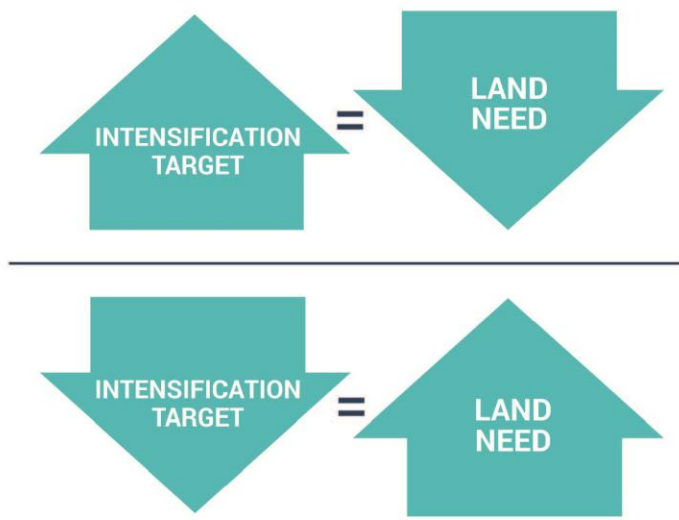
LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

COMMUNITY AREA LAND NEED: INTENSIFICATION

- Relationship between intensification target and land need
- 50% Intensification – Growth Plan Minimum

LNA Findings – 4 Intensification Scenarios to Consider:

Option	Intensification Rate (%)	Land Need (hectares)
Current Trends (Information only)	40%	3,440 ha
Growth Plan Minimum	50%	2,200 ha
Increased Targets (phased over 2031, 2041, and 2051)	50%, 55%, 60% (Avg. of 55%)	1,640 ha
Ambitious Density (phased over 2031, 2041, and 2051)	50%, 60%, 70% (Avg. of 60%)	1,340 ha



NO URBAN BOUNDARY EXPANSION OPTION?

To achieve a result of 0 ha of new Community Area land need, the City would need to plan for an intensification rate of 81%. This would be considered a 'no urban boundary expansion' scenario. The LNA did not model this scenario because an intensification rate this high far exceeds the City's forecasted demand for intensification and would result in the majority of new housing units being apartments.

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

COMMUNITY AREA LAND NEED:

DESIGNATED GREENFIELD AREA (DGA) DENSITY

- Must meet a minimum density of 50 people and jobs per hectare (pjh) in DGA Areas (Growth Plan)
- Housing unit mix (single, semis, townhouse) and how densely they are built (lot widths, mix of townhouse forms) influences the overall DGA density
- Density can influence how much land is required to support a mix of housing forms



LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

COMMUNITY AREA LAND NEED: DESIGNATED GREENFIELD AREA DENSITY OPTIONS

CURRENT TRENDS
Singles and Semis (14-15m Lot Frontage)
Density = 25uph



100% Street Towns
Density = 46uph



GROWTH PLAN MINIMUM
Singles and Semis (12m Lot Frontage)
Density = 30uph



100% Street Towns
Density = 60uph




INCREASED TARGETS
Singles and Semis (11m Lot Frontage)
Density = 35uph




80% Street Towns, 20% Stacked or Back-to-Back Towns
Density = 65uph



AMBITIOUS DENSITY
Singles and Semis (11m Lot Frontage)
Density = 35uph

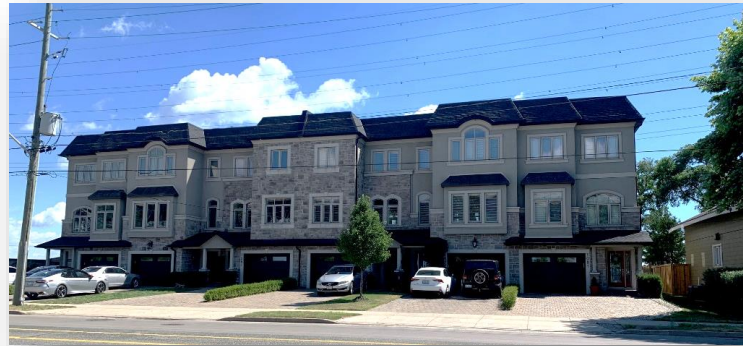


50% Street Towns, 50% Stacked or Back-to-Back Towns
Density = 70uph



Townhouse Examples

Street Townhouses



Back-to-back (Maisonette)



