

# Putting the Pieces Together! Together!

HAMILTON CYCLING COMMITTEE  
PRESENTATION TO PUBLIC WORKS  
June 20 2011

# TMP goal of 15% walk/cycle in Hamilton

People who typically bike to work:

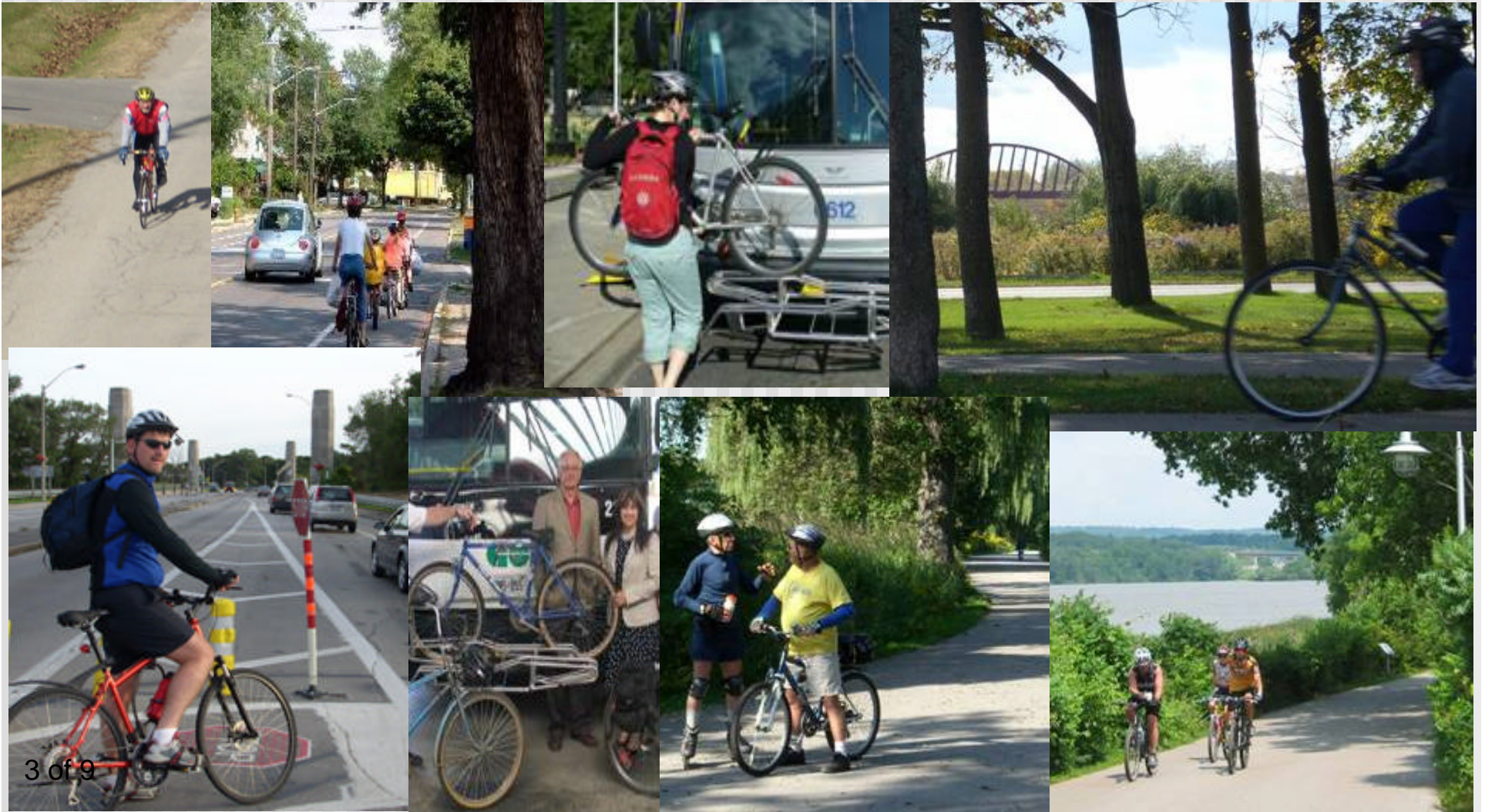
- Saskatoon: 2.4%
- Guelph: 2.3%
- Ottawa: 2.1%
- Victoria: 5.6%

