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CMTYENGA 4A09

# Active Transportation: Hamilton By Bike

*Updating Hamilton's cycling routes to renew  
community enthusiasm for cycling tourism*

Fatima Hameed\*, Madhura Kadam\*, Adam Locke\*\*,  
Esther Kok\*, Ramona Ribaudó-Begin\*\*\*

Developed in partnership with the Sustainable Mobility office at the  
City of Hamilton, with the support of Ciaran Egan and Rachel Johnson.

\*Faculty of Science

\*\*Faculty of Humanities

\*\*\*Faculty of Arts & Science



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# 1. Background

## 1.1 Executive Summary

### Overview

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The City of Hamilton has been updating and improving its cycling infrastructure in order to support cyclists over the past two decades. In collaboration with the City of Hamilton's Sustainable Mobility Office, our student group from the CityLAB was tasked with incorporating these changes into new cycling routes for Hamiltonians and tourists alike to use to explore the city.

### Problem Statement

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How might we update Hamilton's cycling routes in a way that is accessible and inclusive of cyclists of all skill levels and experience, reflects current cyclists' preference and relevant uses, and includes stakeholders in the Hamilton community? How can we ensure that these cycling routes will promote cycling in Hamilton?

### Solution Summary

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We created a more inclusive set of fifteen cycling routes that highlight some unique features of Hamilton. This means adjusting the old routes to be shorter and easier, with transit connections included. We incorporated feedback from local cyclists into the development of the maps to cater to the Hamilton community. Additionally, a section for "beginner" routes was added to accommodate cyclists with less experience. Our final product is a brochure with QR codes that link to a digital map layed with various amenities.

### Key Next Steps

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We plan to hand over our created cycling routes to the City of Hamilton Sustainable Mobility Office. Additionally, we have suggested modes of promotion to share the cycling routes with cyclists in Hamilton.



## 1.2 Introduction

If you ask a long-term resident of Hamilton if the city has changed at all over the last decade, there's no predicting what response you'll get. But if you ask any cyclist in Hamilton the same exact question, you're almost certain to hear a resounding yes. Over the last decade, the city has shifted focus towards promoting cycling as a viable and sustainable mode of travel. The answering push for better cycling conditions resulted in many changes, including the introduction of the bike-share system- SoBi- and the implementation of new infrastructure to connect city wards. 20 years ago, you might have walked down the sidewalk and suddenly had to duck for cover when a cyclist was forced to leave an unprotected road shoulder. Now, it's the e-scooters you have to watch out for. The Sustainable Mobility office of Hamilton uses trends like this to improve existing transportation systems. This year, one of the changes needed to meet that goal was to update the [10 suggested cycling routes](#) that have remained unchanged on the city's website since 2006. Our assignment: go through each route, and understand what needs to be changed. Are some routes no longer viable due to changing road conditions? Do some routes need to be adjusted, and how? And are there other routes out there that should be added to the city's official website?

Over the last three months, we have gone through each of the old cycling routes. We have decided on how to best change them so they are representative of current tourist attractions and road conditions. We have decided on which routes should no longer be promoted, and we have also created entirely new routes for people to explore the city. To do this, we used feedback from the community and our own research and experiences. The 15 cycling routes presented in our final brochure are our final product, which the city will use to replace the current materials on the website from 2006.

## 1.3 The Role of CityLAB

This report was developed by a group of five university students for the CityLAB: Semester In Residence Program, 2023 fall cohort. [CityLAB](#) is an innovative program in collaboration with the City of Hamilton, McMaster University, Redeemer University, and Mohawk College. Every year, a group of motivated students apply to work with various community partners to complete a project with real-world implications over the course of a semester. Our particular report was done in



partnership with the City of Hamilton's Sustainable Mobility office. The overall goal was to promote tourism and recreational cycling in Hamilton by updating the cycling maps. When some of the city's readily-available cycling information is out of date, prospective cyclists have to do their own route planning. This could be a deterrent to cycling, undermining the city's current efforts to make cycling easier. By providing new opportunities for cyclists to explore the city, we hope to improve Hamilton's cycling culture.

The theme of CityLab's 2023 fall session is climate change. According to Hamilton's Office of Climate Change Initiatives, the city's second-leading cause of emissions is transportation, with an estimated 1.5 metric tons of carbon dioxide equivalent released each year (City of Hamilton, 2023). On the other hand, cycling is a realistic alternative to vehicular transport. It is relatively inexpensive, emission-free, easy, efficient, and (arguably) fun. There are also proven health and social benefits to cycling, including a reduced risk of cardiovascular events (one of the leading causes of death in the world) (Department of Health & Human Services, 2017). As our project hopes to increase cycling in Hamilton, we also hope to reduce the use of vehicles in Hamilton, thus reducing the city's total emissions.

## 1.4 Problem Statement

How might we update Hamilton's cycling routes in a way that is accessible and inclusive of cyclists of all skill levels and experience, reflects current cyclists' preference and relevant uses, and includes stakeholders in the Hamilton community? Additionally, how can we ensure that these cycling routes will promote cycling in Hamilton?

## 2. Approach

### 2.1 Process

Our first step as a group was to identify areas for improvement in each of the original 10 cycling routes. We used primary research (by experiencing the route as cyclists ourselves), as well as secondary research (using infrastructure maps to determine how the landscape of each area has changed since 2006, using tourism resources to identify relevant points of interest, etc) to propose modifications. During this time, each group member also developed one or two proposals for a feasible route that was independent of the existing materials.

When doing research we had to answer a few questions, including, what makes a good cycling route? What makes a cycling route accessible? Who uses Hamilton's cycling routes? Can we expand this demographic? What are some of the obstacles currently facing Hamiltonian cyclists? How can we encourage Hamiltonians to cycle? In order to answer these questions, we turned to the Ontario Ministry of Transportation's 2014 Bikeways Design Manual. The design manual's original purpose is to help designers build effective bikeways on or around cross-province highways. However, it was also very helpful to our individual project. The glossary provided us with practical terminology for cycling infrastructure and defined cyclist priorities and safety considerations for different types of cyclists and purpose of cycling trips. For example, the manual divides cyclists into four categories, "Strong and Fearless", "Enthusied and Confident", "Interested but Concerned" and "No Way, No How" - which became the basis for our four shape ranking system (3.1)(Ontario Ministry of Transportation, 2014).

### 2.2 Community Engagement Events

We hosted 3 community engagement events in total, with the goal of receiving feedback to help shape the final deliverables. We wanted to hear from as many people as possible, so each event called on a variety of people with cycling expertise in Hamilton. The first event was exclusive to peers and instructors within CityLAB. Each new route was drawn on Hamilton's cycling infrastructure 2023 map using markers in preparation for the dry-run activity. In addition to receiving feedback on the routes themselves, we also used this event to receive feedback on



our facilitation skills to help us run future events (note that specific feedback from all our dialogue events can be found in the next section, 2.2).

The general structure of the feedback activity consisted of three main actions: **explanation, activity, and discussion**. During the explanation portion, the activity was introduced, and expectations were outlined. During the activity portion, stakeholders were free to explore the stations placed throughout the room. Each station included a map with a route posted to the wall of our CityLAB space, and everyone received sticky notes that they could use to post comments next to/directly on the route. Additionally, our team members were spaced throughout the room such that we were available should anyone want to ask a question or make a verbal comment. We asked the group to note concerns with the route, or features they enjoyed. At the end of the activity, there was a discussion section for stakeholders that allowed them to speak directly to us and also collaborate with each other. Afterwards, everyone filled out a comment card (appendix 6.2) to suggest how we might improve our community engagement structure.

The next community engagement event was a design charrette, with an audience consisting of city staffers and other community members. The activity in this event ran in a similar manner to the first one, with some key differences. For this event, the maps were assembled in a custom ArcGIS template, and then taped onto poster boards. The sticky notes were effective in the last event, so we decided to keep using them. However, we also encouraged stakeholders to draw directly on the maps and even alter them using a pen to keep the dialogue interactive and kinetic. We asked for comments on the routes and the map template. Based on feedback from our first event, we posted prompts next to the maps for guidance. We landed on four prompts that were specific but also left room for intentional responses. These questions were developed based on appreciative inquiry, specifically that they should “[engage] people as co-designers and co- collaborators in community work and change” (Vasek 2023):

1. Would you use this cycling route? Why? Why not? What obstacles would you anticipate? What interests you about it? What do you think is the best use of this route?
2. When and why would you use it?
3. What would you be excited to see on this route?
4. What would you change about this route? Are there any oversights? What do you think we missed?





**Figure 1:** Our CityLAB SIR group presenting at the design charette event



**Figure 2:** Local cyclists analysing maps at the design charette event



**Figure 3:** Maps displayed at the event with feedback added by participants using blue sticky notes.

We had 14 attendees, which included representatives from McMaster Students for Bike Share, the City of Hamilton's Sustainable Transportation department, Tourism Hamilton, and the Rambling Hamiltonian. With the advantage of having feedback from our previous event, the second event was an improvement on the first. We were blown away by the involvement of the community members. Their comments were incredibly helpful, and many insights within conversations and group discussions. The presentation also went quite well, and we received feedback that our talking points were seamless and coherent.

