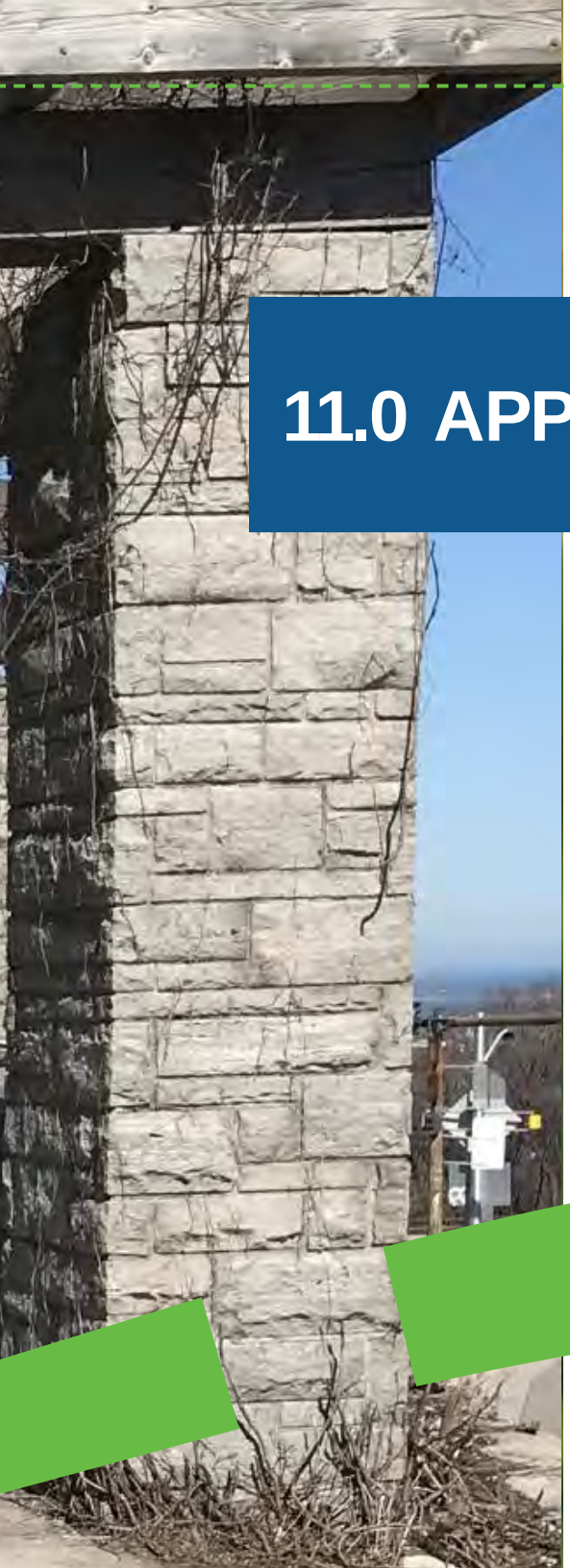


11.0 APPENDICES

A. PIC #1 Notices

B. PIC #1 Boards

C. PIC #1 Surveys (PIC#1 & Online)

D. PIC #1 Summary Report

E. PIC #2 Boards

F. High-Level Review of Cycling Facility Selection

G. Trail Link Priority Analysis

H. Trail Potential Demand

I. Blue Sky Ideas

mountain browtrail

FEASIBILITY MASTER PLAN

APPENDIX A

PIC #1 NOTICES

2018

400 - 77 James Street North
Hamilton ON Canada L8R 2K3
www.hamilton.ca

Public Works Department
Environmental Services Division
Landscape Architectural Services Section
905-546-2424 ext 1303 (Telephone)
905-546-4435 (Facsimile)

October 27th, 2017

NOTICE OF PUBLIC INFORMATION CENTRE
FOR PROPOSED MOUNTAIN BROW MULTI-USE PATHWAY FEASIBILITY STUDY

Dear Resident,

Please join City staff at a Public Information Centre (PIC) to discuss the Mountain Brow Multi-Use Pathway Feasibility Study. The proposed multi-use path will begin at the Iroquoia Heights Conservation Area and terminate at the Devil's Punch Bowl.

The City is seeking the input of residents in Wards 6, 7, 8 and 9 and will be hosting meetings to share information specific to each Ward. The purpose of the Public Consultation is to receive feedback regarding, but not limited to the following:

- the location of the proposed pathway and alternate routes;
- key destination points;
- desired amenities and connections;
- usage frequency and purpose; and
- timelines and priorities.

The meeting information for each ward is as follows:

Ward 06			
Date:	Monday, November 13th, 2017	*Time:*	6:00pm to 8:30pm
Location:	Sherwood Library 467 Upper Ottawa St Hamilton, ON L8T 3T3	*Format:*	Open house Presentation from 7:00pm to 7:30pm
Ward 07			
Date:	Wednesday, November 15th, 2017	*Time:*	6:00pm to 8:30pm
Location:	Sherwood Library 467 Upper Ottawa St Hamilton, ON L8T 3T3	*Format:*	Open house Presentation from 7:00pm to 7:30pm
Ward 08			
Date:	Tuesday, November 21st, 2017	*Time:*	7:00pm to 9:00pm
Location:	Chedoke Bocce (connected to Chedoke Twin Pad Arena) 91 Chedmac Drive Hamilton, ON L9C 7R5	*Format:*	Open house Presentation from 7:30pm to 8:00pm
Ward 09			
Date:	Wednesday, November 22nd, 2017	*Time:*	6:00pm to 8:30pm
Location:	Winter Heights Salvation Army Church, Fellowship Room 300 Winterberry rive Stoney Creek, ON L8J 3Y1	*Format:*	Open house Presentation from 7:00pm to 7:30pm

To find more information online regarding the project, you can visit the City of Hamilton's website at https://www.hamilton.ca/parks-recreation/creating-new-parks/new-park-development and navigate to the MountainBrow Multi-Use Path Feasibility Study.

We want your feedback!
If you are unable to attend the PIC please contact Louise Thomassin at the e-mail address or telephone number listed in the signature below to provide your comments. We encourage you to also complete the online survey that will be available on the MountainBrow Multi-Use Pathway project page.

Please provide your feedback by Wednesday, December 11th 2017.

