

6.0 Implementation Strategy

The Cycling Master Plan Update implementation strategy is based on the combined assessment of justification and constraints to implementation. This process serves to list projects in a preliminary priority ranking that incorporates the best investment for money spent. A timeline is not rigidly applied to this list. Instead, timing can be approximated based on the amount of money spent annually. The schedule of implementation is therefore flexible based on how much money is available annually and can also incorporate additional projects funded from non-traditional sources.

The total cost of the Preferred Cycling Network is approximately \$51.5 million of new projects. The cost for the urban portion of the network alone is approximately \$22.5 million. Included in the network are three significant trail projects that have arranged funding and three projects within MTO jurisdiction relating to Highway 5, Highway 6 and Highway 8.

Of the approximately 270 link projects, almost 100 of them are within or along the boundary of Niagara Escarpment Commission (NEC) lands. All projects abutting NEC lands require that the NEC be included in the process once detailed design commences on these projects. The City commits to following the NEC's established public consultation and permit process for these projects.

All projects are subject to consultation with the ward Councillor and community consultation as the Councillor directs, including the possible cancellation of the project.

Refer to **Appendix F** for a copy of Public Works Committee Report 09-010 which outlines the City Council's conditions for *Shifting Gears 2009* approval.

6.1 Investment Schedule

Assuming a 20 year implementation schedule, approximately \$2.5 million is required annually to deliver the full urban and rural program, which is equivalent to approximately \$4.85 per person/year. As a comparison, an estimate of past cycling investment in the City of Hamilton since amalgamation (January 1, 2001) is \$7.1 million to the end of 2008. The annual average value invested is therefore approximately \$890,000. Incorporated into the planned facilities funding is approximately \$20,000 to \$50,000 which will be allocated annually to address spot improvements in the network such as site specific curb cuts, signage maintenance, etc.

6.2 Maintenance Costs

The operating cost impacts of proposed cycling infrastructure are primarily related to pavement markings and roadway sweeping. Full implementation of the urban bike network would result in an increased annual pavement marking cost of about \$160,000 for lines and stencils. These costs would show up as annual increases in the pavement marking current budget. Sweeping is currently accommodated by adjusting schedules of existing staff/equipment to allow for increased frequency of cleaning of roads with cycling lanes. In the future, direct additional financial support may be required if this model cannot be sustained. One additional cleaning of the complete final urban bike lane system is estimated at about \$40,000.

The long-term rehabilitation of the cycling network is generally outside the 20-year time frame proposed to develop the network. Where road widenings through construction have been required to develop bike lanes, the repaving/reconstruction costs will be higher in the future. See also Section 7.4.

6.3 Funding Sources

Funding sources for the implementation of the Cycling Master Plan update are not necessarily solely from the City Of Hamilton, which includes the Annual Bicycle Routes Improvement Program, the Open Space Capital Budget, general capital budgets and potentially other sources such as money allocated for traffic calming, etc. Beyond the City of Hamilton's borders there are other potential sources for funding. Metrolinx is proposing to fund cycling and walking programs in the Greater Toronto and Hamilton Area by contributing at least \$20 million per year (to be increased over time) in order for municipalities to finance active transportation facilities (Big Move, pg 31). In past years, the Federation of Canadian Municipalities has offered funds to municipal projects through the Green Municipal Fund. Federal and Provincial levels of government have provided incentive money to the City of Hamilton and other municipalities for both road and trail construction projects. Funds from development charges will further augment the cycling network with new projects of bike lanes and multi-use trails build as part of new developments.

6.4 Return on Investment

In addition to the costs associated with the implementation of cycling infrastructure, it is important to recognize the benefits of the cycling network that will present a "pay back" to the community. This fiscal return ranges from the financial spin-offs related to increased tourism and increased interest in the City of Hamilton as a place to locate a business or residence, through reduced health care costs and related expenses due to a more physically active (and thus

healthier) population. This financial return further supports the commitment of the City of Hamilton, “To be the best place in Canada to raise a child”.

7.0 Supporting Actions

An effective cycling strategy in any community is made up of more than a series of cycling routes on a roadway or trails through a natural area. This section of the Master Plan addresses these essential additional elements which actively enhance the cycling network and promote cycling within the community.