Beyond Canada cities are being recognized as preferred locations for economic development because cycling adds to quality of life:

- Copenhagen: 29%
- Amsterdam: 27%

**Current walk/cycle in Hamilton is 6%**

# Great Cycling is in Hamilton



# But not everywhere....YET!

We need:

- More designated bike lanes
- More recreation trails
- More paved shoulders on rural roads
- Convenient connectivity
- Safer interaction between motorists and cyclists
- More secure parking

Cycling promotes:

- A healthier population
- Economic growth
- Cleaner air

Cyclists deserve safer routes

- If we build it they will come – 60% of the population is timid but willing...



# We were Here in 2010



	<u>Hamilton</u> <u>2010</u>	<u>Burlington</u> <u>2009</u>	<u>Mississauga</u> <u>2010</u>	<u>Ottawa</u> <u>2008</u>
# of kilometers of urban streets with bicycle lanes or paved shoulders	<b>145 km</b>	42 km	48 km	139 km
% major urban streets with designated bicycle lanes	<b>9 %</b>			
# of kilometers of country roads with paved shoulders	<b>7 km</b>	0 km	N.A.	206 km
% of country roads with paved shoulders	<b>0.5 %</b>			
# of kilometers of recreation trails	<b>135 km</b>	42 km	226 km	340 km
# of long-term secure bicycle parking spaces	<b>86</b>			
% of HSR buses and GO buses/trains with bike racks	<b>100 %</b>	100 %	100 %	<100 %
% of residents that cycle:				
- in a typical week (city-wide)	<b>7 %</b>	8 %	6 %	10 %
- as their primary means of commuting (c-w)	<b>0.6 %</b>	0.4 %	0.3 %	1.9 %
- <b>Ward 1: 3.5 %</b>				
- <b>Ward 3: 1.3 %</b>				

# We plan to be Here in 2020 or sooner

	<u>Hamilton</u> <u>2010</u>	<u>Hamilton</u> <u>2020</u>	<u>Burlington</u> <u>2025</u>	<u>Mississauga</u> <u>2030</u>	<u>Ottawa</u> <u>2020</u>
# of kilometers of urban streets with bicycle lanes or paved shoulders	<b>145 km</b>	<b>566 km</b>	133 km	268 km	250 km
% major urban streets with designated bicycle lanes	<b>9 %</b>	<b>34 %</b>			
# of kilometers of country roads with paved shoulders	<b>7 km</b>	<b>434 km</b>	74 km	N.A.	880 km
% of country roads with paved shoulders	<b>0.5 %</b>	<b>25 %</b>			
# of kilometers of recreation trails	<b>135 km</b>	<b>192 km</b>	103 km	291 km	615 km
# of long-term secure bicycle parking spaces	<b>86</b>	<b>more</b>			
% of HSR buses and GO buses/trains with bike racks	<b>100 %</b>	<b>100 %</b>	100 %	100 %	N.A.
% of residents that cycle: - as their primary means of commuting	<b>0.6 %</b>	<b>5 %</b>	N.A.	5 %	6 %



# How do we get there? Together!

## PWC and Council

- Be champions of cycling infrastructure.
- Secure capital funds.
- Designate PWC reps to meet with the HCyC semi-annually.
- Develop a standard process to ensure review, consultation, and discussion with the HCyC prior to the rejection of any links.

## PW staff

- Must be committed to cycling and addressed when not.
- Improve updates to the HCyC for all road construction/reconstruction with and without cycling infrastructure; including timelines, reasons for delay/removal, and solutions to prevent future delay/removal.



# How do we get there? Together!

## HCC members can:

- Provide insight to staff and PWC regarding cycling needs for commuter-to-recreation-to-sport-to-utilitarian cyclists!
- Flag unsafe and critical locations for infrastructure improvements.
- Provide input on the design of planned bike lanes & other infrastructure at early stages.
- Provide guided bicycle rides in the wards of proposed projects for the Counsellor and residents.
- Provide “**share the road**” education to cyclists and motorists.
- Present to PWC annually