Sincerely,

Louise Thomassin, Landscape Architect
Landscape Architectural Services
(905) 546-2424 ext. 1303
louise.thomassin@hamilton.ca

mountain browtrail

FEASIBILITY MASTER PLAN

APPENDIX B

PIC #1 BOARDS

2018

1. DEMOGRAPHICS

Age Group	
>15	
16-25	
26-35	
36-45	
46-55	
56-65	
>65	

2. MOUNTAIN BROW TRAIL USE & ACCESS

	Daily	A few times a month	Less than once per month	Never
Once the Mountain Brow trail is completed, how often do you expect to use the corridor?				

What are your current or expected top three (3) activities on the Mountain Brow trail?	
Walk/Hike	
Bicycle	
Run/Jog	
Rollerblade/ Skateboard	
Pet Walking	
Photography	
Nature viewing/ Sightseeing	
Other	

What are your current, or expected, use the Mountain Brow trail?	Most Often	Sometimes	Never
Enjoyment of nature			
Fitness/Exercise			
Commute to work/school			
Shopping/Errands			
Special Destinations: Historics sites, waterfalls, parks, etc			
Other			

2. MOUNTAIN BROW TRAIL USE & ACCESS

How do you currently	

Once you arrive, what distance do you usually travel along the Mountain Brow trail?	
<1km	
1-5km	
6-10km	
>10km	

On average, how much time do you spend on the Mountain Brow trail?	
<30mins	
30mins-1hr	
1-2hrs	
>2hrs	

WHAT'S GOING ON HERE?

In May 2016 the City of Hamilton updated the Recreational Trails Master Plan, originally published in 2007, as the City responded to the growth and new infrastructure developing within the city and surrounding communities. The Recreational Trails Master Plan is based on an overall vision to implement a connected and continuous trails network. Goals to achieve the vision are outlined in the report along with supporting objectives. The objectives are:

PLANNED:	Trails will be considered an integral component of all community planning and development.
CONNECTED:	Trails will serve to connect the urban and rural communities of Hamilton, both internally and externally, and will link key destinations. Improved wayfnding will be incorporated into the trails network.
DIVERSE:	The trail system will be designed to appeal to a wide range of users, abilities and interests.
INSPIRING:	Trails will promote and encourage use and enjoyment of the City's natural, cultural and recreational features.
ACCESSIBLE:	Where possible, the trail system will provide opportunities for four-season use, and will include a core network of trails that are accessible to people of all ages and abilities.
SAFE:	Safety, security and user comfort will be considered in the design and management of the trail system.
SUSTAINABLE:	The trail system will be developed and managed in a manner that preserves the environment, is fnancially responsible, and encourages opportunities

WHAT'S ALL THIS FOR?

The City of Hamilton is developing a vision to create a Mountain Brow Trail that will run continous along 'The Brow' from the Iroquoia Heights Conservation Area in Ward 08 to the Devil's Punch Bowl in Ward 09 (that's more than 10km!!). This discussion follows the Mountain Brow Vista Study and Management Plan, which focused on the establishment of new views and reinforcement of existing views along the Escarpment, while protecting and enhancing the natural environment. Now, we explore how the community uses the existing trail portions and how it might be used in the future.

We need your feedback to ensure that the development of the trail will meet user needs.

WHAT DO I NEED TO DO?

The following boards show the trail in fve (5) sections, detailing where existing and proposed trails are located. Alternate routes to the proposed trail have also been proposed at various locations. Your input is needed to determine which of the proposed alternate routes are preferred. Use a sticky dot to indicate your preference in the table located on each map.

Do you need help fnding one of the locations? One of us is nearby to assist you.

Do you have additional comments? Feel free to attach a sticky note on the Comments board at the end.

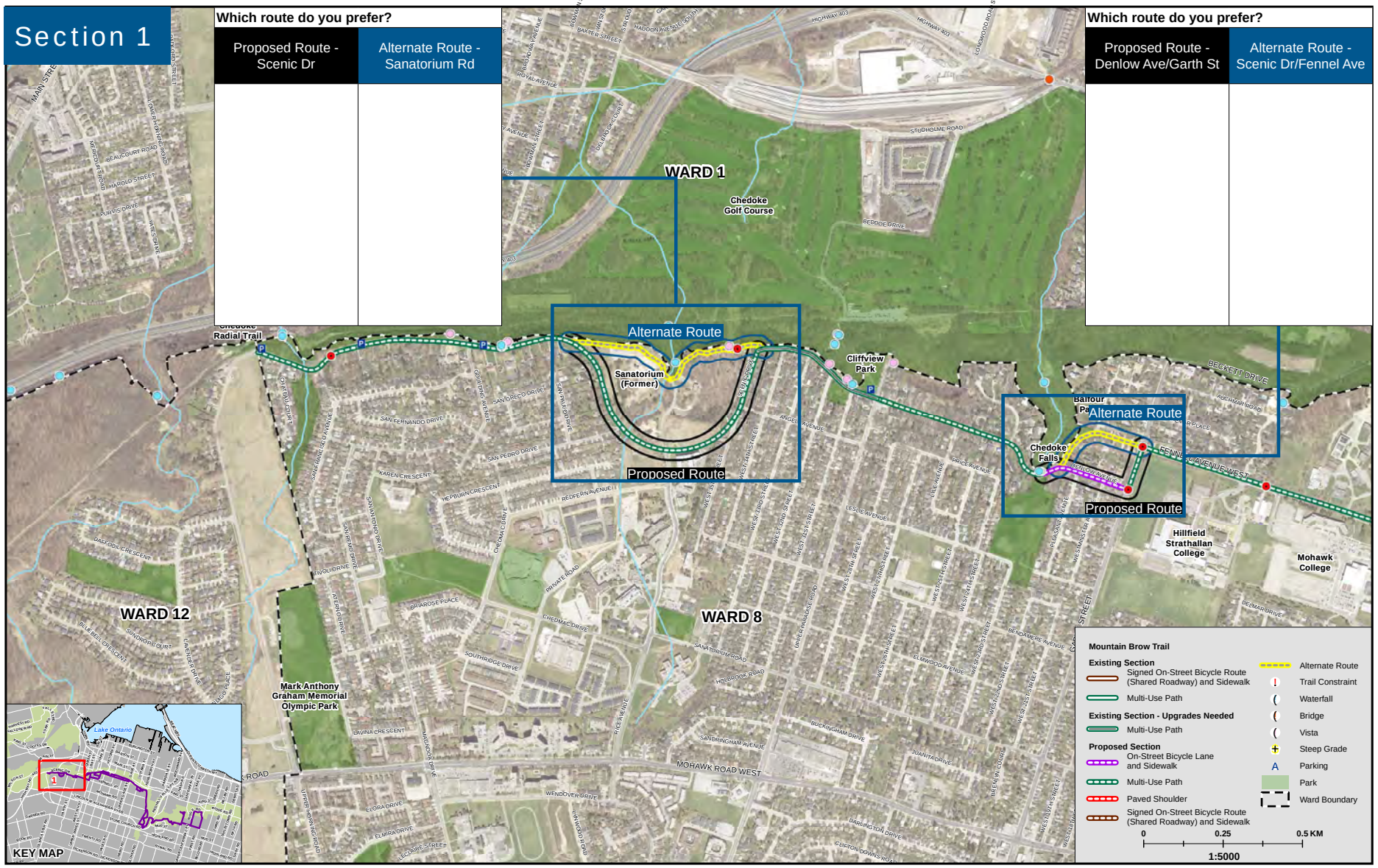
Thank you for your participation!