The final event was a shorter presentation with the Hamilton Mobility Lab during one of their regular meetings. In our short time slot we ran a smaller version of the activity with fewer maps. The attendees were members of the Mobility Lab and also experts at cycling in Hamilton. They provided great feedback on the routes themselves and even suggested an entirely new route (Dofasco loop), which we ended up adding to the final list of routes. This event really allowed us to tap into the existing network of expertise in the community surrounding cycling. Moreover, we sent out a link and instructions with the meeting notes that allowed all Mobility Lab members to add comments on all the maps we created. We did this to ensure

the greatest level of accessibility for all members, even ones who could not attend physically.

## 2. 2 Feedback

The following is a summary of the feedback we received from all 3 community engagement sessions. For simplicity, table 1 only includes general feedback (which focuses on map template and features, presentation skills etc.) and table 2 focuses on route-specific feedback (ie. where the routes go, the type of classification each route should have, etc).

**Table 1:** General feedback from all community engagement activities

Feedback topic	Specific Suggestions	Implementation
<b>Map formatting</b>	<ol style="list-style-type: none"> <li>1. Layer more amenities onto the maps such as car parking, bike-share hubs, bus stops, washroom, food areas, water features</li> <li>2. Include caution signs on areas with high elevation</li> <li>3. Include description of routes with map</li> <li>4. Include more pictures about the areas you go through</li> <li>5. Safety concerns regarding quality of routes</li> <li>6. Make the paths into a loop</li> <li>7. Clear, readable basemap format</li> </ol>	<ol style="list-style-type: none"> <li>1. Car parking, bike-share hubs, bus stops, washrooms, food and water areas are now included in the digital maps for each route</li> <li>2. Caution signs are on the high elevation areas in the digital maps</li> <li>3. Each cycling route has a route description</li> <li>4. Each area of attraction on the maps has an attached picture and description</li> <li>5. The percent paved and unpaved of each route is mentioned in the brochure</li> <li>6. Many routes including the Falls Run are now a complete loop</li> <li>7. Kept the basemap largely the same</li> </ol>
<b>Facilitating the activity</b>	<ol style="list-style-type: none"> <li>1. Make sure people have enough time to see each station</li> <li>2. More guided feedback</li> <li>3. Good to allow people to roam freely based on</li> </ol>	<ol style="list-style-type: none"> <li>1. Madhura issued a warning every 10 minutes during the second activity</li> <li>2. We included prompts next to the maps after the first activity</li> <li>3. Kept this the same</li> </ol>

**Table 2:** Route specific feedback. The cycling routes with a ‘\*’ symbol are newly created

Cycling route	Feedback	Outcome
<b>Escarpment Rail Trail</b>	As this route uses the rail trail almost exclusively, it hasn't been modified by infrastructure changes. The rail trail is relatively well-maintained and easy to ride on. Keeping this route intact provides a simple, accessible option for beginners.	Unchanged.
<b>Chedoke Radial Rail Trail</b>	As this route uses the rail trail almost exclusively, it hasn't been modified by infrastructure changes. The rail trail is relatively well-maintained and easy to ride on. Keeping this route intact provides a simple, accessible option for beginners. However, we received feedback that the Fieldcote Museum is near the end of the route.	Fieldcote Museum was added as an attraction at one end of the route.
<b>Gage and Devil's Punchbowl</b>	While an enjoyable route, the route was hard to navigate as it involves an external path passing through Red Hill Valley.	The cycling route was simplified so it goes from

		Corktown Park to Devil's Punchbowl in a loop.
<b>Red Hill Valley (now 'The Red Brick Road')</b>	We received feedback to use the trail from Old Mud St rather than Albion Falls to avoid a dangerous steep slope	The trail from Old Mud St has been included and Albion Falls are no longer part of the main route. The route is safer this way.
<b>Ferguson and West Harbour (now "Harbour Cruise")</b>	The original Ferguson and West Harbour route started on Ferguson Street and ended at a park in Burlington. The route included the York Street stairs. We received feedback that it was long and started and ended in random locations.	The York Street stairs are no longer included in the route, and the route has been shortened.
<b>Harbour and Lakeshore (now 'Pier-to-Pier')</b>	The original route included a section of street that many said did not make sense with the rest of the route (out of the way).	Shortened the route to begin at Grey's Road instead.
<b>Dundas Valley and Westdale (now 'Dundas Frenzy')</b>	The original Dundas Valley and Westdale took the Chedoke Radial Rail Trail to Dundas, which has high elevation.	The new route takes the Hamilton-Brantford Rail Trail to reduce elevation.
<b>The Brows</b>	This route does not form a loop so we received feedback to include parking and transit connection points.  One user said they would like to see more local businesses.	Included connection points and parking in the final map and in MyMaps link.  Added Local Businesses to attractions.
<b>The Falls Run</b>	This route did not form a loop so we received feedback to include parking and	The route is now a loop that begins



	<p>transit connection points or make it a loop.</p>	<p>and ends at Webster's Falls. There is a point at KING at WELLINGTON highlighted for bus access to and from Dundas. Car parking, areas of elevation, and areas of high-speed vehicles are now added onto the digital maps.</p>
<p><b>The Country (now 'Escape to the Country')</b></p>	<p>The route is long and takes the cyclist far outside of the city where there is little traffic. We received feedback that it would be problematic if a cyclist breaks down.</p>	<p>Added a cautionary warning to have a cell phone or repair kit.</p>
<p><b>Down By the Bay*:</b> inspired by the vibrant and diverse attractions that Downtown Hamilton has to offer. There is more to downtown than just scary traffic.</p>	<p>We received feedback to include Bayfront Park and use the Ferguson Tunnel to Corktown Park.</p>	<p>Bayfront Park has been included within the route instead of just including it in the possible attraction sites. We considered the other suggestion, however, there are no protected/safe pathways from Corktown Park to Go Centre to complete the loop. The loop has been shortened, and includes Hunter St E instead of Charlton Ave E on the south end of</p>





		the route.
<b>Haunted Hamilton*:</b> inspired by the popular walking ghost tours of downtown Hamilton- why can't there be a cycling version?	Received feedback that original route was too long	Split into two sections, and then I got feedback on which section was better and used that one
<b>Adventures in Kirkendall*:</b> inspired by the needs of students and other newcomers to Hamilton! This route is a good first step to exploring wider Hamilton, seeing what some of the business areas have to offer, and exploring the trails and escarpment.	Received feedback that original route had too many hills	Elimination of Beddoe Drive from route, hill was too steep.
<b>Royal Botanical Safari*:</b> inspired by everything the RBG has to offer, and the scenery surrounding Hamilton.	Hills are intense.	Route flipped, now done clockwise (mostly downhill).
<b>Dofasco Loop*:</b> inspired by the members of Hamilton Mobility Lab who recommended adding this route.	This route did not exist in the first draft, it was brought to us by the community.	This route was added to the final list.

## 3. Deliverables

### 3.1 Digital Features

The project deliverables include a brochure that will be used by the general public. With this idea of usability in mind, we let two areas of concern guide the development of our final product: **accessibility** (**can** everyone use this brochure?), and **usefulness** (**will** everyone use this brochure?). These two principles led to the development of two unique features (the QR codes and the ranking scale) that are distinct from the resources we set out to update.

In order to increase the accessibility of the cycling routes, we created a ranking system in an attempt to make it easier for individuals with limited or reduced mobility to find routes they can use. We created the following system focusing on 3 criteria: time to cycle, road surface, and challenging sections that require caution. These three criteria were picked based on community feedback from engagement sessions and our own experiences. Each route is ranked as a colour and shape, similar to the ranking system a ski chalet may use:

-  Blue Circle: paved, approximately 30 minutes or less, no cautionary areas\*. For beginners.
-  Yellow Square: paved, 30-50 minutes, no cautionary areas. For beginners and intermediate riders.
-  Orange Diamond: paved, 50-90 minutes, few if any cautionary areas. For intermediate riders.
-  Green Triangle: unpaved sections, 60-150 minutes, cautionary areas. For experienced riders.

\*Cautionary areas: sudden changes in elevation, dangerous roads, significant unpaved sections.

The second part of usability is usefulness. This was another element that drew heavily from community feedback sessions. What do people want included within a cycling map? The answer: an awful lot. We heard back from people who wanted bike parking locations, washrooms, restaurants, parks, waterfalls, and much more. It was far too much to put on a paper map, but still, every proposed feature was arguably worth including. This is why we implemented the QR code feature. Another common request was for a hands-free direction feature to avoid having to pull out a map. We

developed a separate QR code system for this as well. All the QR codes are listed in the brochure, and we will use Haunted Hamilton as an example here.

