



February 3, 2019

Mayor and Members of the General Issues Committee,

I am writing to you on behalf of Cycle Hamilton with regards to the City of Hamilton's 2019 budget. Since our last correspondence in December 2018, we understand that staff has been directed to report back to Council summarizing cycling-specific spending in the 2019 budget, and that the report was presented to council on Monday January 21st. While we are happy to see that \$6.4M will be spent this year, we recognize that most of the funding is coming from a one-time provincial investment. As such, we want to take this opportunity to **encourage Council to commit to an annual and sustained investment of \$2.5 million annually for cycling infrastructure from the City's capital budget.**

Since 2009, the City's cycling efforts have been directed by the Cycling Master Plan. This Council-approved plan (updated in 2018) outlines a vision for a transportation system that offers a choice of integrated travel modes, including over 1,000 km of safe cycling infrastructure. The City has not kept pace with the Cycling Master Plan targets due to annual underspending on implementation.

If our intent is to complete the plan by 2029, Council should allocate \$2.5 million per year. This figure is based on City estimates. At present, the City allocates approximately \$1.4 million for cycling infrastructure per year, meaning that we are not keeping up with the Plan, or with the community-wide demand for cycling.

Our recommendation is that the City allocate \$2.5 million from the capital budget in the 2019 budget so that, with this new term of Council, we can take a meaningful step towards building the necessary infrastructure for a bicycle-friendly community.

Investing in cycling infrastructure makes our streets safer for all road users. Data collection along streets with new separated cycling facilities in Ottawa and Toronto has shown a 50% decrease in collisions for people walking and 44% decrease in overall conflicts, respectively (City of Ottawa 2017 and City of Toronto 2017).

Making cycling safer and more convenient with infrastructure will also help to ease traffic congestion in a cost-effective manner that does not require widening roads. Roads with separated space for people cycling can move 185% more people per hour (City of Vancouver 2018).

Additionally, provincial research shows that 32% of residents would prefer to bike to work (Share the Road 2018). Giving these residents the choice to cycle will free up more space on our roads for residents who need or want to drive.

Investing in cycling is also a matter of building a more accessible community for all residents. Approximately 30% of people in a community don't have access to a car because of age, ability, or cost. Making cycling a real transportation option ensures that more Hamiltonians can get around their neighbourhood and city without needing to drive for every trip.

As Hamilton's membership-supported voice for cycling, we look forward to working with you to make Hamilton the best place to raise a child and age successfully.

Sincerely,

A handwritten signature in black ink, reading "Kate Whalen". The signature is fluid and cursive, with the first name "Kate" being more prominent than the last name "Whalen".

Kate Whalen
Co-Chair, Board of Directors
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