7.1 Cycling Education

In the context of this Cycling Master Plan Update, education is defined as initiatives where people come together to learn about cycling safety. An existing program called *Cyclemania*, which the Hamilton Police Service have facilitated for numerous years, fosters cycling skills among the youth of Hamilton. *Cyclemania* is a program aimed at 6-10 year olds. The program consists of educational training and hands on training through a 45 minute bicycle rodeo. This program is proposed to be further promoted and expanded by possibly working closer with the City's Public Health Department staff or formalized into the local school curriculum. If such an arrangement is possible, it is suggested that the target audience should be Grade 4 and 5 students, aged 9 and 10, since it is around that age that children become "on-street" cyclists with larger bicycles.

An educational program available for kids, youth and adults is called *CAN-BIKE*. This program is in transition currently, but the City's Bike Program will monitor the status of this program or its replacement program so that an education program can be offered. The structure of this program has been self-financing, with participants paying for the program. The role of the City would be to provide a facility to host the program, arrange an external instructor and be a contact for people interested in such a program. A *CAN-BIKE* course is typically arranged for a class of approximately 8 to 12 people. Another option being pursued is to offer *CAN-BIKE* courses through the Community Services Department for all ages and skill levels.

The Hamilton Cycling Committee continues to create new programs to educate the public. Recent programs that they have developed include car magnets that boldly state "Share the Road" and a banner posted periodically over city streets at special locations with the same message. The City would benefit from other billboard type advertising to reach both cyclists and auto drivers, with messages of safety, responsibilities and the benefits of an active lifestyle.

7.2 Cycling Promotion

The role of the City regarding cycling promotion is the production and dissemination of information to encourage more people to start or increase the

amount of cycling they do; including encouraging people to use a bike for utilitarian purposes as they become more comfortable with recreational cycling.

Current cycling promotion that the City provides includes:

1. "Bike Routes, Trails & Parks" is a very popular map of the City updated bi-annually, which is available on the City website and in printed form. Typical distribution of the printed version is approximately 25,000 to 30,000 maps per year. The current means of distribution is primarily through Hamilton Bike Shops, Tourism Hamilton, Community/Recreation Centres, Libraries, Police Stations, Municipal Service Centres and select special events.
2. "Cycling Hamilton" is the newest planned version of a pamphlet developed by the Hamilton Cycling Committee that highlights select routes for cycling in the Hamilton area. The Committee is working with the Hamilton Conservation Authority to develop and distribute this pamphlet. It will be a great means to entice people to discover cycling as a past time and the remarkable routes in the area. The first version of this pamphlet, "Cycling Routes around Hamilton" was developed by the Hamilton Cycling Committee for the 2003 World Road Cycling Championships.
3. Public Health's production and distribution of "THINK – Safety Tips for Helmet Use and Wheeled Activities" and programs and campaigns they are developing to encourage active lifestyles.
4. Public Health, through "Active and Safe Routes to Schools", is investigating a proposal to install street signage made specifically for young students to provide them with unique signage along select routes that are best suited as cycling routes to/from specific schools.
5. The Community Services Department could also consider more cycling promotion through information counters and display boards at their facilities and in their publications.
6. The Transportation Demand Management Office/Smart Commute Hamilton Program by the City of Hamilton's Public Works Department promotes various modes of transportation to address traffic congestion, air quality and climate change. Through this office, the City can work with area employers and the general public to create other potential promotional materials and organize events such as the Clean Air Commute, Bike-to-Work Days, Car-free Days, etc.

The Smart Commute Hamilton Website has extensive cycling and alternative transportation resources and links. Future plans include adding an interactive cycling and pedestrian website which can link together

many of the web-based initiatives currently underway in the City and the Province. Furthermore, it will include a “Trip Diary” function for recording trip information and holding on-going challenges.

The Transportation Demand Management Office is also developing a set of Transportation Demand Management (TDM) guidelines and a checklist to help guide new developers wishing to include active and transit oriented elements to their developments. These guidelines will help draw connections between TDM and land use and set a standard for developments across the City.