[Directions](#) [MyMaps](#)



**Figure 4:** QR codes that link to the Haunted Hamilton route. The first QR code (left) links to the directions while the second QR code (right) links to the My Maps route

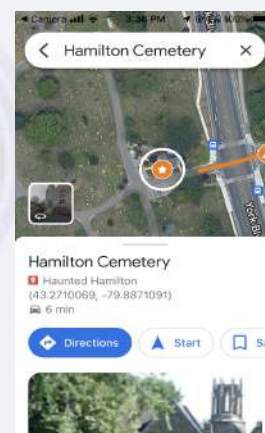
When you scan the Haunted Hamilton QR code, you are brought to a base map that we designed to contain many relevant layers you can toggle on and off. In the first image, you see the name of the route with a relevant description (left image). If you move to view the map, you can see the clear outline of the route with several highlighted features (middle image). Based on community feedback, we highlighted the location of bike parking near the start/end and near attractions, as well as the location of attractions, caution signs, and car parking near the start/end. In the last image (right), you can see that clicking on any icon will provide the name of the icon and a description of what it represents.



**Figure 5:** Route description given on My Maps for the Haunted Hamilton route



**Figure 6:** Orange line on image depicting the Haunted Hamilton cycling route. Orange icons in the image showcasing points of interest, caution, and amenities.

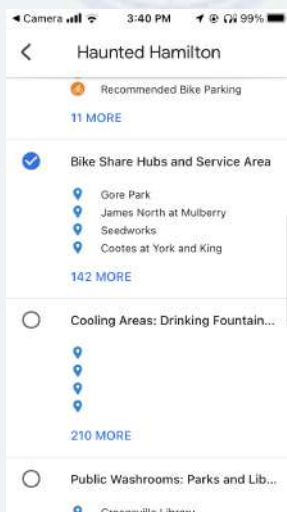


**Figure 7:** Image depicting a point of interest - the Hamilton Cemetery on the Haunted Hamilton route.

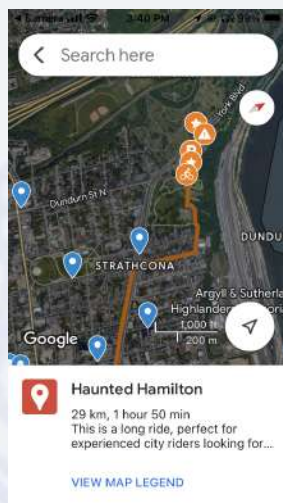
Further, there are 7 layers that can be added to the original route map. These layers include HSR bus stops, SoBi locations, cooling infrastructure (splash pads, water



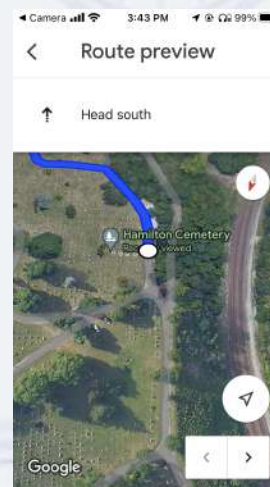
fountains), public washrooms, bike parking, points of interest, and parking lots. In the left image, the bike-share layer has been overlaid, and you can see in the centre image that bike-share spots are now highlighted as blue points alongside the orange route mapping. In this way, you can select what you're interested in looking for and then find the closest location without an overwhelming map with many features. The right image showcases another virtual map feature, real-time audio directions. Each route has been programmed into google maps so that audio directions can play over your headphones. You can access this by scanning a specific QR code.



**Figure 8:** Image depicting the amenities shown on each route, such as cooling areas, public washrooms, bike-share hubs



**Figure 9:** Image depicting bike-share hubs as selected in Figure 7 on the Haunted Hamilton route







**Figure 10:** Image depicting directions given for the Haunted Hamilton route by Google My Maps

### 3.2 Final Routes

Note: a detailed look at all the final routes (with maps) can be viewed in the appendix, 6.1.

**Table 3:** Final cycling routes and their classifications

Blue Circle 	Yellow Square 	Orange Diamond 	Green Triangle 
<ul style="list-style-type: none"> <li>- Pier to Pier</li> <li>- Down by the</li> </ul>	<ul style="list-style-type: none"> <li>- Escarpment Rail Trail</li> </ul>	<ul style="list-style-type: none"> <li>- Royal Botanical</li> </ul>	<ul style="list-style-type: none"> <li>- The Brows</li> <li>- The Country</li> </ul>

bay - Harbour Cruise - Adventures in Kirkendall	- Dundas Frenzy - Chedoke Radial Rail Trail - Devil's Punchbowl	Safari - Red Hill Valley - The Falls Run - Dofasco Loop	- Haunted Hamilton
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### 3.3 Brochure



Figure 11: The first page of the brochure depicting a combined map of the cycling routes



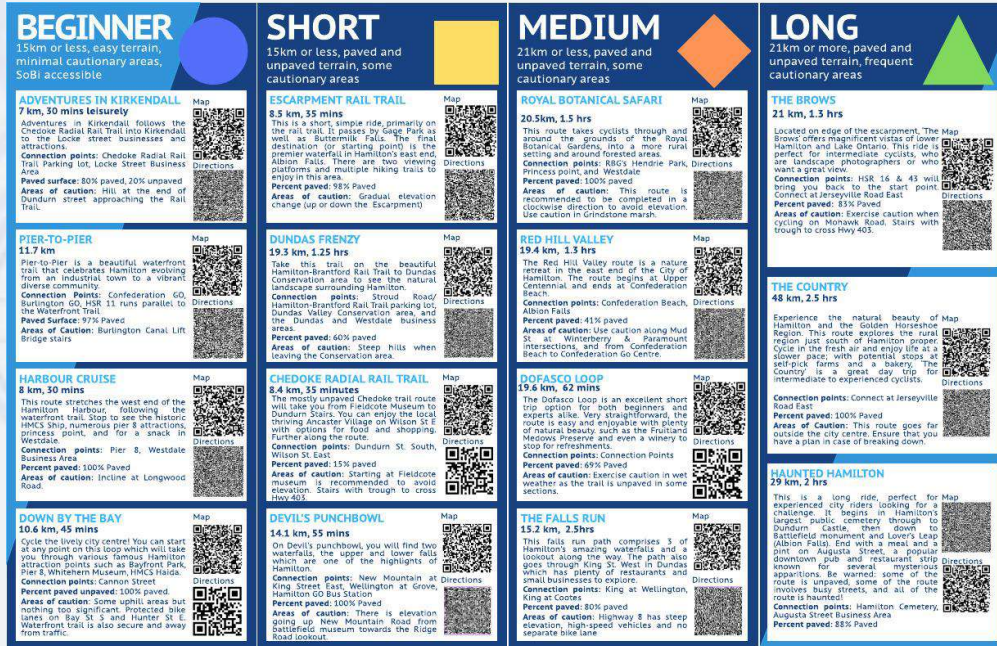


Figure 12: The second page of the brochure depicting information and links to each cycling route

(Appendix 6.4)

## 4. Next Steps

### 4.1 Promotional Ideas

To promote our project, we suggest that the city primarily use social media (including the multiple Twitter, Facebook, and Instagram accounts operated by various city departments) as they already have an existing base of followers with a wide variety of people. A social media campaign should encourage 1-2 routes per month (so as not to be overwhelming with information), and might also follow a seasonal promotion model. For example, Haunted Hamilton could be promoted during October (perhaps in collaboration with the GlowRiders), RBG Safari could be promoted during summer, Falls Run (with all the beautiful foliage) could be promoted during autumn, and so on. As part of the promotion for each route, the city can encourage people to tweet a photo or comment about the ride by using a specific fun hashtag (#ISurvivedHauntedHamilton for Haunted Hamilton, #ShowUsYourFavouriteWaterfall for The Falls Run, etc). The city should repost anytime anyone uses these hashtags to encourage further community engagement with authentic content. The posts themselves should lend themselves to social

media, ie. short and attention-grabbing. For example, a post might be of a beautiful view from Down by the Bay (see figures 12-15 for some ideas), with a caption like ‘Think you can take a better photo? The answer is just a short bike ride away!’ or ‘Want to experience a lake-side view but don’t want to leave Hamilton? Spend an afternoon #DownByTheBay with us!’, for example. The brochure can be linked somewhere in the post for people to click for more information.



**Figure 13:** Dundurn Castle from ‘Haunted Hamilton’



**Figure 14:** Borer’s Falls from ‘The Falls Run’



**Figure 15:** Rock Chapel Sanctuary from ‘Royal Botanical Safari’



**Figure 16:** Whitehern Historic House & Museum from ‘Down by the Bay’

Beyond social media, there are several organisations that routinely promote projects like this one. To start, we’ve compiled a list of clubs at McMaster that have influence in the student community. They can both distribute brochures and potentially organise student rides on the routes:

- McMaster Student Union
- McMaster Students for Bike Share
- McMaster Outdoor Club
- McMaster Residence Life
- McMaster Zero Waste McMaster
- McMaster Sustainability Office

Additionally, we received extensive feedback on how cycling in Hamilton is considered unsafe. Often, there is limited awareness of the improvements that are happening on the roads. The city might consider promoting new major biking



infrastructure - ex. bike lane on Emerson St (extremely helpful for students) etc. This could be as simple as a picture of the changes with a short caption explaining what it is (“A new connection from the rail trail all the way to campus!”). We also received feedback that people feel uncertain about cycling in such a busy city- Instagram reels (which are short videos) on topics such as “How to load bikes on HSR” or “Ride with us down X Route!” may help alleviate this issue, and thus also indirectly increase the number of cyclists interested in using our brochure.