Stacked Townhouses

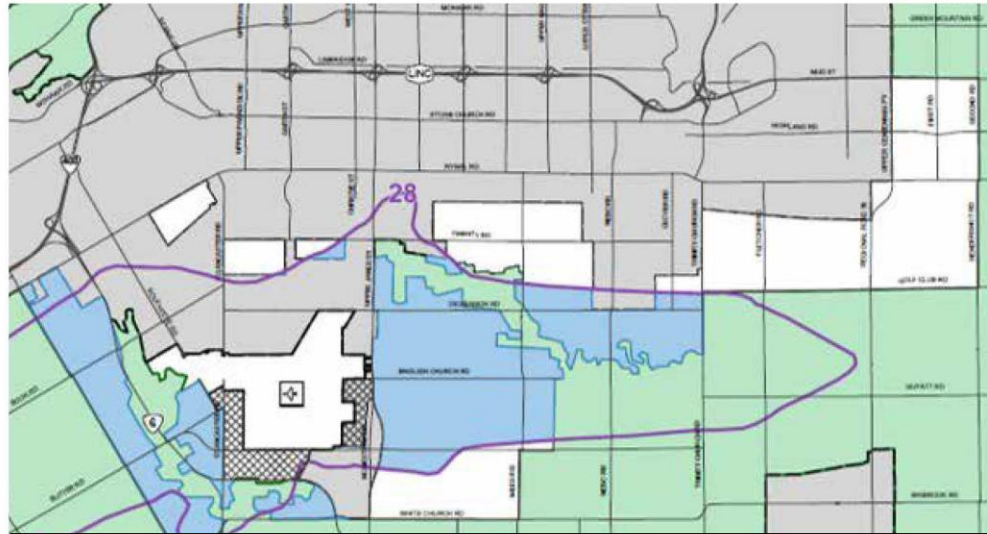


Block Townhouses



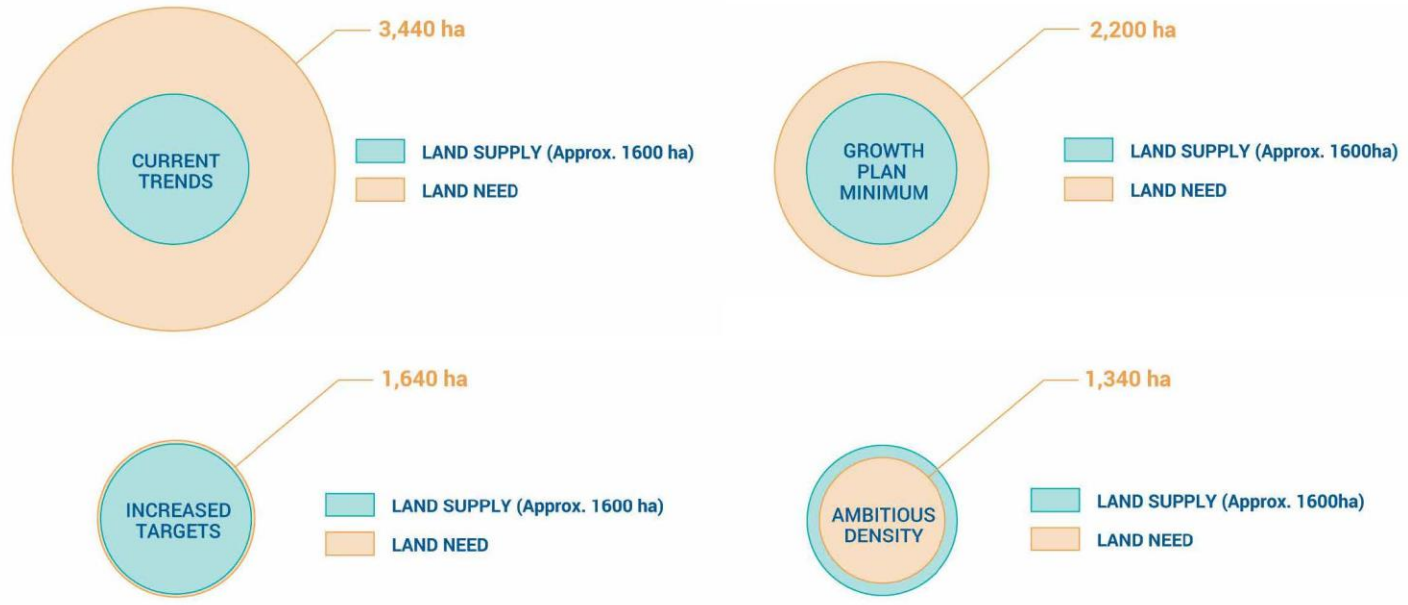
LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

AVAILABLE WHITEBELT LAND SUPPLY



The approximate size of the City's available whitebelt lands for Community Area growth is 1,600 net hectares

COMMUNITY AREA LAND NEED:



KEY FINDING The 'Increased Targets' and 'Ambitious Density' scenarios result in a land need that fits within the available 'Whitebelt' land supply

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

HAMILTON'S LAND NEED ASSESSMENT: COMMUNITY AREA RESULTS

- Hamilton's forecasted growth over the next 30 years requires urban boundary expansion.
- The Growth Plan minimum intensification target of 50% is not high enough to accommodate enough of the projected growth within the built-up area while still maintaining a balance of housing options.
- The City will be required to plan for an intensification rate that exceeds the minimum Growth Plan target. Two possible Intensification Scenarios will increase intensification over the planning horizon (from 2031, 2041, and 2051) – 'Increased Targets' or 'Ambitious Density'.
- All 4 of the DGA Density scenarios exceed the minimum Growth Plan target of 50pjh.