Activity Checklist

- Mountain Brow Map Sections 1-5 ← You are here
- Dot Matrix Survey
- Access Point Map (Table)
- Investment Survey

Mountain Brow Trail Feasibility Masterplan

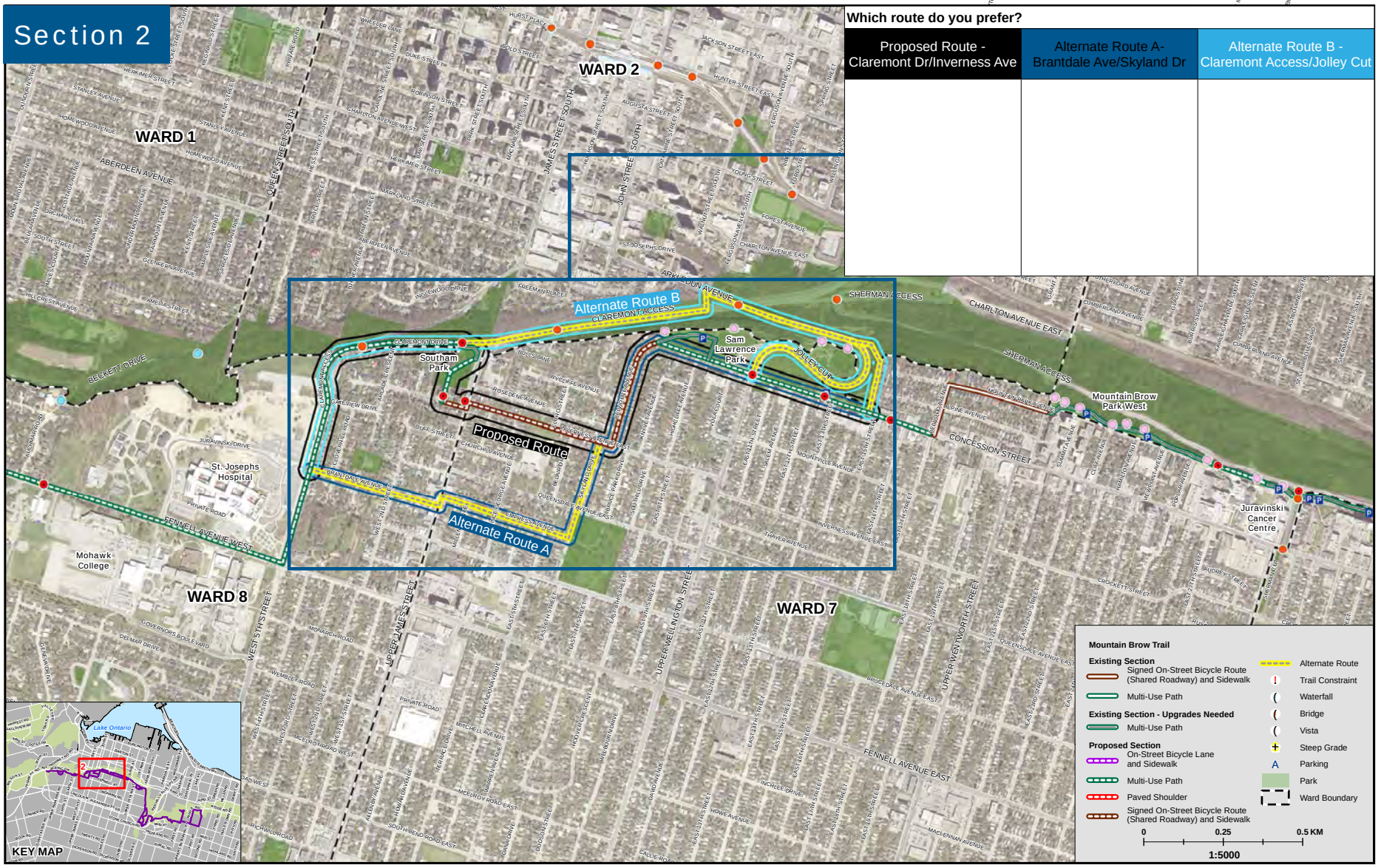
IBI



Mountain Brow Trail Feasibility Masterplan

IBI

Section 2



Which route do you prefer?