7. The City’s cycling website has proven to be a very effective means of cycling promotion. It serves as a central location to post general information but also serves a critical role in keeping the community abreast of cycling initiatives in the City. It is a popular place for people around the world to access information about cycling in the Hamilton area. There were approximately 850 visits to the City’s cycling webpage in October 2008.
8. New technologies to further promote cycling include GIS/GPS technology which can embed photos within webmaps and social marketing web networks. The Hamilton Cycling Committee, through their website, could lead this initiative.
9. MTO pamphlets “Young Cyclist’s Guide” and “Cycling Skills”. These documents are available free of charge and the City currently distributes them to the public through Hamilton Bike Shops. They may also be distributed through the education programs identified previously.
10. Occasional media campaigns should be considered to send positive cycling messages to the public through print, radio, etc.
11. City staff will continue to work with volunteer organizations to present cycling information to the public at street festivals, fairs, etc.
12. Information panels posted at City parks are a passive way for people to discover cycling facilities and they also provide orientation for cyclists as they make their way through the city. These information panels should be maintained with current information.
13. The City could also consider adding a cycling logo to street name signage on streets with cycling infrastructure to serve as both promotional and wayfinding advisories, in addition to wayfinding improvements noted in **Section 4.1.2**. Such a program could be integrated into regular replacement programs instead of being an additional cost. Note that

developing a numbering system for cycling routes is not recommended as such a system can typically become too convoluted.

The City will continue to build stronger relations between internal Departments to improve the design and better disseminate information.

7.3 Bike Parking

Bike parking along the street right-of-way is currently provided in the following two forms:

1. Post & ring bike racks that the City installs along the street right-of-way; and
2. Multi-ring bike racks are installed along the street right-of-way through a negotiated contract by an external agency.

In addition to the two means noted above, the City is exploring the possible arrangement where all on-street elements such as benches, waste receptacles, bike racks, bus shelters, etc. are provided through one contract. The ideal arrangement for such a plan would be that these street elements be provided free of charge and that the external agency would provide ad space as a source of income. These negotiations have not yet been resolved.

Another option is to provide bike racks along the street right-of-way as public art in select areas through an initiative of the Cultural Division within the Community Services Department. This program is currently in the planning stages.

Enclosed bike parking areas, meaning bike parking with controlled access for increased security, have been established by various employers in the City including McMaster University, Hamilton Health Sciences and the Federal Government. The City of Hamilton also has three such facilities, one at 330 Wentworth Street North for City employees, a facility in the York Boulevard parking garage for the public (including City employees) and a facility in the City parking garage at Summers Lane (Convention Centre), also for the public. The York Boulevard facility was opened in 2008 and the Summers Lane facility in 2009, through the City's Transportation Demand Management Office/Smart Commute Hamilton using funds provided by Metrolinx. A third facility for public and employee access is to be opened in 2010 at City Hall. These facilities are for use by the public at a modest fee.

Further additions to this network of enclosed bike parking facilities are expected and proposed future locations include major transit hubs such as GO Transit stations (including the new Nash Road station), major HSR terminals, future rapid transit stations, the HSR operations centre, Eastgate Square, Lime Ridge Mall, Centre Mall, University Plaza, downtown in the International Village, downtown Dundas, the Ancaster Meadowlands and at the top and bottom of

stairways along the face of the escarpment. As facilities are created in the city, they are promoted on the City webpages www.hamilton.ca/BikeParking and www.smartcommute.ca/Hamilton. This promotion also encourages other employers to pursue similar recognition.

In 2009 and 2010 the City, through the Smart Commute Program, launched a pilot program to provide \$300 to \$600 to elementary and secondary schools in the City to encourage them to install bike racks with a minimum 10 bike capacity, an initiative born out of the funds provided by the Ministry of Transportation TDM Grant Program. In addition to this financial assistance, the City also provides expertise to schools to help source bike racks and to help select an appropriate location.

Private employers and shopping plazas are encouraged to provide sufficient bike rack storage to accommodate demand. The City review of site plan applications encourages applicants to provide bike parking in such developments.

It is recommended that the City complete a thorough assessment of bike rack supplies at all recreation centres, parks, museums, libraries, police stations and conservation areas. The City will continue to work with the Hamilton Cycling Committee to provide valet parking for bicycles at temporary events where permanent bike parking facilities cannot accommodate demand.

7.4 Cycling Facilities Maintenance

As discussed in **Section 6.1**, an expanded cycling network will require additional maintenance, including repainting of bike lanes and street cleaning. Snow clearing is a factor as well, but much of this task is embedded within existing snow clearing operations on streets with bike lanes since bike lanes are narrow. The source of funding for the rehabilitation of cycling facilities is yet to be determined, but it is recognized that this cost is not expected to be significant in the short term as the newly constructed facilities will have a long life span.

Secondly, if built to the same standard as the rest of the roadway, cycling facilities should typically have a very long life span since a bicycle will not deteriorate an asphalt surface nearly as fast as heavier motor traffic. The inclusion of bike lanes may result in these roadways having a longer lifespan because the heavier motor traffic is typically traveling further in from the edge of the asphalt – both with urban and rural road designs. In the interim, the bike lanes on the Wilson Street hill are in need of some spot repairs and to ensure this is attended to, this road repair will be funded from the Annual Bicycle Routes Improvement Program.