INCREASED TARGETS 2051



50% to 2031
55% 2031 to 2041
60% 2041 to 2051

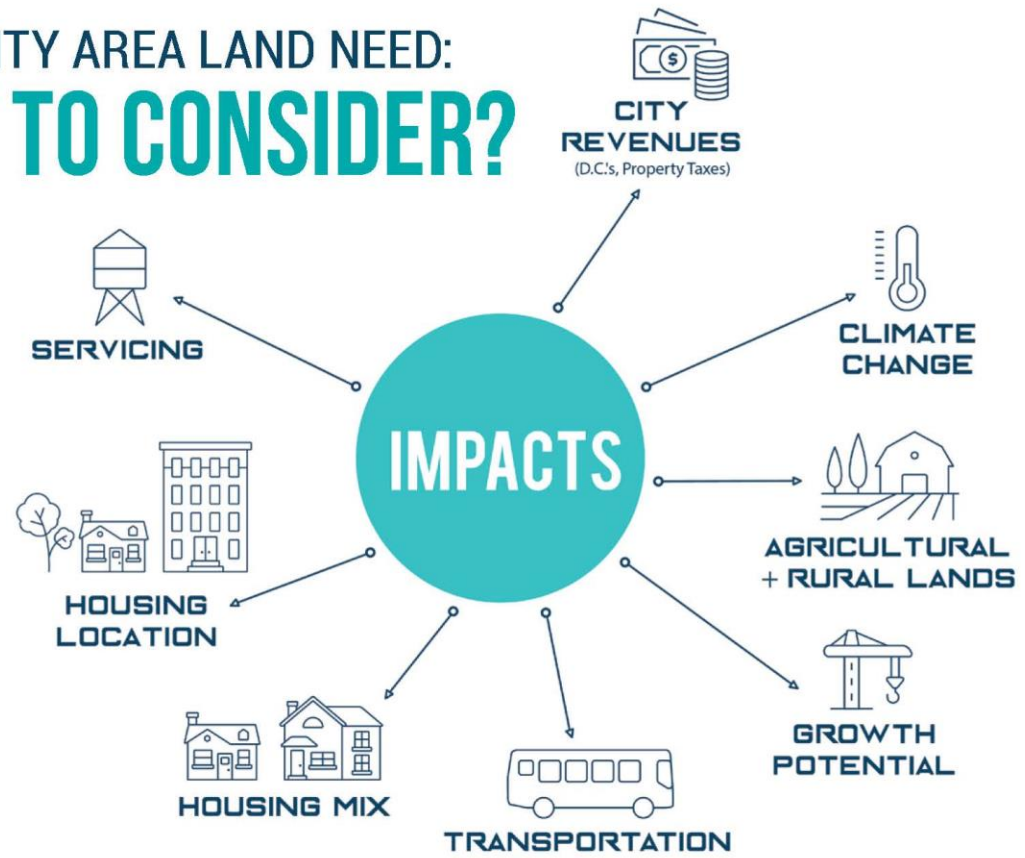
AMBITIOUS DENSITY 2051



50% to 2031
60% 2031 to 2041
70% 2041 to 2051

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

COMMUNITY AREA LAND NEED: WHAT TO CONSIDER?



We want your input - which scenario is preferred?

- We are asking for your input on which Community Area land need scenario is preferred?
- Do we plan for the Increased Targets scenario, which averages 55% intensification over the next 30 years and increases the density of development in new community areas? This scenario results in a larger required expansion area.
- Or do we plan for the Ambitious Density scenario, which averages 60% intensification over the next 30 years and plans for even higher greenfield density? This scenario results in a reduced need for urban expansion.
- There are many impacts to consider when recommending a preferred scenario.

Section 3

Employment Area Land Need

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

EMPLOYMENT LAND NEED

- 122,000 New Jobs in Hamilton by 2051
- Takes into account the different types of industrial areas in the City (new greenfield business parks, old industrial areas, and specialized areas like the AEGD)
- Considers how much of these existing areas will develop, or redevelop, and the number of jobs that can be located in these areas
- Determines if the supply of designated employment land is enough to meet the number of jobs needed by 2051



Steps to Determining Employment Land Need

Source: Lorus and Associates, City of Hamilton Land Needs Assessment to 2051 - Technical Working Paper (December 2020)

- E1** Calculate Total Employment Growth to *Growth Plan* Horizon
- E2** Categorize Employment Growth into the Major Land Use Planning Types
- E3** Allocate Growth to the *Growth Plan* Policy Area
- E4** Calculate Capacity of Employment Areas to Accommodate Growth
- E5** Establish Employment Area Land Need



Output is Employment Area Land Need (in ha)

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

EMPLOYMENT AREA LAND NEED: KEY FINDINGS

Demand for 112,090 new Employment Area jobs.

Assumptions for future job densities include redevelopment of Bayfront Industrial Area, build out of Airport Employment Growth District with more warehousing and logistics facilities.



Existing Employment Areas throughout the City can accommodate 114,420 new jobs.

Small surplus of land that is within the margin of error for the calculations.