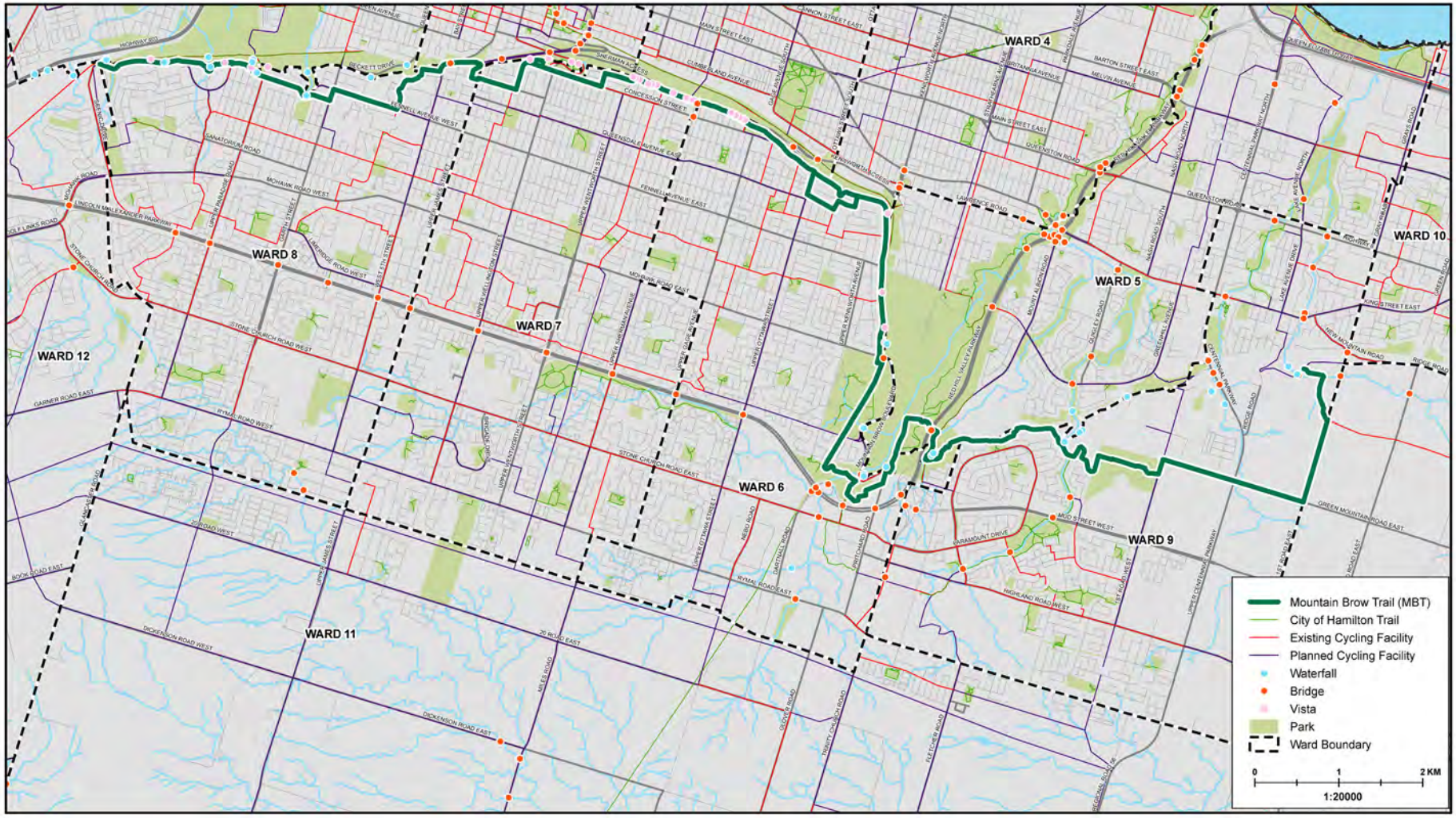
Proposed Route - Claremont Dr/Inverness Ave	Alternate Route A- Brantdale Ave/Skyland Dr	Alternate Route B - Claremont Access/Jolley Cut

Mountain Brow Trail Feasibility Masterplan

IBI

WARD 5
WARD 6
WARD 9
MOHAWK ROAD EAST
UPPER KENILWORTH AVENUE
MOUNTAIN BROW BOULEVARD
UPPER OTTAWA STREET
PRITCHARD ROAD
MUD STREET WEST
STONE CHURCH ROAD EAST
Armes Lookout Park
King's Forest Golf Course
Mohawk Sports Park
Oak Knoll Park
The Bear Meeting Place
Butter Milk Falls
Upper Kings Forest Park
Albion Falls
BRENTWOOD DRIVE
ENDFIELD AVENUE
KINGSLEA DRIVE
WISE CRESCENT
FERNHILL STREET
GRENADIER DRIVE
ELLIOTT AVENUE
EDITH AVENUE
ELLSWORTH DRIVE
FERN PLACE
WISE COURT
TOBY CRESCENT
BEACON AVENUE
RENO AVENUE
RIDEAU CRESCENT
DUBARRY BOULEVARD
CURRIE STREET
BEACONSFIELD DRIVE
SYCAMORE STREET
LORRAINE DRIVE
GATINEAU DRIVE
RAPALLO DRIVE
SUMMER PLACE
SUMMERLEA DRIVE
NOVA DRIVE
ANSON AVENUE
MOXLEY DRIVE
LARCH STREET
BILLINGTON CRESCENT
MARKSON CRESCENT
BESTON DRIVE
LANDRON AVENUE
BIRCHCLIFFE CRESCENT
BIXBY CRESCENT
CARSON DRIVE
PARIS AVENUE
LAIRD DRIVE
LEDUC STREET
KINGSBERRY STREET
EMBASSY DRIVE
PALACE BOULEVARD
ARTISTIC BOULEVARD
UPPER KENILWORTH AVENUE
LOCHEED DRIVE
LIMERIDGE ROAD EAST
QUEENSLEA DRIVE
REDBURY STREET
SOLOMON CRESCENT
LINCOLN M. ALEXANDER PARKWAY
MILKYWAY DRIVE
ALBION FALLS BOULEVARD
CORINTHIAN DRIVE
RED HILL VALLEY PARKWAY
ARBOUR ROAD
WHITEHOUSE ROAD
HARRISFORD STREET
MONTMORENCY DRIVE
FOREST HILL CRESCENT
GLEN VISTA DRIVE
GLEN CASTLE DRIVE
GLEN FOREST DRIVE
MOUNTALBION ROAD
GREENHILL AVENUE
ST ANDREWS DRIVE
FAIRWAY DRIVE
ELFORD CRESCENT
COUNTRY CLUB DRIVE
GLEN VALLEY DRIVE
CAPILANO DRIVE
BUNKER HILL DRIVE
HANOVER PLACE
ALTO DRIVE
ASHBURY LANE
AUDUBON STREET NORTH
PARAMOUNT DRIVE
APEX COURT
ACKLAND STREET
AUDUBON STREET SOUTH
SILVERVINE DRIVE
MISTYWOOD DRIVE
WESTBANK TRAIL
TAMWOOD COURT
ASTRA STREET
ATHENIA DRIVE
AMBERWOOD STREET
ALLAMBROOK STREET
AINSWORTH STREET
KINGSVIEW DRIVE
DAVIS CRESCENT
CEDARVALE DRIVE
CORNERSTONE DRIVE
OLD MUD STREET
ATHENIA DRIVE
ACACIA STREET
ATLAS STREET
MEADOW WOOD CRESCENT
WINTERBERRY DRIVE
HOPEWELL CRESCENT
CHILTON DRIVE
ARBUTUS CRESCENT
BELLEAU STREET
PEMBROKE STREET
ARTFRANK DRIVE
UPPER MOUNT ALBION ROAD
DARTMALL ROAD
NICHOR ROAD