The general operations and maintenance of roadways (i.e. street cleaning, pavement restriping and pothole repair) is determined by patrols that encompass

“priority one” routes throughout the city. Bike lanes are inspected weekly and swept when required. On streets with cycling facilities, these assessments are mindful of the higher standard required for bicycle traffic. This higher standard should be considered for all streets recognizing that all roadways accommodate cyclists, except freeways.

Snow Clearing

The impact that bike lanes can have on snow removal is a matter of priority rather than a matter of cost. The established practice in the City of Hamilton is to clear streets according to the priority ranking with “priority one” streets ploughed first, etc. Bike facilities are cleared as per the priority ranking of the street they are on, thus the service level for cyclists is equal to the roadway service level. Snow clearing of bike lanes does not typically have any major financial implications since the clearing of bike lanes typically will not require a special pass with a snow plough. An exception to the above noted service level and cost impacts may occur when, during heavy snowfalls, there may be insufficient space for off-road snow storage, thus the bike lane or wider curb lane may be temporarily used for snow storage. Operations will return to these locations to remove the snow in the cycling facility when resources are available.

Where on-street bike routes exist as signed, shared on-street facilities (not bike lanes), the bike routes share the same asphalt as motor traffic, thus the service level for cyclists will be equal to the roadway service level. Cyclists will be expected to ride with traffic, as has been established, with the understanding that the roadway lanes may be slightly narrower due to snow accumulation and snow storage.

All hard surface multi-use trails immediately adjacent to roadways, such as Cootes Drive, will be serviced like a sidewalk. Therefore, in accordance with the City sidewalk policy, snow removal will begin no more than 24 hours after the end of the storm. This level of service will also apply to the bi-directional bike lanes on King Street crossing Highway 403 as the barrier separating it from the motor vehicle lanes inhibit street snow plough access.

Hard surface multi-use trails that do not run parallel to a roadway, such as the Harbour Waterfront Trail, the Lake Ontario Beach Strip Waterfront Trail and the Escarpment Rail Trail, will receive snow clearing beginning no more than 48 hours after the end of a storm. Granular surface trails will not be cleared of snow.

As a result of public comments received through this EA process, Public Works Committee passed a motion in early 2010 regarding winter maintenance of cycling infrastructure. This motion directs staff to review best practices and service level data from municipal comparators, identify priority routes based on set criteria and recommend service levels and resource requirements.

7.5 Transit and Cycling Coordination

Public transit is available throughout the urban area of Hamilton. Bike racks were installed on the entire HSR fleet (approximately 210 buses) in the later half of 2007. Following this installation and a period for the community to acquire technical familiarity, a usage survey was conducted by HSR operators on a Thursday in August 2008. System wide, 109 bicycles were loaded onto HSR bus bicycle racks on this single day between 7am and 1am, reflecting a usage rate far in excess of expectations and other reported industry experience. Mountain access routes and the major east-west lower city routes had the highest usage. The HSR has established a practice that, subject to weather conditions, they will leave the bicycle racks installed on the buses throughout the winter. Thus it is recognized that connections between the two modes of travel are good. Connections to rapid transit will be critical, but the location of these potential transit stations is yet to be determined. The design of rapid transit stations should include bike parking at most, if not all, stations.

In addition to strong transit/cycling connections within Hamilton; these connections need to be strengthened by inter-city transit service providers including GO Transit, VIA Rail, Coach Canada, etc. GO Transit launched a program in 2008 to provide bike racks on all GO buses that connect Hamilton to the GTA and Niagara, which is fully implemented. In addition, expanded rail service, including bicycle accommodations on trains, by both GO Transit and VIA Rail would provide more connections for cyclists – both for recreation and commuting.

7.6 Bike Share

The Transportation Demand Management Office/Smart Commute has begun a Bike Share Feasibility study which examines the feasibility of establishing a public bike sharing system. A variety of different bike sharing models are being investigated including newer systems which have been established in Montreal and Paris, as well as more low-tech implementations that would operate through the public library system. More information can be found at www.smartcommute.ca/hamilton/bikeshare.

