



# INFORMATION REPORT

<b>TO:</b>	Mayor and Members General Issues Committee
<b>COMMITTEE DATE:</b>	November 26, 2021
<b>SUBJECT/REPORT NO:</b>	Cycling Infrastructure 2022 (PED21219/PW21068) (City Wide) <b>(Outstanding Business List Item)</b>
<b>WARD(S) AFFECTED:</b>	City Wide
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## COUNCIL DIRECTION

Council has requested a consolidated summary of planned capital investments in cycling infrastructure annually as contained in the Capital Budget. This Report provides a summary of cycling projects completed in 2021 and a list of planned investments for 2022.

## INFORMATION

- Summary of 2021 Cycling Project Implementation

A total of 14 cycling infrastructure projects were delivered in 2021 by means of a joint effort between Transportation Planning and Parking (TPP) and Transportation Operations and Maintenance (TOM). Combined, these projects represent a total of 21

kms of new and upgraded cycling infrastructure. This included four kms of new bicycle lanes, six kms of upgrades to existing bicycle lanes, six kms of paved shoulders, and three kms of new multi-use trails. All lengths stated in Report PED21219/PW21068 are centreline lengths (includes both directions of travel).

Projects delivered in 2021 included those identified in the current and prior year's Capital Budgets. In addition, some projects were accelerated as a result of the COVID-19 Recovery Phase Mobility Plan (Report PED20100/PW20034). A complete listing of projects implemented in 2021 is attached as Appendix "A" to Report PED21219/PW21068.

Through a continuous improvement effort, TOM and TPP undertook an effort to seek out efficiencies for streamlining the planning, design and implementation of cycling projects. Standard Operating Procedure COH-P-019 – Delivery of Cycling Projects (SOP) was developed as an output of these efforts and completed in April 2021. This SOP was leveraged in 2021 which has resulted in a variety of process improvements. This model was successful and will continue to be used in the future and further refined over time.

The following projects were implemented in 2021 in response to the COVID-19 Recovery Phase Mobility Plan with additional projects being advanced to detailed design for implementation in 2021:

- King Street between Paradise Road and Dundurn Street (Ward 1) - installation of bike bollards, hazard markers, and pre-cast concrete curbing in the buffer areas;
- Cannon Street between Hess Street and James Street (Ward 2) - installation of bike bollards, hazard markers, and pre-cast concrete curbing in the buffer areas;
- York Boulevard between Dundurn Street and Hess Street (Ward 2) - installation of bike bollards, hazard markers, and pre-cast concrete curbing in the buffer areas;
- Victoria Avenue between Canadian National Railway tracks and Cannon Street (Ward 3) - new bi-directional separated bicycle lane along the east side of the street;
- Stone Church Road/Paramount Road (Wards 8, 9, 12, and 14) - painted buffers on Paramount Road and wider markings on Stone Church Road to increase separation from auto traffic; and,
- Hatt Street/York Road between John Street and Baldwin Street (Ward 13) - new bicycle lanes including bike bollards, hazard markers, pre-cast concrete curbing, and parking buffers.

Funds remaining from the Ontario Municipal Commuter Cycling (OMCC) Provincial funding program projects were fully utilized in 2021 to complete the missing segment of bicycle lanes on Hunter Street, between MacNab Street to Catharine Street, and to fund

enhancements to Hamilton Bikeshare with an additional 650 bike capacity at existing and new hubs added in the network. Capital investments were also made to add public bicycle racks throughout the City and to modernize Bikeshare controllers and selected stations. Other non-infrastructure active transportation projects were completed in 2021, and these were presented to Council in 2021 as part of the Sustainable Mobility Annual Report (PED19124(b)) presented to Public Works Committee on October 4, 2021.

In total, \$3.58 M was invested in cycling infrastructure in 2021. However, some of the planned projects in 2021 were not able to be implemented due to a need for additional design, weather-related installation issues, and a need to conduct further feasibility assessments. These projects will move to 2022 as priority installations and represent under 10% of the overall 2021 Budget.

The OMCC cycling projects were given an extension to December 2021 for completion due to the COVID-19 Pandemic. The total OMCC budget for all projects, both completed and planned, totals \$4.78 M, including \$3.7 M from the Province, \$140 K in interest generated from those funds, and the City matching contribution of \$927 K. The full \$4.78 M has been spent on four signature projects: Keddy Access Trail; Hunter Street bicycle lanes; Hamilton Bikeshare expansion; and, bicycle parking across the City.