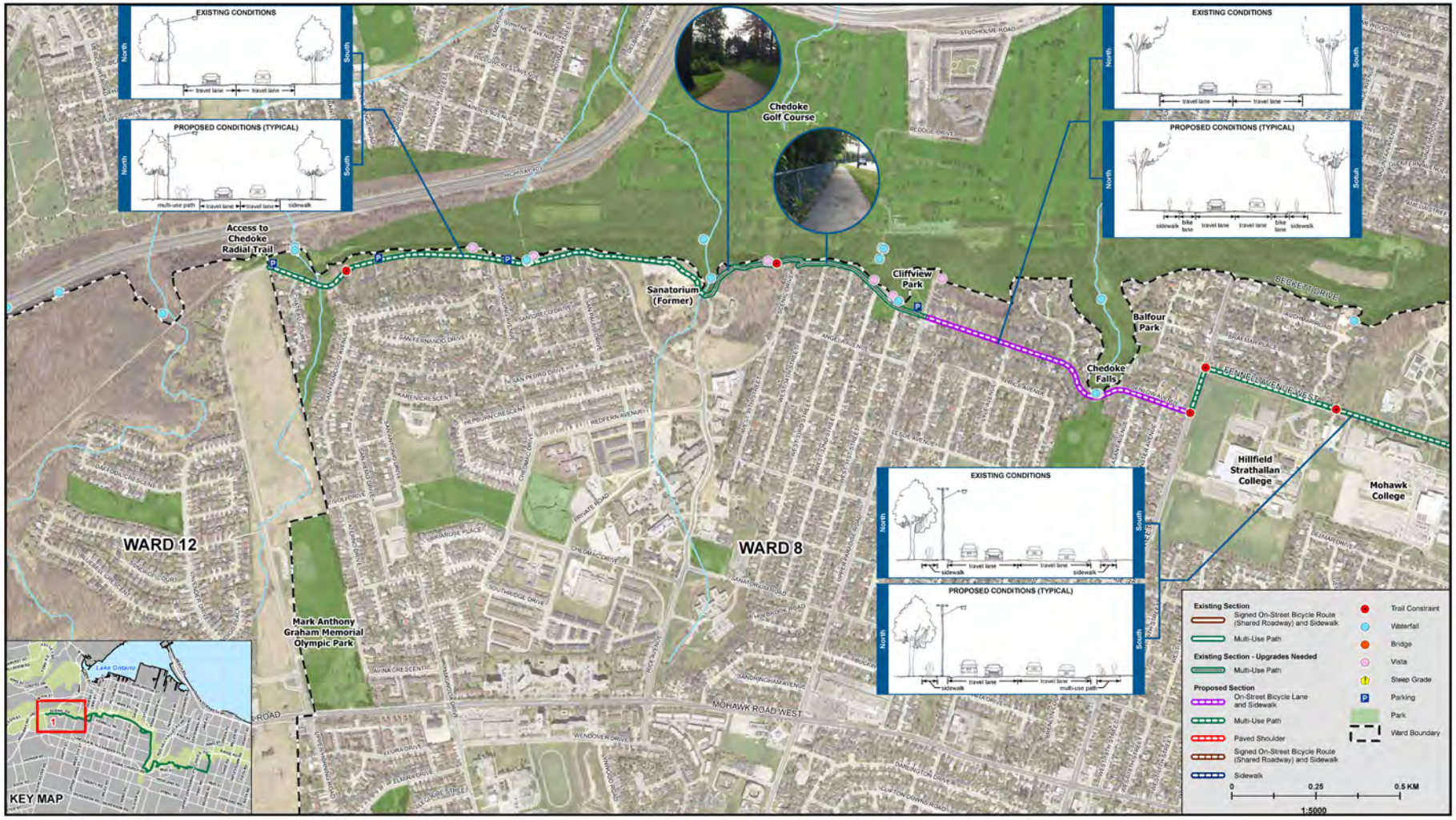
Context Plan



Mountain Brow Trail Feasibility Masterplan

Hamilton IBI

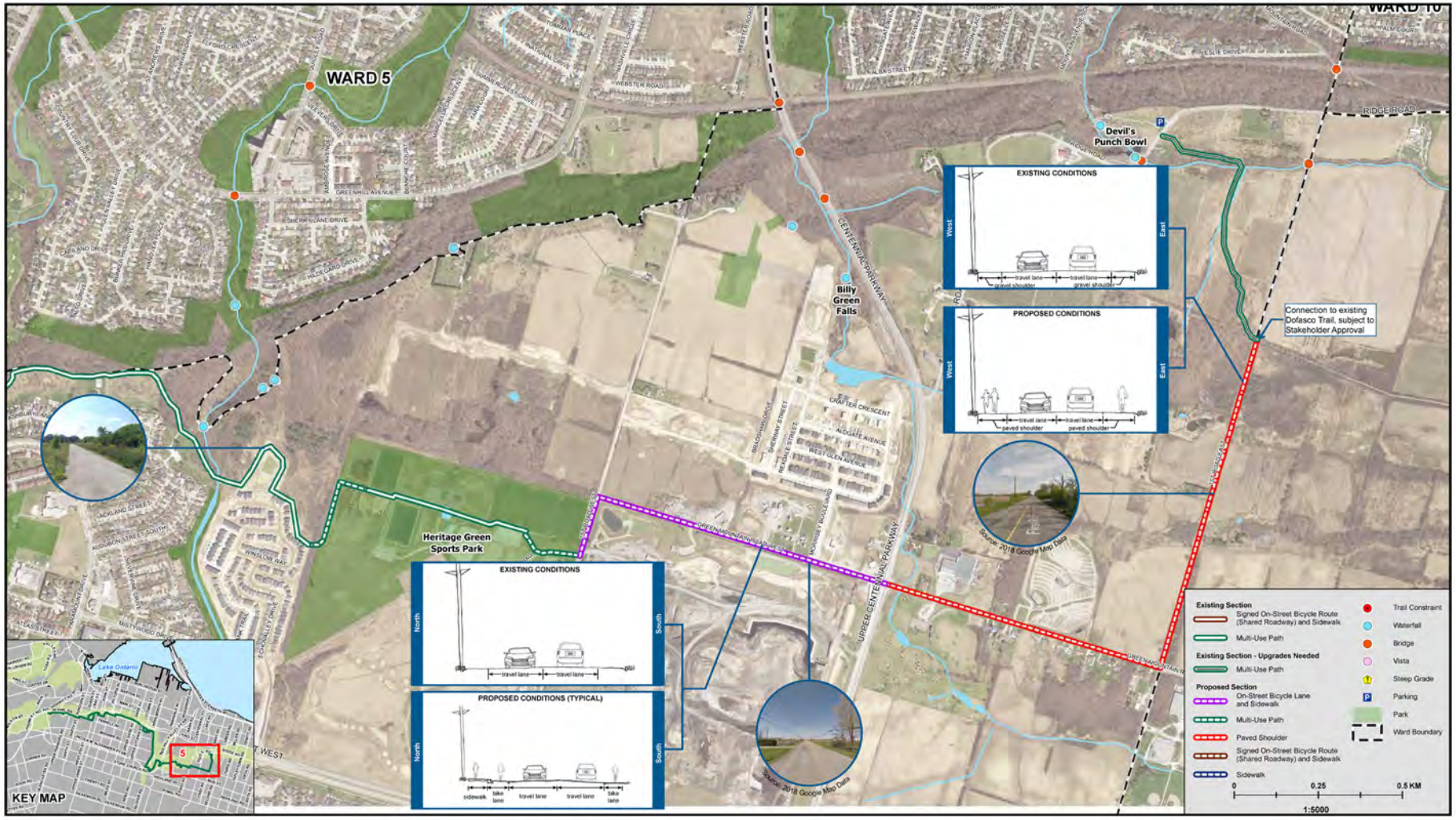
Section 1



Mountain Brow Trail Feasibility Masterplan

Hamilton | IBI

Section 5



Mountain Brow Trail Feasibility Masterplan

Hamilton IBI

mountain browtrail

FEASIBILITY MASTER PLAN

APPENDIX F

HIGH LEVEL REVIEW OF CYCLING FACILITY SELECTION

2018

IBI GROUP
200 East Wing – 360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010 fax 905 546 1011
ibigroup.com

Memorandum

To/Attention	File	**Date**	February 20, 2018
From	Zibby Petch	**Project No**	112318
cc	Project Team		
Subject	High-level Review of Cycling Facility Selection		

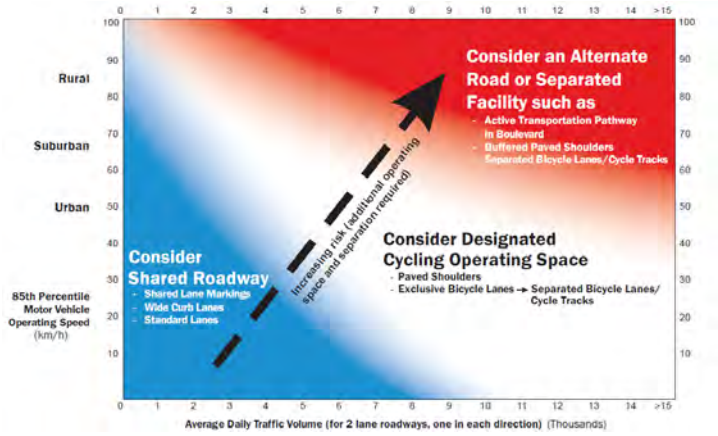
Introduction & Background

In support of the Mountain Brow Trail Feasibility Study, various road corridors have been identified for the addition of cycling/pedestrian facilities. As part of the feasibility review, a high level review of the appropriateness of various cycling facilities in the context of roadway volumes & speeds has been completed. A more detailed review of each corridor will be necessary as each project moves forward to implementation.

Results of the High-Level Review

The review draws on the Bicycle Facility Type Selection process outlined in OTM Book 18, and represents the first step in the facility type selection (pre-selection). The review was completed to identify whether the proposed facility type meets or exceeds the recommendations of the pre-selection nomograph (refer to Exhibit 1).

Exhibit 1 – Desirable Cycling Facility Pre-Selection Nomograph



Source: OTM Book 18, p. 30

The review focuses on proposed sections of the trail which are located on-road or within the boulevard of an existing roadway (excludes locations of existing facilities). The pre-selection is based on posted speed, rather than operating speed, since this data was not available at the time of review. Closer to implementation, a review of any locations of noted speeding or higher operating speeds should be completed to inform updates to the results below. The data source for traffic volumes is the City's internal traffic records and/or assumed AADTs, based on road context. Where possible/known, the year of the count is indicated.

Results of the review are summarized in Exhibit 2.

Exhibit 2 – Summary of Results of Facility Selection Review

Road	From	To	Road Characterization	Posted Speed	Approx. Volume*	Lanes (Total)	Adjusted Volumes	Pre-Selection Facility Class	Proposed Facility Type	Meets or exceeds?	Notes
Scenic Drive	W of Chateau Court	W 35th Street	Collector	50km/hr (assumed)	Not available - 9000 (a)	2	N/A	Designated	Multi-use Trail	√	Volumes likely lower than assumed