7.7 Consultation with External Agencies

The City, through the public consultation process of this Master Plan, recognizes that some issues for cyclists are “bigger” than the City of Hamilton, thus City staff will make an effort to build a strong relationship with the Ministry of Transportation’s newly created Sustainable Transportation Office and other agencies, including adjacent municipalities and the Niagara Escarpment Commission, to address cycling issues that are broader than just the City of

Hamilton. One item raised in the public consultation process is the need for more cycling content in the Provincial driver training program.

7.8 Tourism

Recreational cycling continues to grow in popularity in the Hamilton area due to the incredible topography of the region. Hamilton's cycling identity has been fostered through the City's hosting of the National and International Road Cycling Championships in 2003, the presence of the National Cycling Centre Hamilton and the strong co-operation between the Hamilton Cycling Committee, Tourism Hamilton and the Hamilton Conservation Authority. The City's strong support of established events such as The Paris to Ancaster Bicycle Race and possible future events like road racing and downhill racing events will continue to foster a culture of cycling in Hamilton. The potential construction of a velodrome associated with Hamilton's portion of the 2015 Pan-Am Games bid, would further advance Hamilton's identity as "Bike City".

Public art along multi-use recreational trails at select locations would further increase the pleasure of these facilities.

The Hamilton Cycling Committee is currently developing a new and improved *Cycling Hamilton* pamphlet that will include a primary route and a number of cross routes through the City. It is expected to be released in 2010. Other actions that have been identified through discussions with Tourism Hamilton and Ontario Ministry of Culture staff include developing amenities and campaigns which target cyclists. One suggestion is to have local Bed & Breakfasts promote the various services provided for cyclists, including shops and attractions, and in so doing, clearly identifying the City as a cycling destination. Efforts will also be made to ensure that Hamilton's cycling opportunities are promoted through agencies such as the Lake Ontario Waterfront Trust, the Trans Canada Trail and the Ontario Bicycling Route (OBR).

A VIA Rail station within Hamilton will promote Hamilton for cycling especially with the experience of the *Bike-Train* that operates between Toronto and Niagara, with no current stop in Hamilton. Adding a few GO Train stations in Hamilton that are serviced by the new (2009) weekend excursion GO Train service to/from Niagara would also be beneficial.

An intriguing suggestion from a local resident was to investigate the very unique proposal of a floating bike trail in Cootes Paradise. Such a facility would likely be primarily a tourist attraction and could possibly provide some unique connection or simply connect to a platform in the water. This proposal is not a priority within this Cycling Master Plan, but it is an idea to explore.

7.9 Laws, Bylaws & Enforcement

Cyclists, motorists and others have to share the use of our roads and streets. This may lead to conflicts at times. Having adequate cycling infrastructure and following the rules of the road, potential conflicts can be reduced. It has been suggested to pursue legislation, perhaps in cooperation with the province, to define a minimum clearance of 0.9m when an auto passes a cyclist.

Compliance with the rules of the road can further be encouraged with continued targeted enforcement by Hamilton Police Service. It is suggested that the City Traffic Engineering Section work with the Hamilton Police Service to track enforcement statistics and also to explore licenses for cyclists to use the road but do not hold a valid drivers license.

A review of bylaws is recommended to ensure that City bylaws continue to be relevant and are reasonably harmonious with Provincial legislation. A few issues that were identified for investigation include the 10 km/hr speed limits on multi-use trails (which was viewed as too restrictive), the permitted use of e-bikes, cyclists riding two-abreast, and further clarity regarding children with small bicycles or tricycles on sidewalks.

8.0 Process to Amend the Master Plan

A Master Plan should be reviewed every five years to determine the need for a detailed formal review and/or update. Potential changes which may trigger the need for a detailed review include:

- Major changes to the original assumptions;
- Major changes to components of the Master Plan;
- Major changes in the proposed timing of projects within the Master Plan; and,
- Significant new environmental effects.

9.0 Next Steps for Project Implementation

9.1 Elements Requiring Further EA Approvals

This Class EA completes Phases 1 and 2 of the *MEA Class EA (October 2000, as amended in 2007)* process. The remaining Phases (i.e. Phases 3 and 4) required for Schedule C projects will be completed subsequent to this Master Plan either by the City of Hamilton or the private sector as part of a development application governed by the *Planning Act* as applicable.