## 4.2 Equity, Diversity, Inclusion, and Future Considerations

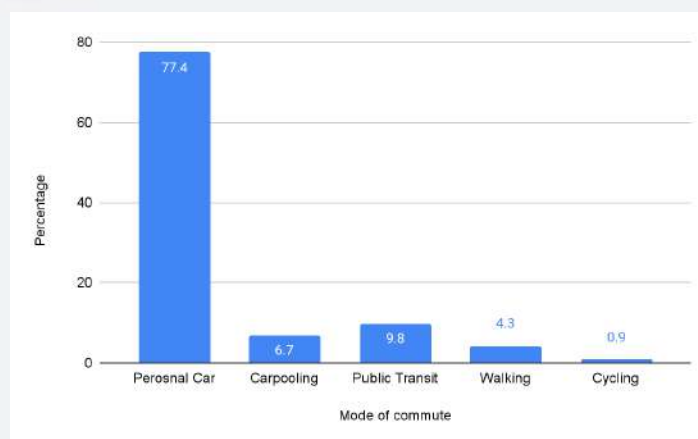
It is a feasible next step for the city to translate our project into languages other than English, thus making our work more accessible to the significant portion of Hamiltonians who speak a different language. Additionally, we would suggest that the city set up a form for people to leave feedback on each route, such that future improvements and accommodations can be made.

Another way to increase EDI is a partnership with nonprofits like [Cycling Without Age](#), an organisation that pairs seniors with volunteers that take them on bike rides using modified bikes. The local Hamilton chapter takes seniors on rides on the Waterfront Trail and some trails in Burlington, but could potentially expand the routes that it takes to include some of the beginner routes proposed here.

A long-term goal of creating more cycling routes in Hamilton is to induce demand for more trips made by bicycle or other personal mobility vehicle rather than by car. To this effect, the project would be considered successful if over the next few years there is an increase in the amount of cycling trips taken within the city of Hamilton. In order to determine if there has been an increase in demand we have collected data on the current level of cycling in the city of Hamilton. This includes data on cycling in the Transportation Tomorrow Survey 2016, Census and heatmaps from RidewithGPS and Strava (see figures 13-16 in appendix). It is our recommendation that in a few years time this data should be compared and contrasted with data collected in the future to determine if the new routes along with other city initiatives have been successful in inducing greater demand for cycling.

Although the focus of our work is on tourism and recreational cycling, the overall goal was to increase cycling in Hamilton generally. To extend this project further, we have developed some suggestions that the city might consider in order to increase the overall number of cyclists on the road. Various data sources suggest that

cycling is not as prominent in the community as it has the capacity to become. Census data provides a snapshot of Hamilton commuter habits as they were last reported in 2017 (figure 17). Less than 1% surveyed chose to cycle to work (Census 2017). However, the data also indicates that 58.9% of people commute within their census subdivision of residence, and 59.4% have a commute of under 29 minutes (Census 2017). This suggests that cycling is a viable option for the vast majority of commuters, despite the small percentage of people who cycle as part of their commute (Census 2017). Other data suggests that different wards have different habits, ranging from 18% daily cyclists to 0% depending on the neighbourhood (TTS 2016, appendix 6.3).



**Figure 17:** Bar graph depicting the mode of transport used by individuals living in Hamilton

The CIVITAS Initiative (a European collaborative that supports cities in the implementation of an integrated sustainable, clean, and energy efficient transport policy) has a useful research-based report that outlines the most effective methods for cities to promote cycling (CIVITAS). They suggest 4 main strategies:

1. Extension and improvement of the bicycle networks and network connectivity of different sections to make all areas accessible
2. Improvement in the comfort and safety of bicycle lanes as well as adaptation of road infrastructure
  - a. Eg. junctions, crossings and traffic signs to give cyclists priority and safer journeys
3. Offering additional bicycle services
  - a. Eg. safe and comfortable parking and transfer facilities, repair shops, rental systems or accommodation on public transport vehicles

4. Stimulating the use of electric bicycles, e.g. by offering information, charging points or special incentives

Using this information and the Hamilton-specific data, we think that continuing the work already being done with the development of bike lanes and other infrastructure is an effective next-step for the city. Particularly, the discrepancies in cycling across wards may have something to do with differences in cycling infrastructure in different neighbourhoods. The city should consider equal access to safe cycling routes when proposing new plans for development. Additionally, we would suggest developing the SoBi system so it is more accessible (more promotion, emphasising people who have immigrated from other countries and are unfamiliar with bike-share systems, and perhaps a point system as well to make SoBis more affordable and encourage repeated use).

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CityLAB SIR

## 6. Appendix

### 6.1 Individual Routes

Escarpment Rail Trail ([MyMaps Link](#), [Directions](#))

**Distance/time:** 8.5 km, 35 minutes

**Connection points:** Downtown connections near Gage park

**Attractions:** Gage Park, Buttermilk Falls, Albion Falls

**Description:** This is a short, simple ride, primarily on the rail trail (with a very small unpaved component near the falls). It passes by Gage Park (a 30 hectare multi-use park in the middle of the city) as well as-Buttermilk Falls (a terraced ribbon waterfall measuring 23 metres in height). The final destination (or starting point) is the premier waterfall in Hamilton's east end, Albion Falls. There are two viewing platforms and multiple hiking trails to enjoy in this area.

**Percent paved unpaved:** 98% paved, with a very small unpaved component near the falls

**Areas of caution (note places), elevation:** No great elevation changes; gradual change (up the escarpment from Wentworth Street or down the Niagara Escarpment from the Albion Falls area).

**Category:**  Yellow



Haunted Hamilton ([MyMaps](#), [Directions](#))

**Distance/time:** 29 km, 1 hour 50 min

**Connection points:** Downtown connections near York St and Augusta

**Attractions:** Hamilton Cemetery, Dundurn Castle, Battlefield Monument, Albion Falls, Augusta Street

**Three sentence description of route:** This is a long ride, perfect for experienced city riders looking for a challenge. It begins in Hamilton's largest public cemetery through to Dundurn Castle, then down to Battlefield monument and Lover's Leap (Albion Falls). End with a meal and a pint on Augusta Street, a popular downtown pub and restaurant strip known for several mysterious apparitions. Be warned: some of the route is unpaved, some of the route involves busy streets, and all of the route is haunted!

**Percent paved unpaved:** 12% unpaved, 88% paved

**Areas of caution (note places), elevation:** noted on map- some unpaved areas and some busy roads.

**Category:** ▲ Green



Chedoke Radial Rail Trail ([MyMaps](#), [Directions](#))

**Distance/time:** 8.4 km, 35 minutes

**Connection points:** Dundurn St S, Wilson St E.

**Attractions:** Fieldcote Museum, Ancaster Village, Upper Princess Falls, Mountview Falls, Chedoke Falls, Dundurn Stairs

**Three sentence description of route:** The mostly unpaved Chedoke trail route will take you from Fieldcote Museum to Dundurn Stairs. You can enjoy the local thriving Ancaster Village on Wilson St E with options for food and shopping. Further along the route, you will come across various waterfalls.

**Percent paved unpaved:** 85% unpaved, 15% paved.

**Areas of caution (note places), elevation:** Starting





at Fieldcote museum is recommended to avoid elevation.

Stairs with trough to cross Hwy 403.

**Category:** ■ Yellow

Down by the Bay ([MyMaps](#), [Directions](#))

**Distance/time:** 10.6 km, 45 minutes

**Connection points:** Cannon St E.

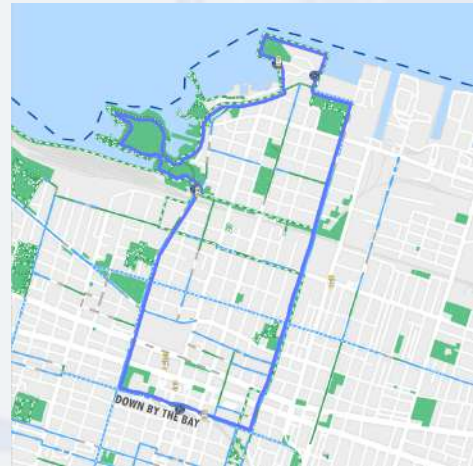
**Attractions:** Pier 8, HMCS Haida National Historic Site, Whitehern Historic House and Garden, Art Gallery of Hamilton, James St N, Bayfront Park

**Three sentence description of route:** This route is perfect for beginners wanting to hop on a bicycle and appreciate the lively city life. You can start at any point on this loop, which will take you through various Hamilton attraction points such as Bayfront Park, Pier 8, Whitehern Museum, and the HMCS Haida.