Scenic Drive	W 35th Street	Upper Paradise Road	Collector	50km/hr (assumed)	Not available - 9000 (a)	2	N/A	Designated	Multi-use Trail	√	Volumes likely lower than assumed
Scenic Drive	Upper Paradise Road	Denlow Avenue	Minor Arterial	50km/hr (assumed)	9000 (a)	2	N/A	Designated	Bike Lane	√	
Denlow Avenue	Scenic Drive	Garth Street	Local	30km/hr	6000 (c – 2016)	2	N/A	Shared or Designated	Bike Lane	√	
Garth Street	Denlow Avenue	Fennell Avenue West	Minor Arterial	50km/hr (assumed)	23000 (c-2016)	4	11500	Designated or Separated (preferred)	Multi-use Trail	√	
Fennell Avenue West	Garth Street	West 5th Street	Minor Arterial	50km/hr (assumed)	15000 (c-2016)	4	7500	Designated or Separated (preferred)	Multi-use Trail	√	
West 5th Street	Fennell Avenue West	Claremont Access	Major Arterial	50km/hr (assumed)	18000 (c-2016)	Varies (3-5)	N/A – assume worst case	Separated	Multi-use Trail	√	
Claremont Access	West 5th Street	Southam Park	Major Arterial	70km/hr	Not available	2 (one-way)	N/A	Separated	Multi-use Trail	√	Assumed AADT of 10,000 based on class of road (likely lower than assumed)
Inverness Avenue East	Upper James Street	Belvidere Avenue	Collector	40km/hr	3000 (c-2014)	2	N/A	Shared	Bike Lane	√	Consistent with facility type identified per Cycling Master Plan (justification for higher order facility)
Belvidere Avenue	Inverness Avenue East	Concession Street	Local	50km/hr (assumed)	<3000 (a)	2	N/A	Shared	Signed Route	√	
Concession Street	Belvidere Avenue	Upper Wellington Street	Local	40 km/hr	1000 (c-2016)	2 (4 approaching Jolley Cut)	N/A – assume worst case	Shared or Designated	Bike Lane with future Multi-use Trail	√	
Concession Street	Upper Wellington Street	E 13th Street	Minor Arterial	40 km/hr	4000 (c-2016)	3	4000 (c-2016)	Designated	Bike Lane with future Multi-use Trail	√	
Concession Street	E 13th Street	E 16th Street	Minor Arterial	40 km/hr	4000 (c-2016)	2 (short section of 3 lanes from E 13th Street to E 15th Street)	N/A – assume worst case	Shared or Designated (preferred)	Bike Lane with future Multi-use Trail	√	Consider extending 40 km/hr speed limit to Upper Wellington
Concession Street	E 16th Street	Belwood Avenue	Minor Arterial	40 km/hr	4000 (c-2016)	2 – with Parking Lay-bys	N/A	Shared or Designated (preferred)	Signed route future Multi-use Trail	√	
Belwood Avenue	Concession Street	Mountain Park Avenue	Local	50km/hr (assumed)	<3000 (a)	2	N/A	Shared	Signed Route	√	
Mountain Park Avenue	Belwood Avenue	Upper Wentworth Street	Local	50km/hr (assumed)	<3000 (a)	2	N/A	Shared	Signed Route	√	
Mountain Brow Boulevard	Upper Ottawa Street	Kenilworth Access	Minor Arterial	40km/hr	22000 (c-2015)	4	11,000	Designated or Separated (preferred)	None	X	**Because desired facility type is challenging to provide, filter out this option as part of the preferred route.**