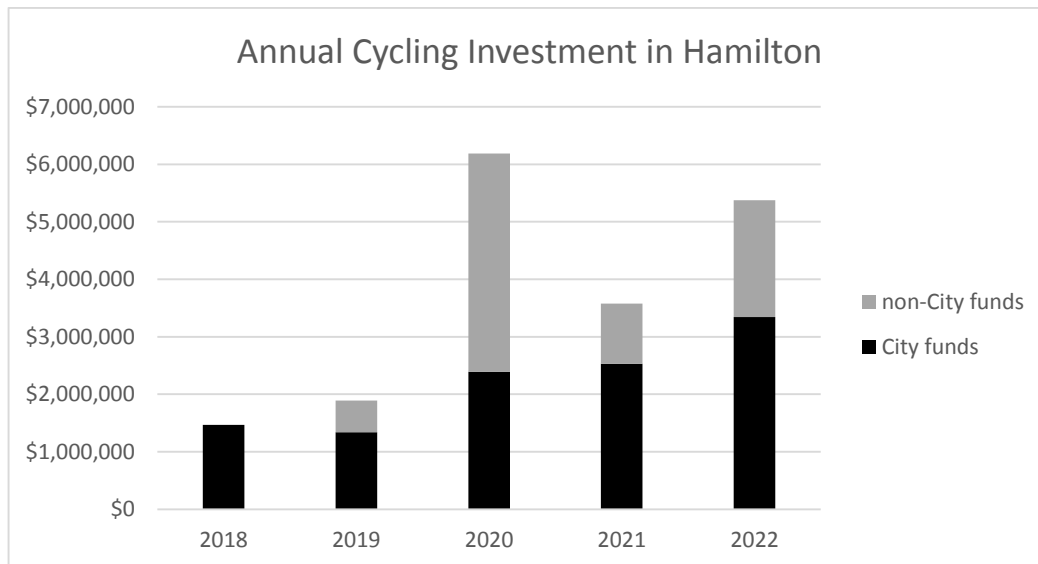
- Cycling Investment in 2022 Capital Budget

The 2022 Cycling Project Budget is informed by the Cycling Master Plan (CMP), which identifies a priority program of cycling infrastructure for implementation. This includes the consideration and integration of an All Ages and Abilities (AAA) design approach and the objective to develop a robust cycling network and minimum grid across the City.

Based on the Capital Budget and other funding sources as described below, the total planned City investment in cycling expenditure in 2022 is \$5.4 M. This does not include projects that include a cycling component that are being considered through the Canada Community-Building Funds initiative (CCBF). Figure 1 shows cycling investment in Hamilton in the past four years, plus the planned investment for 2022. It should be noted that, 2020 was a significant year for investment largely due to the OMCC Program.

Similarly, the planned investment in 2022 is significantly enhanced by funding from senior levels of government. Additional funding for 2022 and beyond has been approved through the Investing in Canada Infrastructure Program (ICIP), including the COVID-19 Resilience Infrastructure Stream (Healthcare Connector) and Transit Stream. The total funding through the ICIP programs is \$10.5 M (spent over 2021 to 2026), and this value includes \$570 K for COVID-19 Resilience. For the COVID Stream, there is no requirement for matching City funds, while under the Transit Stream, the City's contribution is 26.7%.

Figure 1: Annual Cycling Investment in Hamilton



For the purposes of this Report, off-road trail projects are considered at 50% of their total costs because they also serve pedestrians in addition to cyclists.

- 2022 Planned Linear Cycling Projects

Below is a summary of the various types of projects to be delivered. As these planned projects continue to proceed through the implementation process, consultation with the affected Ward Councillors will occur to communicate impacts and to facilitate community engagement. The 2022 Capital Budget list of planned projects was discussed at the October 6, 2021 meeting of the Hamilton Cycling Committee (HCyC).

A total of 37 cycling infrastructure projects are planned to be installed in 2022. The following table shows how those projects breakdown into the following categories by length.

Table 1: 2022 Project Type Summary

Project Type	Total length (kms)
Stand-Alone	14.2
Part of Other Infrastructure	13.6
Off-Road	4.3
TOTAL	32.1

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○ Stand-alone Cycling Projects

Stand-alone cycling projects include projects identified in the CMP, Ward-specific studies, and projects remaining from the COVID-19 Recovery Phase Mobility Plan. Approximately 14 kms of stand-alone projects are planned for 2022, as listed in Table 2. Funding for these projects is primarily through the On-street Cycling Budget (Project ID 4662217124), On-street Cycling Enhancements (Project ID 4032217050), Bicycle Boulevards (Project ID 4032217053), individual projects, and Ward-specific reserves.