**APPROX. 60 HECTARE SURPLUS
NO NEW EMPLOYMENT AREA LAND IS NEEDED**

Section 4

Climate Change Considerations

Next Steps: Growth Options Evaluation and Phasing Review

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

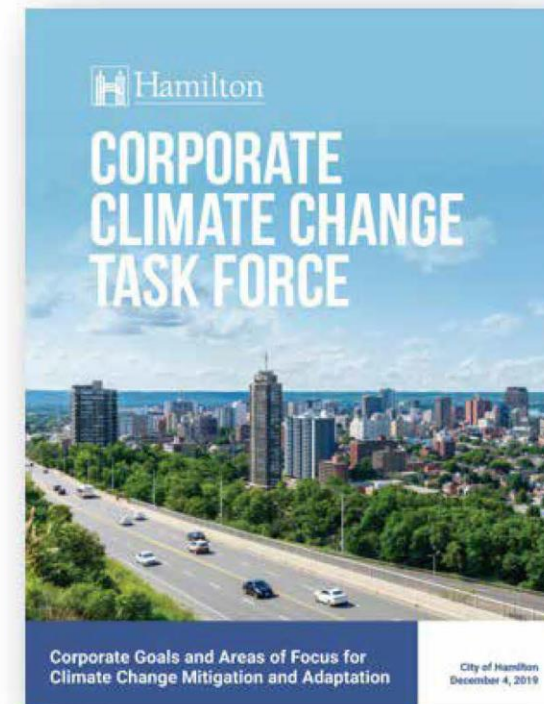
CLIMATE CHANGE IMPACTS

- Goal 4 of Hamilton's Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation (Dec. 2019):

"To ensure a climate change lens is applied to all planning initiatives to encourage the use of best climate mitigation and adaptation practices"

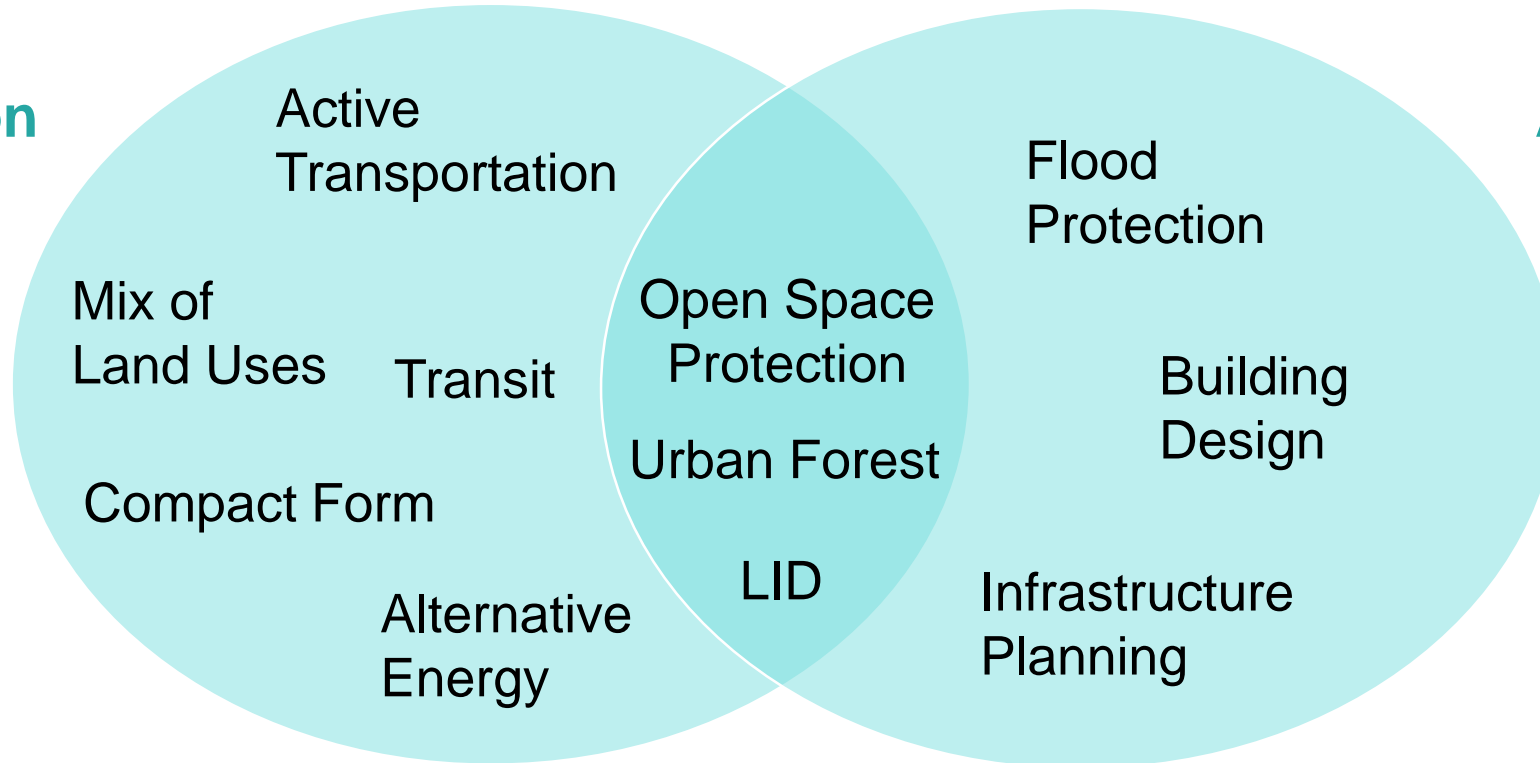
- LNA is a Technical Exercise based on Market-Based assumptions and trends in housing choice and employment
- Urban Boundary Expansion may result in climate change impacts, however contiguous expansion provides the most opportunity for connection with existing communities, transit and infrastructure

Applying a climate change lens at the LNA stage of the decision-making process would suggest pursuing intensification and density targets at the aggressive end of the spectrum, while still meeting the provincial requirement for a market-based assessment. This approach would be reflected in the Ambitious Density scenario



Climate Change and New Communities

Mitigation



Adaptation



Next Steps: Evaluation & Phasing of Growth Options

Where and when to Grow?