**Percent paved unpaved:** 100% paved.

**Areas of caution (note places), elevation:** Some uphill areas but nothing too significant.

**Category:** ● Blue



Red Hill Valley ([MyMaps](#), [Directions \(Paved\)](#), [Directions \(Unpaved\)](#))

**Distance/time:** Paved 20.2 km, 1 hour 20 mins;

Unpaved 19.4 km, 1 hour 20 mins

**Connection points:** Lawrence Rd, Stonechurch Rd E.

**Attractions:** Confederation Beach, Albion Falls, The Bear Meeting Place, The Turtle Meeting Place, Valley Park Community Centre/ Library/ Skate Park, Paramount and Winterberry business area

**Three sentence description of route:** The Red Hill Valley route, with significant Haudenosaunee history, is a nature retreat in the east end of the City of Hamilton. Recent efforts to preserve the indigenous history in the area involve building meeting places for people to gather at and reflect





on the rich history of the valley. The route begins at Upper Centennial and Highland Rd W intersection and ends at Confederation Beach . During this ride, you will come across attractions such as a skatepark, a library, local food area, the waterfront, and indigenous gathering points i.e., The Bear, The Turtle.

**Percent paved unpaved:** Paved 6% unpaved, 94% paved. Unpaved 41% paved, 59% unpaved.

**Areas of caution (note places), elevation:** Starting at Highland Rd W is recommended to avoid elevation. Use caution along Mud St & Winterberry and Mud St & Paramount intersections. Use caution along the busy traffic area from Confederation Beach to Confederation Go Centre.

**Category:**  Orange



#### Harbour Cruise ([MyMaps](#), [Directions](#))

**Distance/time:** 8 km, 30 mins

**Connection points:** Pier 8, Westdale Business Area

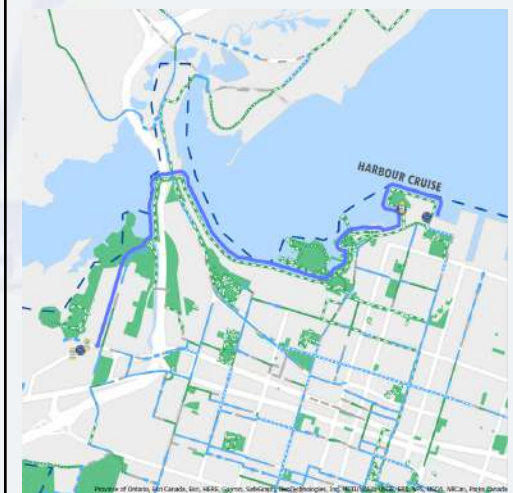
**Attractions:** HMCS Haida National Historic Site, Pier 8 attractions & art installations, Pier 7 boardwalk, Bayfront Park, Waterfront Trail, The Fishway, Princess point, Westdale Business Area

**Three sentence description of route:** This route stretches the west end of the Hamilton Harbour, following the waterfront trail. Stop to see the historic HMCS Ship, numerous pier 8 attractions, princess point, and for a snack in Westdale.

**Percent paved unpaved:** 100% Paved

**Areas of caution (note places), elevation:** Incline at Longwood Road.

**Category:**  Blue



#### Adventures in Kirkendall ([MyMaps](#), [Directions](#))

**Distance/time:** 7 km, 30 mins

**Connection points:** Chedoke Radial Rail Trail Parking lot, Locke Street Business Area

**Attractions:** Chedoke golf club, Chedoke Radial Rail Trail, Locke Street Business Area

**Three sentence description of route:** Adventures in Kirkendall follows the Chedoke Radial Rail Trail into Kirkendall to the Locke street businesses and attractions.

**Percent paved unpaved:** 80% paved, 20% unpaved

**Areas of caution (note places), elevation:** Hill at the end of Dundurn street approaching the Rail Trail.

**Category:**  Blue



Dundas Frenzy ([MyMaps](#), [Directions](#))

**Distance/time:** 19.3 km, 1.25 hrs

**Connection points:** Connections at the Stroud Road/Hamilton-Brantford Rail Trail parking lot, at Dundas Valley Conservation area, and at the Dundas and Westdale business areas.

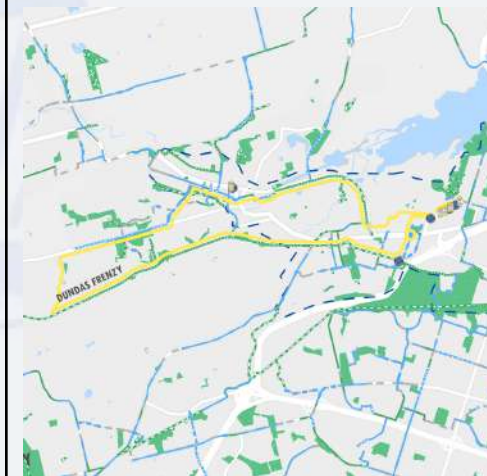
**Attractions:** Dundas Valley conservation area, Dundas Business Area, Hamilton-Brantford Rail Trail, Cootes Paradise

**Three sentence description of route:** Take this trail on the beautiful Hamilton-Brantford Rail Trail to Dundas Conservation area to see the natural landscape surrounding Hamilton. This route takes you through two business areas and around the west end of Hamilton.

**Percent paved unpaved:** 40% unpaved, 50% paved.

**Areas of caution (note places), elevation:** Steep hills when leaving the Conservation area.

**Category:**  Yellow



Pier-to-Pier ([MyMap](#), [Directions](#))

**Distance/time:** 11.7 km, 40 min

**Connection points:** Confederation GO, Burlington GO, HSR 11 runs parallel to the Waterfront Trail

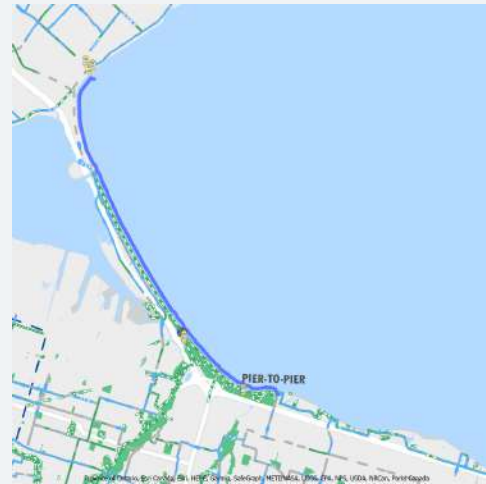
**Attractions:** War of 1812 Memorial Garden, Confederation Park, Dieppe Memorial, Burlington Canal Lift Bridge, Burlington Beach, Spencer Smith Park, Brant St. Pier

**Three sentence description of route:** Pier-to-Pier is a beautiful waterfront trail that shows off many of the great things that Hamilton has to offer. From picturesque vistas to historical points of interest, Pier-to-Pier takes you on a journey that celebrates Hamilton evolving from an industrial town to a vibrant diverse community. Whether you want to visit the Dieppe Memorial or watch the boats as the sun sets by the beach, Pier-to Pier has something for everyone.

**Percent paved unpaved:** Paved: 10.9km 97%  
Unpaved: 0.8km 3%

**Areas of caution (note places), elevation:** Exercise caution when crossing Burlington Lift Bridge

**Category:** ● Blue



Falls Run ([MyMaps](#), [Directions](#))

**Distance:** 15.2 km, **Time:** 1 hour 24 mins

**Connection points:**

- KING at WELLINGTON - HSR bus stop for Bus number 5
- KING at COOTES - HSR bus stop by a SoBi Bike station

**Attractions:** Webster's Falls, Tew's Falls, Borer's Falls, Sydenham lookout, commercial King St West area  
**Three sentence description of route:** This falls run path comprises 3 of Hamilton's amazing waterfalls and a lookout along the way. The path also goes through King St. West in Dundas which has plenty of restaurants and small businesses to explore. It is highly recommended to take note of the elevation uphill to the falls and back down through the Sydenham lookout.






**Percent paved unpaved:**

80% paved, 20% unpaved

**Areas of caution (note places), elevation:** Highway 8 going up towards Webster's Falls has steep elevation, high-speed vehicles and no separate bike lanes. Short Rd going up to Tews Falls has high elevation. Sydenham Rd going down to Dundas is a steep path

**Ranking:**  Orange

Royal Botanical Safari ([MyMaps](#), [Directions](#))

**Connection points, distance/time:** Connections at the RBG's Hendrie Park, Princess point, and in Westdale (20.5 km, 1.5 hrs)

**Attractions:** Grindstone Marsh Trail, RBG Hendrie Park, Cartwright Nature Sanctuary, Borer's Falls Conservation Area, Rock chapel sanctuary, Hopkin's woods special protection area, Desjardin Canal, Cootes Paradise, Fishway, Princess Point

**Three sentence description of route:** This route takes cyclists through and around the grounds of the Royal Botanical Gardens, into a more rural setting and around forested areas.

**Percent paved/unpaved:** 100% paved

**Areas of caution (note places), elevation:** This route is recommended to be completed in a clockwise direction to avoid elevation. Use caution in Grindstone marsh.