Road	From	To	Road Characterization	Posted Speed	Approx. Volume*	Lanes (Total)	Adjusted Volumes	Pre-Selection Facility Class	Proposed Facility Type	Meets or exceeds?	Notes
Mountain Brow Boulevard	Kenilworth Access	Oakcrest Drive	Minor Arterial	40km/hr	4000 (c-2013)	2	N/A	Shared or Designated	None	X	**Because desired facility type is challenging to provide, filter out this option as part of the preferred route.**
Upper Ottawa Street	Edgewood Avenue	Mountain Brow Boulevard	Major Arterial	50 km/hr	14000 (c-2006)	4	6930 (c-2006)	Designated	Bike Lane	ã	Kenilworth Access was recently removed from the City's Truck Routes so potential for reduced truck volumes on Upper Ottawa (more support for road diet)
Edgewood Avenue	Upper Ottawa Street	High Street	Local	40km/hr	<3000 (a)	2	N/A	Shared	Signed Route	ã	
High Street	Edgewood Avenue	Woodside Drive	Local	40 km/hr	<3000 (a)	2	N/A	Shared	Signed Route	ã	
Woodside Drive	High Street	Oakcrest Drive	Local	40 km/hr	<3000 (a)	2	N/A	Shared	Signed Route	ã	
Oakcrest Drive	Woodside Drive	Mountain Brow Boulevard	Local	40 km/hr	<3000 (a)	2	N/A	Shared	Signed Route	ã	
1st Road West	Heritage Green Sports Park	Green Mountain Road West	Collector	60km/hr	Not available	2 -Rural	N/A	Designated	Bicycle Lane	ã	Facility type is assumed based on an estimated volume of 5000 (typical rural collector) Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes
Green Mountain Road West	1st Road West	Upper Centennial Parkway	Collector	60km/hr	600 (c-2008)	2 - Rural	N/A	Shared or Designated	Bicycle Lane	ã	Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes
Upper Centennial Parkway	Green Mountain Road West	Ridge Road	Major Arterial	70km/hr	14000 (c – 2015)	4 - Rural	7000	Separated	Paved Shoulder	X	**Because desired facility type is challenging to provide, filter out this option as part of the preferred route.** Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes
Ridge Road	Upper Centennial Parkway	Devil's Punch Bowl	N/A – Rural Road	50km/hr	1000 (c-2015)	2 - Rural	N/A	Shared or Designated	Paved Shoulder	ã	Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes
Green Mountain Road East	Upper Centennial Parkway	1st Road East	N/A – Rural Road	60km/hr	1500 (c-2008)	2 - Rural	N/A	Shared or Designated	Paved Shoulder	ã	Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes
1st Road East	Green Mountain Road East	Dofasco 2000 Trail	N/A – Rural Road	60km/hr	Not available	2 - Rural	N/A	Designated	Paved Shoulder	ã	Facility type is assumed based on an estimated volume of 5000 (typical rural collector) Volumes likely to grow in the future as a result of on-going development in the area; facility type should be considered in the context of future projected volumes

Source of Traffic Volumes:

(a) = assumed based on land use context & road classification

(c) = count – based on City count adjusted to AADT based on peak hour volume assuming 10% conversion