Evaluate potential expansion areas against provincial and local criteria

Phasing scenarios (2021 - 2031, 2031 - 2041, 2041 - 2051)



Complete Communities



Transportation Infrastructure



Climate Change Mitigation / Adaptation



Servicing Infrastructure



Agriculture



Municipal Finance



Next Steps: Evaluation & Phasing of Growth Options

Where and when to Grow?

Active Transportation

Will the proposed expansion area be connected to existing or planned pedestrian or cycling networks?



LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

WANT TO LEARN MORE?

GRIDS2 – MCR Project Webpage

www.Hamilton.ca/GRIDS2-MCR

- General project information
- Past reports



Land Needs Assessment Webpage

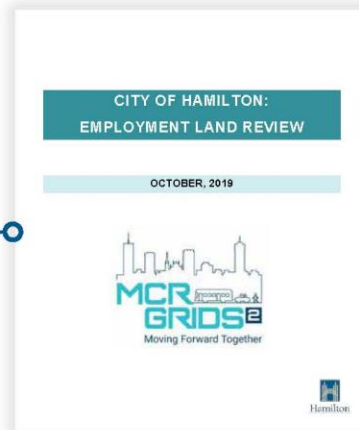
www.Hamilton.ca/LNA

- Land Needs Assessment and Related Reports
- Supplementary Material (bubble diagrams etc.)