**Ranking:**  Orange



The Brows ([MyMaps](#), [Directions](#))

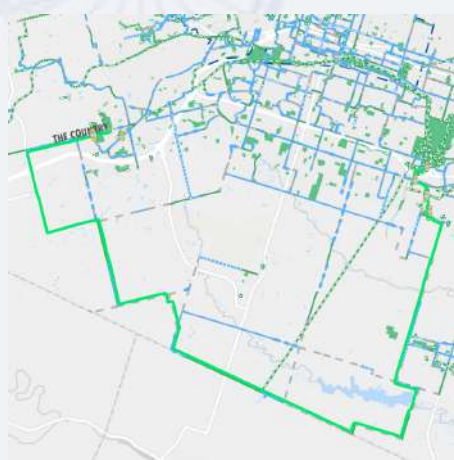


**Distance/time:** 21km approx. 1 hour 20 mins  
**Connection points:** HSR 16 & 43 will bring you back to the start point. Connect at Jerseyville Road East,  
**Attractions:** Albion Falls, Buttermilk Falls, Matt Broman Park, Mountain Bro, East Lookout Point, Mountain Brow West Park, Mohawk College, Sanatorium Falls, Campus View, Mountview Waterfall, Princess Falls, Scenic Waterfall, Iroquoia Heights Conservation Area, Mohawk Cascade  
**Three sentence description of route:** Treat yourself to the breathtaking views that Hamilton provides with 'The Brows'. Located on the edge of the escarpment, 'The Brows' offers magnificent vistas of lower Hamilton and Lake Ontario. This ride is perfect for intermediate cyclists, who are landscape photographers or who want a great view without driving out of the city.  
**Percent paved unpaved:** Paved: 83% Unpaved: 17%  
**Areas of caution (note places), elevation:** Exercise caution when cycling on Mohawk Road. Stairs with trough to cross Hwy 403. Exercise caution in wet weather as the trail is unpaved in some sections.  
**Ranking:** ▲ Green



Escape to the Country ([MyMaps](#), [Directions](#))

**Distance/time:** 48km, approx 2 hours 30 mins  
**Connection points:** HSR 16 & 43 will bring you back to the start point. Connect at Jerseyville Road East,  
**Attractions:** Albion Falls, Fletcher Fruit Farms, Binbrook Conservation Area, Killman Zoo, Aspire Bakery/Oakrun Farm, Cranston Farms, Triple C Farms, Ancaster Ice Cream Parlour  
**Three sentence description of route:** Get outta town with 'Escape to the Country' and experience the natural beauty of Hamilton and the Golden Horseshoe Region. This route explores the rural region just south of Hamilton proper. Cycle in the fresh air and enjoy life at a slower pace; with potential stops at self-pick farms and a bakery, 'Escape to the Country' is a great day trip for intermediate to experienced cyclists.



**Percent paved unpaved:** 100% paved  
**Areas of caution (note places), elevation:** This route goes far outside the city centre. Ensure that you have a plan in case of breaking down.

**Category:** ▲ Green

Devil's Punchbowl ([MyMaps](#), [Directions](#))

**Distance/time:** 14.1 km, 55 mins

**Connection points:**

- HSR Bus top - New Mountain at King St E (near Devil's punchbowl)
- HSR Bus top Wellington at GROVE (near Corktown park)
- Hamilton GO Bus station - 10 minute walk from Corktown park

**Attractions:** Corktown park, Gage park, Battlefield Museum, Ridge Road Lookout, Devil's punchbowl

**Three sentence description of route:** This bike ride covers many fascinating sites including 2 parks, a battle field museum and 2 waterfalls. This devil's punchbowl ride is flat until the battlefield museum, when you start going 177m up the mountain to reach the waterfalls. At Devil's punchbowl, you will experience two waterfalls, the upper and lower falls which are one of the highlights of Hamilton.

**Percent paved unpaved:** 100% paved

**Areas of caution (note places), elevation:** There is elevation going up New Mountain Road from battlefield museum towards the Ridge Road lookout

**Category:** ◆ Orange



Dofasco Loop ([MyMaps](#), [Directions](#))

**Distance/time:** 21.9 km, approx. 1 hour.

**Connection points:** Connect with HSR routes 43 & 44 at Upper Centennial Pkwy and Green Mountain Road OR Connect with HSR 5 & 44 at King St E and Upper Centennial Pkwy

**Attractions:** Devil's Punchbowl, Vineland Meadows Sanctuary, West of Fifty Upper Cascade, Ridge Road Estate Winery, McNeaily West Falls, Fruitland Road Falls, Dewitt Falls, Erland Lee Museum, Hamilton Viewpoint, Ridge Road Lookout

**Three sentence description of route:** Explore a cycle route in East Hamilton with The Dofasco Loop. The Dofasco Loop is an excellent short trip option for both beginners and experts alike. Very straightforward, the route is easy and enjoyable with plenty of natural beauty such as the Fruitland Meadows Preserve and even a winery to stop for refreshments.

**Percent paved unpaved:** Paved: 69% Unpaved: 31%

**Areas of caution (note places), elevation:** Exercise caution in wet weather as the trail is unpaved in some sections.

**Category:**  Orange





## 6.2 Feedback Form

### Feedback for the Active Transportation Group

#### Introduction

1. How well do you feel like you understand the project?  
1    2    3    4    5    6    7    8    9    10
2. What did you **not** understand? What was missing from the presentation?
3. How would you rate the facilitators' time management? (One being poor, 10 being good)  
1    2    3    4    5    6    7    8    9    10

Did you wish we had more time for anything? Too much time for anything?

4. What **did** you understand? What was explained well?

#### Activity

5. How well did you understand how the activity worked?  
1    2    3    4    5    6    7    8    9    10
6. How well did you feel like you could give appropriate feedback?  
1    2    3    4    5    6    7    8    9    10

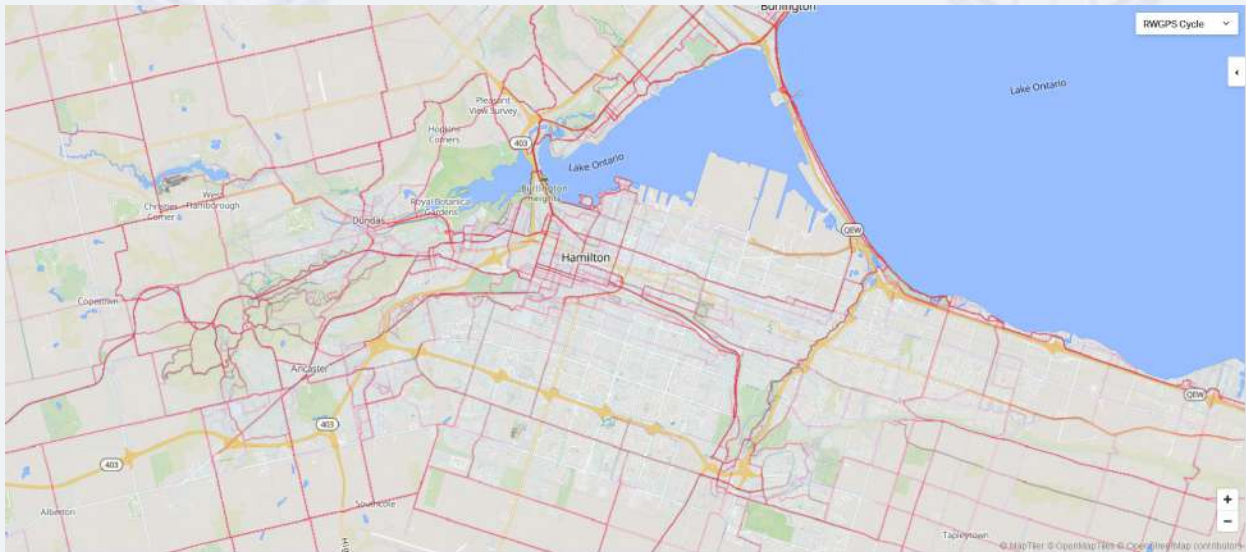
7. Did the prompts make sense?

Yes                      No                      Kind of

8. What did you find most valuable about the workshop?
9. What aspects of the workshop do you think could be improved?

## 6.3 Future Considerations

Figures 13-16. The lines on these maps demonstrate how used a road is by cyclists using the respected apps. For the Ride with GPS maps the darker and more red a line is the greater the cycling traffic on that road or trail. The Strava heat maps are similar; they start yellow and get darker trending towards orange-red but finally becoming white to demonstrate the most cycled areas. This data will have to be compared with data collected in the future to see if there has been any effects on the frequency with which these routes are used.