Table 2: 2022 Stand Alone Cycling Projects

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
1	Emerson Street Whitney Avenue Leland Street	Main Street to Whitney Avenue Emerson Street to Main Street Main Street to Whitney Avenue	Painted bicycle lanes	Install	3.0
1	Locke Street	Main Street to Hunter Street	Bicycle lane enhancements	Install	0.2
2	Charlton Avenue John Street MacNab Street	James Street to Ferguson Avenue Charlton Avenue to St. Joseph's Drive Charlton Avenue to Herkimer Street	Bicycle lanes and bicycle lane enhancements	Install	0.9
2	Herkimer Street Charlton Avenue	Queen Street to James Street	Planters	Install	1.6
2, 3	Cannon Street	James Street to Sherman Avenue	Additional concrete barriers	Install	2.5
3	Victoria Avenue	Cannon Street to Stinson Street	Bi-directional barrier separated bicycle lanes	Install	1.0
3	Victoria Avenue	Ferrie Street to Canadian National Railway tracks	Bi-directional barrier separated bicycle lanes	Install	0.3
3	Gage Avenue	Barton Street to Beach Road	Bicycle lane enhancements	Install	0.6
3	Delaware Avenue	Wentworth Street to Sherman Avenue	Bicycle lane enhancements	Install	1.7

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Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
	Maplewood Avenue	Sherman Avenue to Gage Avenue			
5	Centennial Parkway	Confederation Drive to Goderich Road	Multi-use path	Install	0.9
6, 9	Stone Church Road	Arbour Street to Upper Red Hill Valley Parkway	Multi-use path	Install	0.7
13	Cootes Drive	Baldwin Street to Dundas Street	Multi-use path and/or bicycle path	Install	0.2
	Minor Spot Enhancements	Various	Enhancements	Install	N/A

○ Cycling Projects as Part of Other Infrastructure Projects

Based on a Complete Streets approach, and guided by the CMP, a number of cycling projects are planned as part of other infrastructure projects such as road rehabilitations. A total of 13 kms of cycling infrastructure is included as part of other 2022 Capital Projects as listed in Table 3.

Table 3: Projects to be Delivered as Part of Other Infrastructure

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
4	Strathearne Avenue	Britannia Avenue to Main Street	Multi-use path	Install	0.7
6	Concession Street Mountain Brow Boulevard	Upper Gage Avenue to Oakcrest Drive	Bicycle lanes	Install	1.5
6, 11	Nebo Road	Rymal Road to Twenty Road	Multi-use path	Install	1.3
9	Mud Street	Isaac Brock Drive to Upper Centennial Parkway	Multi-use path	Install	1.6
9	Highland Road	Winterberry Drive to Glenhollow Road	Bicycle lane enhancements	Install	0.5
9	Highland Road	Glenhollow Road to First Road	Bicycle lane enhancements	Install	1.4
10	King Street	Stoney Brook Drive to Highway 8	Bicycle lanes	Install	1.3
12	Southcote Drive	Highway 403 to Garner Road	Multi-use path	Install	1.6

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Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
12	Wilson Street Hill	Rousseaux Street to Filman Road	Bicycle lane enhancements	Install	3.2
13	Creighton Road (Bridge 089)	30 m South of Mill Street	Bicycle lanes	Install	N/A
15	Parkside Drive	Churchill Avenue to North Waterdown Drive	Paved shoulders	Install	0.5

**\*\*** Some of the above projects may be funded in part by Provincial Gas Tax. For the purposes of this analysis, it has been assumed to be all City funds.

○ Off-road Cycling Projects

Linear infrastructure through parks and open spaces comprises a significant component of cycling infrastructure in the City. In 2022, a total of 6.3 kms of multi-use paths are planned to be installed, as outlined in Table 4.