Employment Land Review Webpage

www.Hamilton.ca/EmploymentLandReview

- Employment Land Conversion Criteria
- Draft Employment Land Review



INCREASED TARGETS 2051



50% to 2031
55% 2031 to 2041
60% 2041 to 2051

AMBITIOUS DENSITY 2051



50% to 2031
60% 2031 to 2041
70% 2041 to 2051

LANDS NEEDS ASSESSMENT PLANNING FOR POPULATION AND JOB GROWTH TO 2051

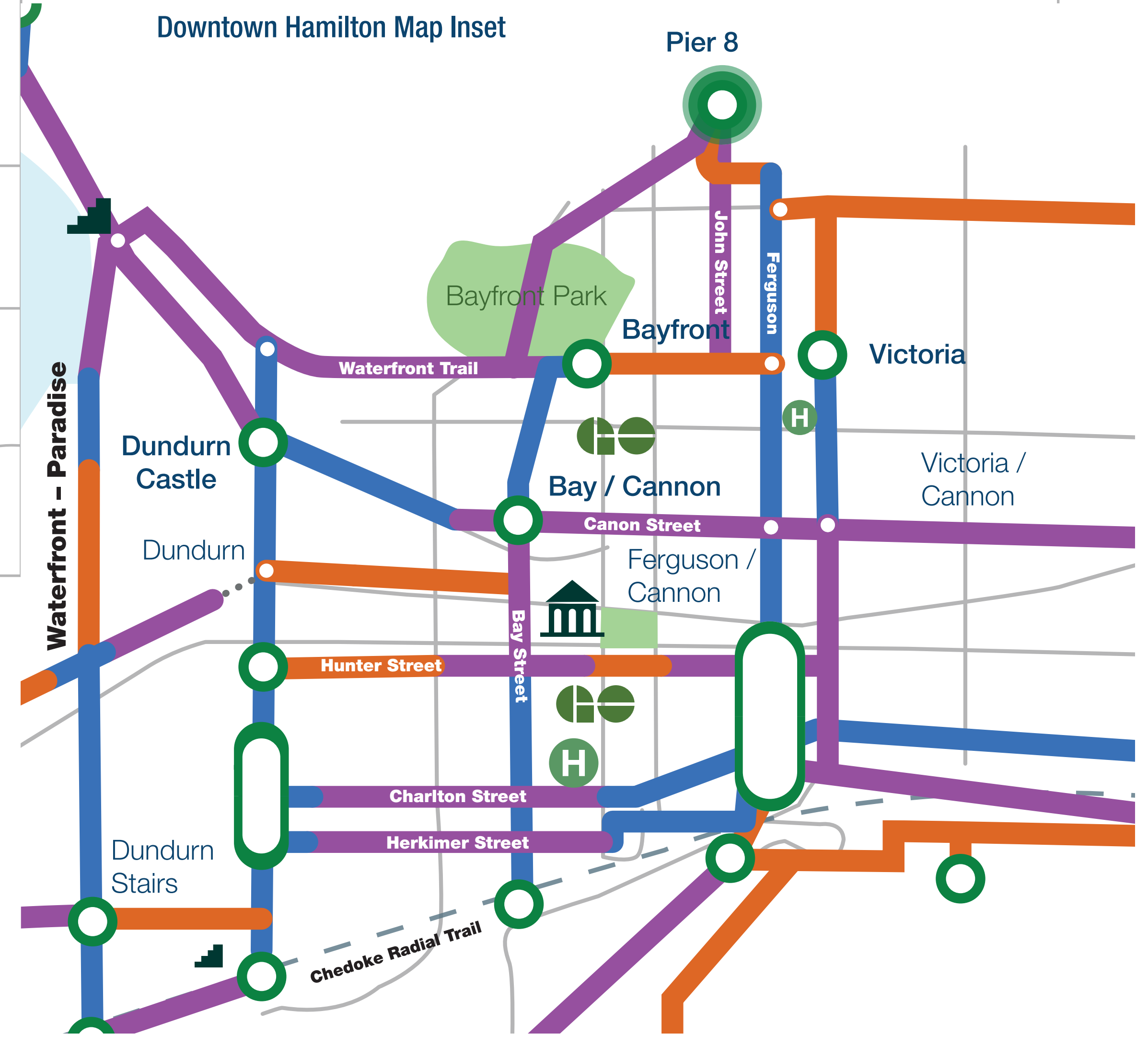
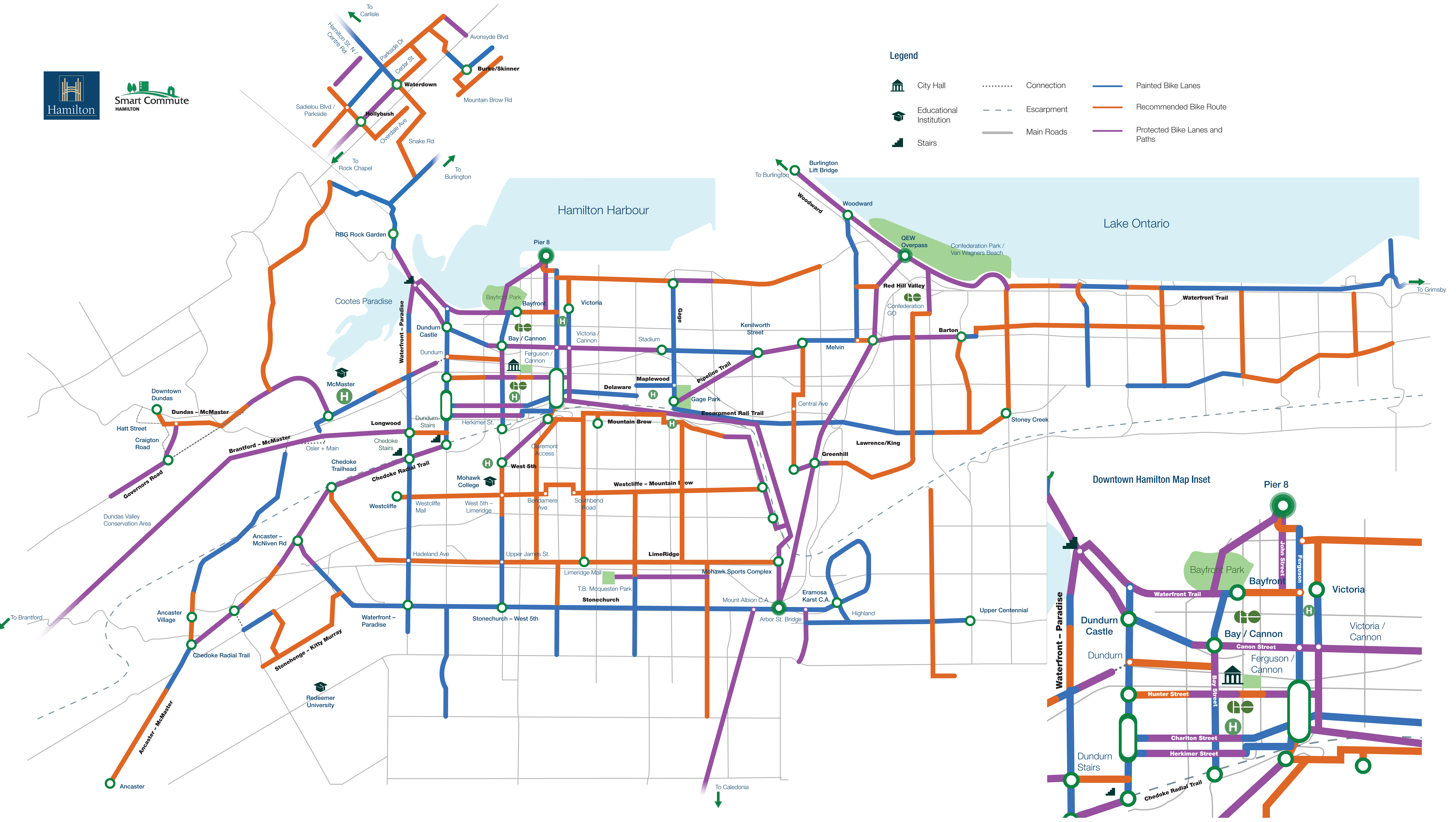
THANK YOU!