This Master Plan has identified all projects as Schedule A+ activities or already approved by Council, as part of the *RTMP (2007)*, at this time based on the information available at the Master Plan level of detail. Given the vast geographic area and hundreds of individual cycling links identified, the assessment of property requirements and potential impacts was limited to a secondary source “desktop” evaluation. As individual projects proceed to construction the details of the design elements will be further investigated at that time. If it is determined that there are property impacts and/or other environmental impacts the project Schedule will be re-evaluated at that time. If the bike lane project is being implemented as part of a larger capital construction project (eg. road reconstruction) the Class EA requirements of the bike lane component will be addressed under the specific capital construction project as applicable. All projects abutting Niagara Escarpment Commission (NEC) lands require that the NEC be included in the process once detailed design commences on these projects. All projects are subject to consultation with the ward Councillor and community consultation as the Councillor directs, including the possible cancellation of the project.

Further EA Approvals are required for any Schedule C projects including additional consultation requirements and publication of an Environmental Study Report consistent with the requirements of the *MEA Class EA (October 2000, as amended in 2007)* for Schedule C projects. As noted above, at this time all projects identified are considered Schedule A+ or approved under the *RTMP (2007)*, subject to confirmation prior to project implementation.

9.2 Monitoring and Review

It has been identified that a continual program of monitoring and review is necessary to track both the progress of implementation of the Cycling Master Plan and the intended growth in cycling trips as stated in the *Transportation MP (2007)*. This will be achieved through annual submission of updates to Council regarding the implementation of facilities such as bike parking and promotional materials. Additional information that is to be tracked annually includes collision data involving cyclists.

The City's Traffic Engineering Section staff, overseeing the Traffic Count Program, will continue to track and input bicycle traffic data into its database. Over time, comparisons to historical data should be able to provide an improved record of cycling traffic on city streets. Consideration will be given to the collection of cycling data from multi-use trails as well.

Table 9.2-1 summarizes the future implementation action items to be carried out by the City of Hamilton.

Table 9.2-1: City of Hamilton Implementation Action Items

Action	Action Lead	Action Priority	Reference in Report
Proceed with implementation of the planned network	Traffic Engineering Section, P.W.	High	Section 6.0
Investigate design options for a cycling facility connecting Greensville to Dundas along Highway 8	Traffic Engineering Section, P.W. to initiate and determine lead	High (as EA is underway)	Section 4.2.3.2.1
Aim to incorporate signal activation for cyclists with all future signal design	Traffic Engineering Section, P.W.	High	Section 4.1.2
Offer cycling education to teens and adults – possibly CAN-BIKE	Traffic Engineering Section, P.W.	High	Section 7.1
Add more enclosed bike parking facilities throughout the City	Strategic Planning and Rapid Transit Section, P.W.	High	Section 7.3
Complete an inventory of bike racks at City facilities and address deficiencies	Traffic Engineering Section, P.W.	High	Section 7.3
Monitoring, review and Council updates	Traffic Engineering Section, P.W.	High	Section 9.2
Report for update of snow-clearing	Operations and Waste Management, P.W.	High	Section 7.4
Discuss with Haldimand County the connection of the Chippawa Rail Trail south of Haldibrook Rd	Traffic Engineering Section, P.W. to initiate and determine lead	Medium	Section 4.2.3.3
Further promote the existing Cyclemania program provided by the Hamilton Police Service	Traffic Engineering Section, P.W. to initiate and determine lead	Medium	Section 7.1
Consider adding a bike icon to street name plates on streets that provide specific cycling infrastructure	Traffic Engineering Section, P.W.	Medium	Section 7.2
Consider additional wayfinding signage – including distance information	Traffic Engineering Section, P.W.	Medium	Section 4.1.2
Investigate bicycle routing issues on streets that are being considered for Rapid Transit	Strategic Planning and Rapid Transit Section, P.W.	Medium	Section 4.2.2.1
Review City bylaws to assess consistency with Provincial laws	Traffic Engineering Section, P.W.	Medium	Section 7.8
Active and Safe Routes to Schools	Public Health	Medium	Section 7.2
Discuss with the Ministry of Transportation facilities proposed in the plan beside Provincial highways	Traffic Engineering Section, P.W. to initiate and determine lead	Low	Section 4.2.3.1
Discuss with Haldimand County a	Traffic Engineering	Low	Section 4.2.3.3

Action	Action Lead	Action Priority	Reference in Report
connection along the existing Highway 6 corridor - but likely after the construction of the planned Highway 6 west of the existing corridor and south of White Church Rd	Section, P.W. to initiate and determine lead		
Investigate bike friendly facilities at existing escarpment stairs at Dundurn St and Wentworth St	Traffic Engineering Section, P.W. to initiate and determine lead	Low	Section 4.2.3.2.1