Table 4: Off-road and Multi-use Trail Projects with Cycling Components

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
2	Hamilton Harbour Waterfront	Various areas	Trail improvements	Design	2.0
2, 3, 4, 6	Rail Trail Improvements	Corktown to Mohawk Road	Trail improvements	Design	N/A
4	Strathearne Hydro Corridor Trail	Barton Street to Greenhill Avenue	Multi-use trail	Design	3.2
4	Pipeline Gateway	Brampton Street to Grace Avenue	Multi-use trail	Install	0.6
6	Mountain Park Avenue Rehab / Mountain Brow Trail	Sherman Cut to East 43rd Street	Multi-use trail	Install	0.7
7	Butler Hydro Corridor Trail (7-1)	Lime Ridge Mall to Rymal Road	Multi-use trail	Install	3.0
12	Garner Road Trail	Shaver Road to Hamilton Drive	Multi-use trail	Install	0.5
15	Gatesbury Trail	Niska Drive to Skinner Road	Multi-use trail	Install	1.0

**\*\*** The above projects are subject to change

○ Other Potential Projects

At the July 5, 2021 General Issues Committee, Council provided direction through resolution of the motion entitled “Investing in City Roads and Sidewalks Infrastructure

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with Canada Community-Building Funds” to deliver roads and sidewalk infrastructure projects utilising \$30 M of the \$32.7 M one-time additional funding transfer, allocated equally amongst each of the 15 City Wards (\$2 M per Ward), and expedite the use of funds with a procurement process to limit exposure to rising (inflationary) prices.

The final list of projects under this funding stream will be presented in a separate report to the Audit, Finance and Administration Committee. Several potential projects currently under consideration include an active transportation scope. As such, the number and length of projects presented in this Report may not reflect the final 2022 program.

- Projects in Design Stage

The following projects listed in Table 5 will proceed to detailed design in 2022 and be planned for implementation in future years, based on available staffing and/or funding resources both City and other levels of government.

Table 5: Projects in Design Stage

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
3	Wellington Street Ferrie Street	Wellington Street to Victoria Avenue Ferrie Street to Simcoe Street	Bicycle path	Design	0.3
3, 4	Lawrence Road	Gage Avenue to Huxley Avenue	Barrier separated bicycle lanes	Design	1.6
5	Kenora Avenue	Ellingwood Avenue to Queenston Road	Bicycle boulevard	Design	0.7
5	Nash Road / Bancroft Street	Red Hill Valley Parkway to Confederation GO station	Bicycle path and bicycle boulevard	Design	1.2
5	King Street at Red Hill Valley Parkway	Lawrence Road (Mount Albion to King Street) King Street (Lawrence Road to Pottruff Road)	Bi-directional barrier separated bicycle lanes	Design	0.6
5	Barton Street	Red Hill Valley Parkway to Centennial Parkway	Multi-use path or bicycle path	Design	1.1

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Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
8	West 5th Street	Fennell Avenue to Governors Boulevard	Bicycle path	Design	0.3
8	West 5th Street	Mountain Brow Boulevard to Fennell Avenue	Bicycle path	Design	0.6
10	Highway 8 (Stoney Creek)	King Street to Dewitt Road	Bi-directional barrier separated bicycle lanes	Design	1.4
14	Kitty Murray Lane	Golf Links Road to Garner Road	Bicycle lanes	Design	4.8
15	Dundas Street	Highway 6 to Hamilton Street	Multi-use path	Design	2.8

○ Ministry of Transportation (MTO) Projects (On-going)

The following project(s) listed in Table 6 are under the jurisdiction of the Ministry of Transportation (MTO) and subject to MTO approval. As a result, timelines are not determined and may vary.

Table 6: Ministry of Transportation Projects (On-going)

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
1	King Street	@ 403	Intersection improvements	Design	N/A

○ Cycling Infrastructure: King Street from Breadalbane Street to Locke Street

TPP investigated the feasibility of installing cycling infrastructure on the north side of King Street as part of the COVID-19 Mobility Recovery Plan. Two-way and one-way on-and off-street facilities were considered. Based on further feasibility analysis, staff have determined that cycling infrastructure would not be practical at this time given the upcoming Light Rail Transit Project. Temporary measures to implement a safe and continue cycling connection would not be an efficient use of financial and resources at this time.

Additionally, work is underway to develop a bicycle boulevard on Breadalbane Street, and in conjunction with an improved east-west connection to Victoria Park provides an attractive cycling route that parallels the King Street corridor. This will be complemented by a bicycle boulevard on Pearl and Kent Streets, as well as, enhanced bike lanes on

Locke Street and connections to it via Hunter and Canada Streets. All of these projects are part of a pilot program to test the implementation of bike boulevards in the City.

As this Report provides an update on the COVID-19 Recovery Phase Mobility Plan, it is appropriate to be identified as complete and removed from the Public Works Committee Outstanding Business List.

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED21219/PW21068 - 2021 Cycling Investments