CONTACT POLICY PLANNING STAFF
GRIDS2-MCR@hamilton.ca



Legend

- City Hall
- Educational Institution
- Stairs
- Connection
- Escarpment
- Main Roads
- Painted Bike Lanes
- Recommended Bike Route
- Protected Bike Lanes and Paths



Project Name	Segment	Ward	Phase	Length (km)	CMP #	Description	Current Status	Funding
2020 Planned Install - outstanding								
Britannia/ Melvin	Strathearne to Woodward	4	Complete	2.1	28	painted lanes with painted buffer in segments	Lanes have been installed for a few months, 3-4 blocks missing (Strathearne to Walter) and should be installed soon.	City rehab/ cycling
Beach Blvd	Eastport to Van Wagners	5	Implement	3.5	23	Standard painted lane southbound only	Beach Blvd is being repaved. Niagara-bound direction will have bicycle lane on curb, Burlington-bound will not have bicycle lane, cyclists can use the Waterfront Trail as alternative. Bicycle lane to end approaching Van Wagners, south end to Eastport Dr will be added as future project. Pavement markings may be completed next Spring depending on weather conditions.	City rehab
2021 Projects								
King Street	Paradise to Dundurn	1	Design	1.45	N/A	Precast concrete curbing and green cycling bollards - except on bridge Temporary marking and signage for two stage bike box @ Dundurn EB approach for RT onto Dundurn Install EB bicycle signal head @ Dundurn "RT only"	an enhancement like Hunter barrier 2020	City cycling
King at 403 on-ramp	intersection	1	Planning	0.1	N/A	new signal for pedestrians and cyclists to cross the on-ramp.	Awaiting input from MTO	City cycling
Leland/ Emerson/ Whitney	Main to Main	1	Design	4.3	78	combination of cycle track and painted lanes - with buffer if width permits, and enhancements at Main/Leland and Main/ Emerson	design only in 2021	City cycling
Longwood Rd	King to Main to Frid	1	Design	0.9	N/A	redesign to create 2-way cycle track along east curb	design only in 2021	Ward 1 funds
BB - Pearl - Kent	York to Aberdeen	1	Design	1.77	N/A	Various traffic calming interventions	BB - Bicycle Boulevard: Final design not complete, exact calming methods yet to be finalized.	City cycling
York Blvd Enhancement	Dundurn to Queen	1	Design	1.1	N/A	Add bollards, pre-cast concrete, signal enhancements at Dundurn and at Locke	Design at Dundurn includes left turn bike box for cyclists, adding two stage left turn east and westbound at York and Locke, install planned for early 2021	City cycling
Cannon Street West	Hess to James	2	Implementation	1.4	14	Precast Concrete Curbing	Interim barrier separation. The street is planned for resurfacing in 2 or 3 years, so more enhancements then. A pedestrian crossing requested @ Park to the Gasworks community Hub. Committee asked about enhanced Cannon/Bay intersection including concrete works and/or signal upgrades.	City cycling
Hunter Street	MacNab to Catharine	2	Design	0.9	1	concrete curbs, changes to signals, signage, markings	Filling in the gap from MacNab to Catherine in front of the GO station. Scheduled for early 2021 install.	OMCC
Shamrock Park Bicycle Path	Ferguson to Young	2	Design	0.2	N/A	construct bicycle path from tunnel to Ferguson Avenue	Trail to connect Ferguson bicycle lanes to Shamrock Park Tunnel. Signage will direct cyclists to ride through tunnel, but to give right-of-way to pedestrians. Signage design is not yet complete. Design includes curb cut for cyclists on south side of tunnel.	Ward 2 funds
Strachan MUP	James to Ferguson	2	Design	0.7	157	asphalt multi-use path replacing the existing sidewalk on the south side of the street	construction detour signage planned	City rehab
Charlton Ave & 1 block of John	James to Ferguson	2	Design	1	52	painted lanes, buffer if width permits, access to the new St Joseph's Trail via St Joseph Dr & John St	a functional design in the works	City cycling
John St	north of Burlington St	2	Design	2	152	painted lanes, buffer if width permits	design to be initiated	Dev Eng & City cycling