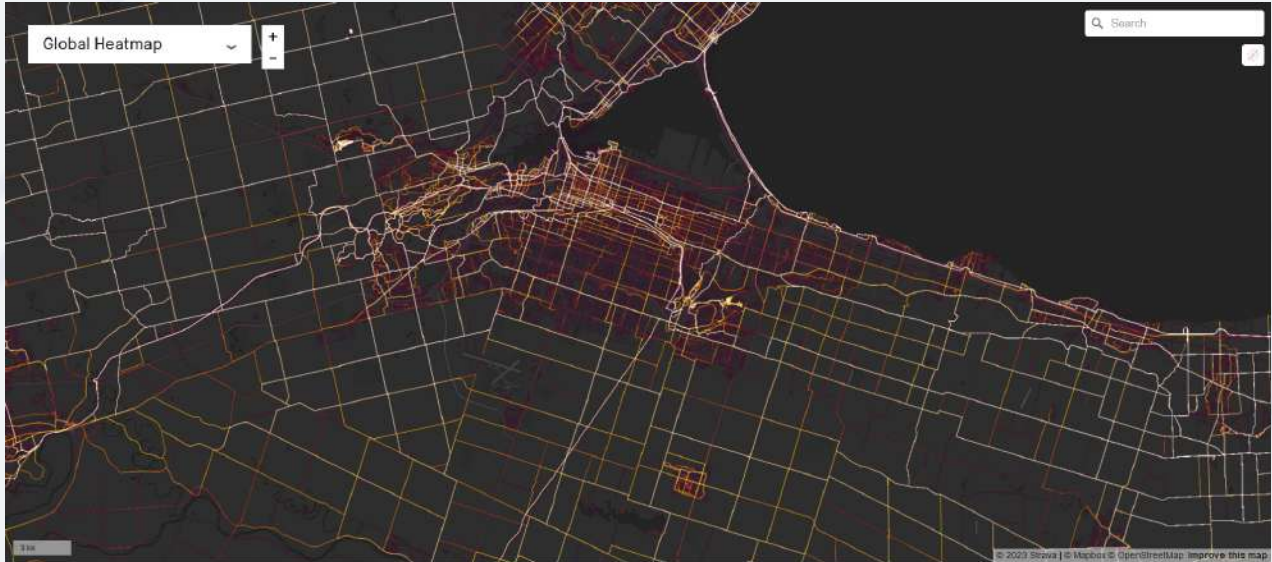


**Figure 18.** Ride with GPS Urban Hamilton Heatmap, November 2023

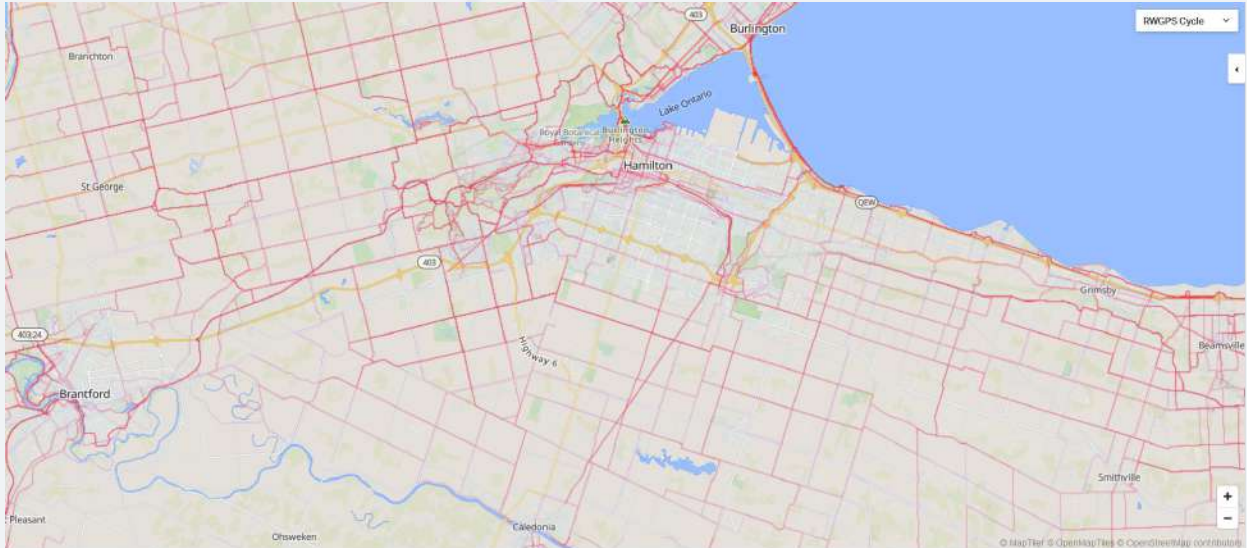


**Figure 19.** Strava Urban Hamilton Heatmap November 2023





**Figure 20.** Strava Rural Hamilton Heatmap November 2023



**Figure 21.** Ride with GPS Rural Hamilton Heatmap November 2023

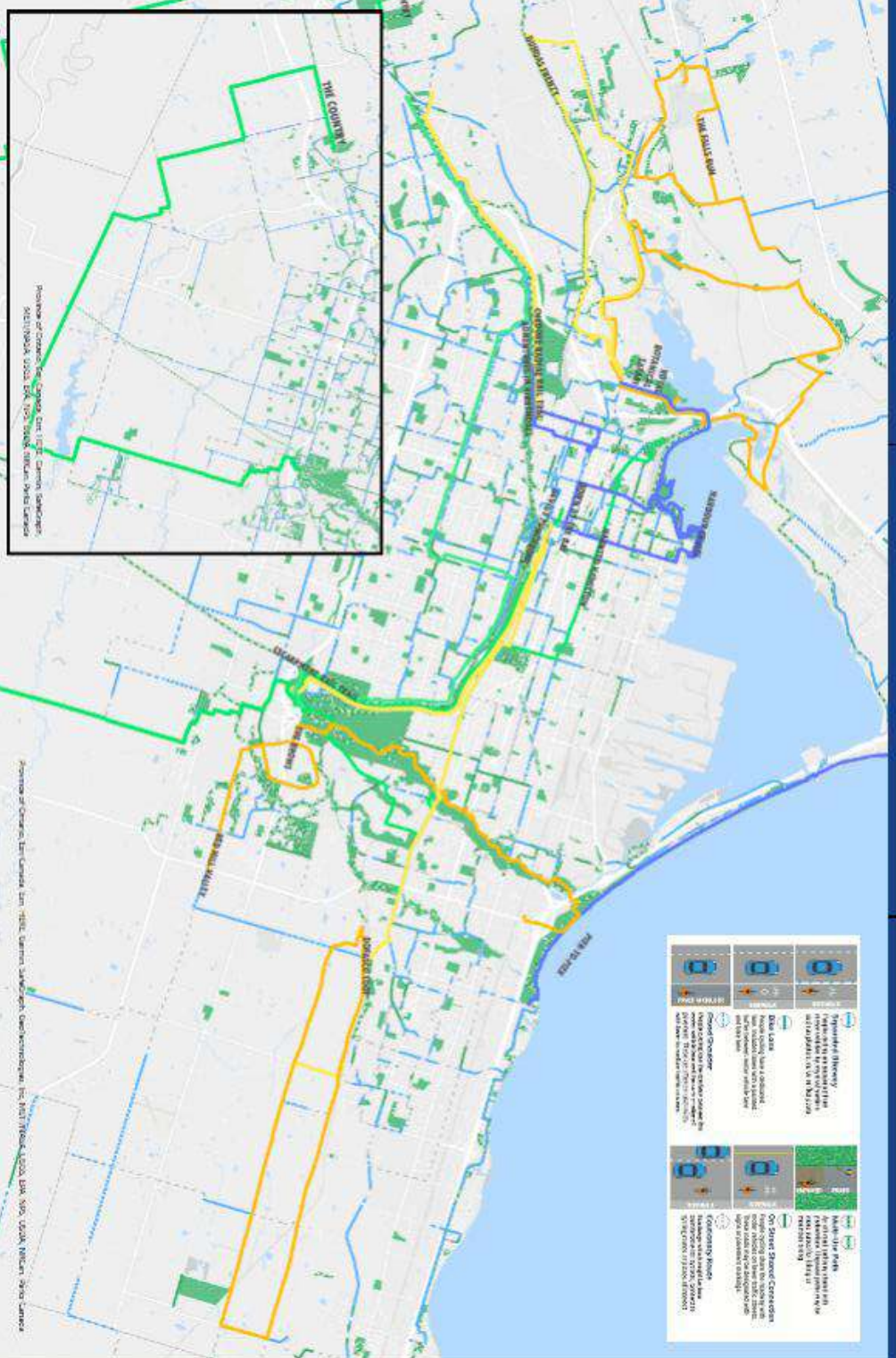
**Table 3:** Trips Taken In Hamilton vs Percentage by Walk or Cycle\*  
Data taken from 2016 TTS report

Ward	Number of Trips/Day (Household)	Walk or Cycle
1	5.4	18%
2	3.7	17%
3	4.5	11%



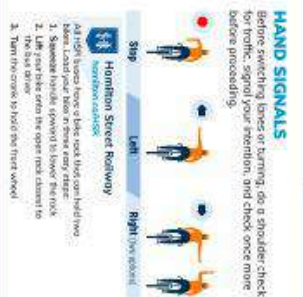
4	4.4	8%
5	4.4	5%
6	5.1	5%
7	5.4	6%
8	5.6	6%
9	5.1	6%
10	5.5	3%
11	6.0	1%
12	6.7	2%
13	5.4	7%
14	5.4	0%
15	6.3	4%
City of Hamilton Overall	5.2	7%

## 6.4 Brochure



	<b>Priority of Way</b> Bicycles have the right of way over cars in the street.		<b>Right of Way</b> Bicycles have the right of way over cars in the street.
	<b>Right of Way</b> Bicycles have the right of way over cars in the street.		<b>Right of Way</b> Bicycles have the right of way over cars in the street.
	<b>Right of Way</b> Bicycles have the right of way over cars in the street.		<b>Right of Way</b> Bicycles have the right of way over cars in the street.