Project Name	Segment	Ward	Phase	Length (km)	CMP #	Description	Current Status	Funding
Ferguson/ General Hosp connection	Ferguson to Victoria	2,3	Design	0.4	88	signs, markings	Using internal street network of the hospital to make connection to Ferguson and across to Victoria Avenue. Design exists, being reviewed by Traffic staff.	Ward 2 & 3 funds
Victoria	Copeland to Cannon	2,3	Design	1	75	Precast Concrete Curbing Painted lines (White and Green) Knock Down Bollards	design to be initiated	City cycling
Victoria	Cannon to Claremont	2,3	Design	2		two-way facility similar to Cannon	functional design to be initiated	City Cycling
Pipeline Trail	Grace to Brampton	4	Design	0.6	149	paved multi-use trail	design work in progress	City Trails
Greenford/ Kenora	Lady Crt to Neil Ave	5	Design	0.8	73	Bicycle Blvd/ advisory bicycle lanes/ signage in conjunction with road works	reviewing options with Traffic staff	City rehab
Centennial Pkwy	Confed Beach Park to GO station	5	Design	0.75	74	asphalt multi-use path, segment on QEW bridge completed by MTO	Design only in 2021, functional design complete	City cycling
Stone Church enhancement	Arbour to Upper Red Hill	6,9	Design	0.4	N/A	Bollards, Concrete Curbing, Green Line	design to be completed in 2021	City cycling
Butler Powerline Trail	Limeridge to Rymal	7	Design	2	190	paved multi-use trail	design in works	City Trails
West 5th	Brow to Mohawk Coll/ Gov Blvd	8	Design	1.6	79	asphalt bicycle path behind existing sidewalk	initial discussions with college and hospital, awaiting a preliminary design for them to review	ICIP (Federal \$)
East Mtn Trail Loop	URHP to Highland	9	Install	0.73		asphalt multi-use path	install with development	Dev
Dalglish/ Terryberry	Bellagio to Reg Rd 56	9	Design	0.95	169	asphalt multi-use path	waiting for the developer to complete construction	Dev Eng & City cycling
Echovalley	near Mud St	9	Design	N/A	N/A	marking changes	a small modification to create a pocket of on-street parking to keep the bicycle lanes clear	City cycling
Dewitt	Barton to Hwy 8 to Maple/ Ridge Rd	10	Design	1	83	painted lanes with buffer	functional design prepared, lanes lose definition at Barton and at Hwy 8. Consultation with 2 schools in progress.	City rehab
Miles Rd culverts (2)	south of Dickenson	11	Design	NA	rural	rural paved shoulders	assessing to widen platform or design as pinchpoint	City rehab
Wilson St Hill enhancement	Rousseaux to Filman	12	Design	3.2	NA	buffer enhancement with resurfacing	determining the extent/ type of barrier	?
Stonehenge	full length	12	Design	2.45	58	painted lanes, buffer if width permits	a functional design in the works	City cycling
Garner Rd	Shaver to Hamilton Dr	12	Install	0.33	N/A	paved multi-use trail	design complete	City Trails
Hwy 8/ King St (Dundas)	CN bridge to Bond St	13	Design	0.5	59	2021 construction will add paved shoulders west of river bridge and bicycle lanes easterly.	detour plan prepared	City rehab
Hatt- Dundas St	John to Baldwin to Cootes	13	Design	1	19	Painted buffer and some areas with parking buffer	Functional design complete, progressing to detailed design. An interim design until Hatt St is reconstructed in about 3 years. East of Main St is phase 2, so later, planned to include Baldwin signage and a multi-use trail continuing to Cootes Trail.	City cycling

Project Name	Segment	Ward	Phase	Length (km)	CMP #	Description	Current Status	Funding
Creighton	Governors to Market	13	Design	0.75	29	bicycle lanes to connect Governors Rd bicycle path to downtown Dundas via Arena	Design is complete, install 2021. Conventional lanes from Market (in front of arena) to just short of Governor's Road. Staff noted and are aware of concern regarding this gap, and will investigate possibilities. Project may be installed with this accomodation made later.	City cycling
Upper Paradise at Mohawk	Buckingham to Lunner	14	Design	0.65	N/A	painted lanes, buffer if width permits	a functional design in the works	City cycling
North Waterdown Dr	Centre Rd to Avonsyde	15	Design	2.24	192	asphalt multi-use path	North Waterdown Dr MUP between Southcote and Avonside, will include asphalt path the full length of northern waterdown.	Dev Eng
Centre Rd	N Waterdown Dr to Nesbitt	15	Design	0.5		multi-use path connection	preiminary design in progress	Dev Eng
Leavitt Dr (Waterdown)	Dundas St to Brow	15	Design	1.1	N/A	buffered bicycle lanes as part of new street	developer preparing design	Dev Eng
Joe Sams Trail	within park	15	Install	0.33		paved multi-use trail	design complete	City Trails
Gatesbury Trail	Niska Dr to Boulding Ave	15	Design	0.4	N/A	paved multi-use trail	preparing for tender	City Trails
Gatesbury Trail extension	South of Dundas St	15	Design	0.63		paved multi-use trail	preparing for tender	City Trails

Total length of bicycle lanes/
bicycle paths

32.49 km

Total centreline length of
trails/ paths

7.87 km

Planning Projects

		Ward
Barton St/ Fifty Rd	Fruitland to Fifty	10
Garner Rd	Wilson to 403	12
Gordon Dean Ave	Barton to Hwy 8	10
Rymal Rd	Upper James to Dartnall	6, 7, 8
Upper Wellington	LINC to Stone Church	7
Valley Inn Rd Bridge	replacement	1

Construction Detours in addition to above

McMurray bridge in Dundas
Mulberry St - closure of Bay/ Mulberry
Mud St - trail closure under bridge

NOTICE OF MOTION**Hamilton Cycling Committee: February 3, 2021****MOVED BY Chris Ritsma****SECONDED BY**

WHEREAS, the Growth Related Integrated Development Strategy (GRIDS) 2 provides an opportunity to shift gears and provide multiple options of housing, high, medium and lower density in ways that encourage the use of various modes of transportation including cycling;

THEREFORE, BE IT RESOLVED:

- (a) That the following feedback from Hamilton Cycling Committee be forwarded to City staff for consideration within the GRIDS 2 strategy:
 - i) That, the City of Hamilton should design its land use policy and growth around multi-modal transportation. GRIDS 2 provides an opportunity to shift gears and provide multiple options of housing, high, medium and lower density in ways that encourage the use of various modes of transportation including cycling;
 - ii) That, the City of Hamilton should design its land use policy in such a way to encourage transit. An issue with transit utilization is “first and last mile”. This is often filled by cycling and bicycle share. By focusing land use planning on more compact land use along key transit corridors, the city could further encourage cycling; and,
 - iii) That, the City of Hamilton should design land use policy that is more compact, does not mandate parking and is built in a more environmentally sustainable way to meet the city’s Climate Emergency goals.