- Hamilton Bike Share**  
[www.hamilton.ca/bike-share](http://www.hamilton.ca/bike-share) 224-238-5822 (toll-free)
- STEP 1** Download the Hamilton Bike Share app from the App Store or Google Play.
- STEP 2** Scan QR code on the bike to unlock it.
- STEP 3** The Hamilton Bike Share app will show you the location of the bike and how to use it.



- INTERSECTION INFRASTRUCTURE**
- BIKE BOX**  
A designated area for bicycles at an intersection, often marked with a green sign and a white box.
- BIKE LANE**  
A dedicated lane for bicycles, often marked with a green sign and a white line.
- BIKE SIGNAL**  
A signal specifically for bicycles, often a green light with a bicycle icon.
- BIKE SIGN**  
A sign indicating a bike lane or bike route, often a green sign with a bicycle icon.

- RIDING SAFETY**
- Bikes are regulated as vehicles in the Highway Traffic Act, and must obey all traffic laws, signs and signals when operating on the roadway.
  - Use a bell or horn to alert people of your presence, particularly when passing on trails. Bikes must be equipped with a bell or horn by law.
  - Yield to pedestrians, on trails and on roadways.
  - E-bikes are currently not able to operate in parks or on park paths.
  - Watch out for parked cars, doors may open suddenly.



# HAMILTON BY BIKE!

Cycling routes to help you explore the City of Hamilton  
 A CityLAB SIR Community Project #023  
[hamilton.ca/cycling](http://hamilton.ca/cycling) [citylabhamilton.com](http://citylabhamilton.com)





# BEGINNER

15km or less, easy terrain, minimal cautionary areas, SOBI accessible

## ADVENTURES IN KIRKENDALL

7 km, 30 mins leisurely

Adventures in Kirkendall follows the Chedoke Radial Rail Trail into Kirkendall to the Locke street businesses and attractions.

**Connection points:** Chedoke Radial Rail Trail Parking lot, Locke Street Business Area

**Paved surface:** 80% paved, 20% unpaved

**Areas of caution:** Hill at the end of Dundurn street approaching the Rail Trail.

Map



Directions



## PIER-TO-PIER

11.7 km

Pier-to-Pier is a beautiful waterfront trail that celebrates Hamilton evolving from an industrial town to a vibrant, diverse community.

**Connection Points:** Confederation GO, Burlington GO, HSR 11 runs parallel to the Waterfront Trail

**Paved Surface:** 97% Paved

**Areas of Caution:** Burlington Canal Lift Bridge stairs

Map



Directions



## HARBOUR CRUISE

8 km, 30 mins

This route stretches the west end of the Hamilton Harbour, following the waterfront trail. Stop to see the historic HMCS Ship, numerous pier & attractions, princess point, and for a snack in Westdale.

**Connection points:** Pier 8, Westdale Business Area

**Percent paved:** 100% Paved

**Areas of caution:** Incline at Longwood Road.

Map



Directions



## DOWN BY THE BAY

10.6 km, 45 mins

Cycle the lively city centre! You can start at any point on this loop which will take you through various famous Hamilton attraction points such as Bayfront Park, Pier 8, Whiteman Museum, HMCS Haida.

**Connection points:** Cannon Street

**Percent paved unpaved:** 100% paved.

**Areas of caution:** Some uphill areas but nothing too significant. Protected bike lanes on Bay St S and Hunter St E. Waterfront trail is also secure and away from traffic.

Map



Directions



# SHORT

15km or less, paved and unpaved terrain, some cautionary areas

## ESCARPMENT RAIL TRAIL

8.5 km, 35 mins

This is a short, simple ride, primarily on the rail trail. It passes by Gage Park as well as Buttermilk Falls. The final destination (or starting point) is the premier waterfall in Hamilton's east end, Albion Falls. There are two viewing platforms and multiple hiking trails to enjoy in this area.

**Percent paved:** 98% paved

**Areas of caution:** Gradual elevation change (up or down the Escarpment)

Map



Directions



## DUNDAS FRENZY

19.3 km, 1.25 hrs

Take this trail on the beautiful Hamilton-Brantford Rail Trail to Dundas Conservation area to see the natural landscape surrounding Hamilton.

**Connection points:** Stroud Road/Hamilton-Brantford Rail Trail parking lot, Dundas Valley Conservation area, and the Dundas and Westdale business areas.

**Percent paved:** 60% paved

**Areas of caution:** Steep hills when leaving the Conservation area.

Map



Directions



## CHEDOKE RADIAL RAIL TRAIL

8.4 km, 35 minutes

The mostly unpaved Chedoke trail route will take you from Fieldcote Museum to Dundurn Stairs. You can enjoy the local thriving Ancaster Village on Wilson St E with options for food and shopping. Further along the route.

**Connection points:** Dundurn St. South, Wilson St. East

**Percent paved:** 15% paved

**Areas of caution:** Starting at Fieldcote museum is recommended to avoid elevation. Stairs with trough to cross Hwy 403.

Map



Directions



## DEVILS PUNCHBOWL

14.1 km, 55 mins

On Devil's punchbowl, you will find two waterfalls, the upper and lower falls which are one of the highlights of Hamilton.

**Connection points:** New Mountain at King Street East, Wellington at Grove, Hamilton GO Bus Station

**Percent paved:** 100% paved

**Areas of caution:** There is elevation going up New Mountain. Road from Satterfield museum towards the Ridge Road lookout.

Map



Directions



# MEDIUM

21km or less, paved and unpaved terrain, some cautionary areas

## ROYAL BOTANICAL SAFARI

20.5km, 1.5 hrs

This route takes cyclists through and around the grounds of the Royal Botanical Gardens into a more rural setting and around forested areas.

**Connection points:** RRG's Hendrie Park, Princess point, and Westdale

**Percent paved:** 100% paved

**Areas of caution:** This route is recommended to be completed in a clockwise direction to avoid elevation. Use caution in Grindstone marsh.

Map



Directions



## RED HILL VALLEY

19.4 km, 1.5 hrs

The Red Hill Valley route is a nature retreat in the east end of the City of Hamilton. The route begins at Upper Germinal, and ends at Confederation Beach.

**Connection points:** Confederation Beach, Albion Falls

**Percent paved:** 41% paved

**Areas of caution:** Use caution along Mud St. at Wintterberry & Paragonant intersections, and from Confederation Beach to Confederation GO Centre.

Map



Directions



## DOFASCO LOOP

19.6 km, 62 mins

The Dofasco Loop is an excellent short trip option for both beginners and experts alike. Very straightforward, the route is easy and enjoyable with plenty of natural beauty such as the Fruitland Meadows Preserve, and even a winery to stop for refreshments.

**Connection points:** Connection Points

**Percent paved:** 69% Paved

**Areas of caution:** Exercise caution in wet weather as the trail is unpaved in some sections.

Map



Directions



## THE FALLS RUN

15.2 km, 2.5hrs

This falls run path comprises 3 of Hamilton's amazing waterfalls and a lookout along the way. The path also goes through King St. West in Dundas which has plenty of restaurants and small businesses to explore.

**Connection points:** King at Wellington, King at Coates

**Percent paved:** 80% paved

**Areas of caution:** Highway 8 has steep elevation, high-speed vehicles and no separate bike lane

Map



Directions



# LONG

21km or more, paved and unpaved terrain, frequent cautionary areas

## THE BROWS

21 km, 1.3 hrs

Located on edge of the escarpment, The Map Brows offers magnificent vistas of lower Hamilton and Lake Ontario. This ride is perfect for intermediate cyclists who are landscape photographers or who want a great view.

**Connection points:** HSR 16 & 43 will bring you back to the start point. Connect at Jerseyville Road East

**Percent paved:** 83% Paved

**Areas of caution:** Exercise caution when cycling on Monawk Road. Stairs with trough to cross Hwy 403.

Map



Directions



## THE COUNTRY

48 km, 2.5 hrs

Experience the natural beauty of Map Hamilton and the Golden Horseshoe Region. This route explores the rural region just south of Hamilton proper. Cycle in the fresh air and enjoy life at a slower pace, with potential stops at a set-pick farms and a bakery. The Country is a great day trip for intermediate to experienced cyclists.

**Connection points:** Connect at Jerseyville Road East.

**Percent paved:** 100% Paved

**Areas of Caution:** This route goes far outside the city centre. Ensure that you have a plan in case of breaking down.

Map



Directions



## HAUNTED HAMILTON

29 km, 2 hrs

This is a long ride, perfect for a experienced city riders looking for a challenge. It begins in Hamilton's largest public cemetery in through to Dundurn Castle, then down to Battlefield monument and Lover's Leap (Albion Falls). End with a meal and a pint on Augusta Street, a popular downtown pub and restaurant strip known for several mysterious apparitions. Be warned: some of the route is unpaved, some of the route involves busy streets, and all of the route is haunted!

**Connection points:** Hamilton Cemetery, Augusta Street Business Area

**Percent paved:** 88% Paved

Map



Directions