mountain browtrail

FEASIBILITY MASTER PLAN

APPENDIX G

TRAIL LINK PRIORITY ANALYSIS

2018

Connectivity	One of the desired purposes of the trail is to help to connect to existing and planned pieces of cycling and trail infrastructure in order to create a fulsome network that encourages trail use for recreation and transportation purposes. This factor evaluates the number and type of network connections that are made by a particular link.	Trail segments were evaluated against existing/proposed cycling facilities as well as existing/proposed trail segments and assigned a points total. More points were assigned based on the type of connection, i.e. a connection to an existing facility scores more points than a connection to a proposed facility.	The following points were assigned based on connectivity point totals. Draft thresholds: • Connection to an existing trail segment = 10 pts • Connection to an existing cycling network segment = 5 pts • Connection to a planned trail or cycling segment = 2 pts Cumulative to a max score of 25 pts.	25 pts
Density	Population and employment density can support additional active transportation trips. Areas of higher population and employment density often have built form and land use patterns that support active transportation. In addition, the simple matter of proximity of people to the trail is likely related to higher usage.	Trail segments were evaluated against aggregated population and employment densities at the zonal level. Trail segments were buffered 250m and assigned a weighted density based on how much each buffered polygon fell within a certain zone.	The following points were assigned based on weighted population and employment densities. Draft thresholds: • >= 40 People & Jobs/Hectare = 20 pts • >= 30 People & Jobs/Hectare = 15 pts • >= 20 People & Jobs/Hectare = 10 pts • >= 10 People & Jobs/Hectare = 5 pts • < 10 People & Jobs/Hectare = 0 pts	20 pts
Potential Demand (Short Trips)	Most residents indicated that their use of the trail would be for trips between 1 and 5 km. As a result, this analysis will consider areas where there is currently a higher rate of non-commute walking and cycling trips.	Trail segments were evaluated against existing walking and cycling short trips from the Transportation Tomorrow Survey (TTS) zone level. Trail segments were buffered 250m and assigned a weighted trip total based on how much each buffered polygon fell within a certain area.	The following points were assigned based on weighted short trip totals for trips within or between the zones directly abutting the trail. Draft thresholds: • >= 300 Walking/Cycling Trips = 15 pts • >= 200 Walking/Cycling Trips = 10 pts • >= 100 Walking/Cycling Trips = 5 pts • < 100 Walking/Cycling Trips = 0 pts	15 pts
Key Destinations	At the most basic level, trail access is about providing recreational opportunities, including access to important destinations. In order to promote walking and cycling as a viable mode, major attractions must be served effectively. This analysis can evaluate the number of destinations served by a particular trail link.	Trail segments were evaluated against their proximity to key destinations within a 250m radius (e.g. bridges, waterfalls, vistas, BIAs) and assigned a point total. More points were assigned based on the destination type, e.g. trails in proximity to major parks will score more highly than in proximity to other types of destinations.	The following points were assigned based on key destination point totals. Draft thresholds: • Major park = 10 pts • Secondary park = 5 pts • Schools, hospitals & rec centres = 8 pts • Other destinations (existing vistas, waterfalls, BIAs, arenas, places of Amusement, golf courses, libraries, museum/galleries, public art) = 5 pts Cumulative to a max score of 25 pts.	25 pts
Safety Considerations	Safety remains an important consideration in the development of a practical and user friendly recreational experience. This analysis evaluates whether the trail will fill an existing sidewalk gap, since the presence of sidewalks is an important safety indicator. Streets with no sidewalks have been associated with 2.6 times more pedestrian collisions. Streets with sidewalk on one side are still overrepresented (1.2 times as many collisions)[1]	Trail segments were evaluated against the sidewalk network to identify whether the proposed section of the mountain brow trail will address a sidewalk gap.	The following points were assigned based on safety consideration point totals: • Proposed trail addresses a sidewalk gap = 10 pts	15 pts

DRAFT

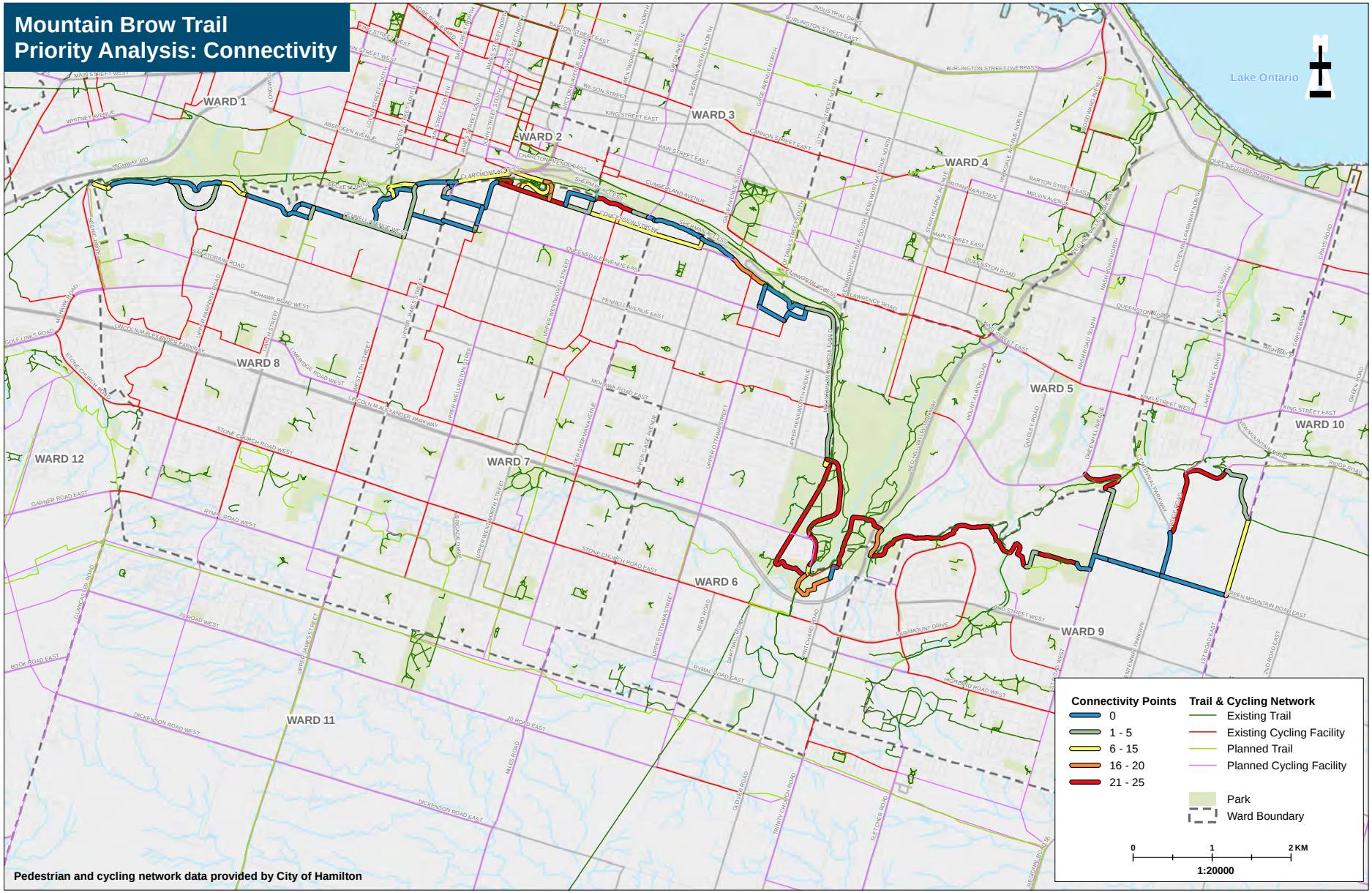
mountain brow trail

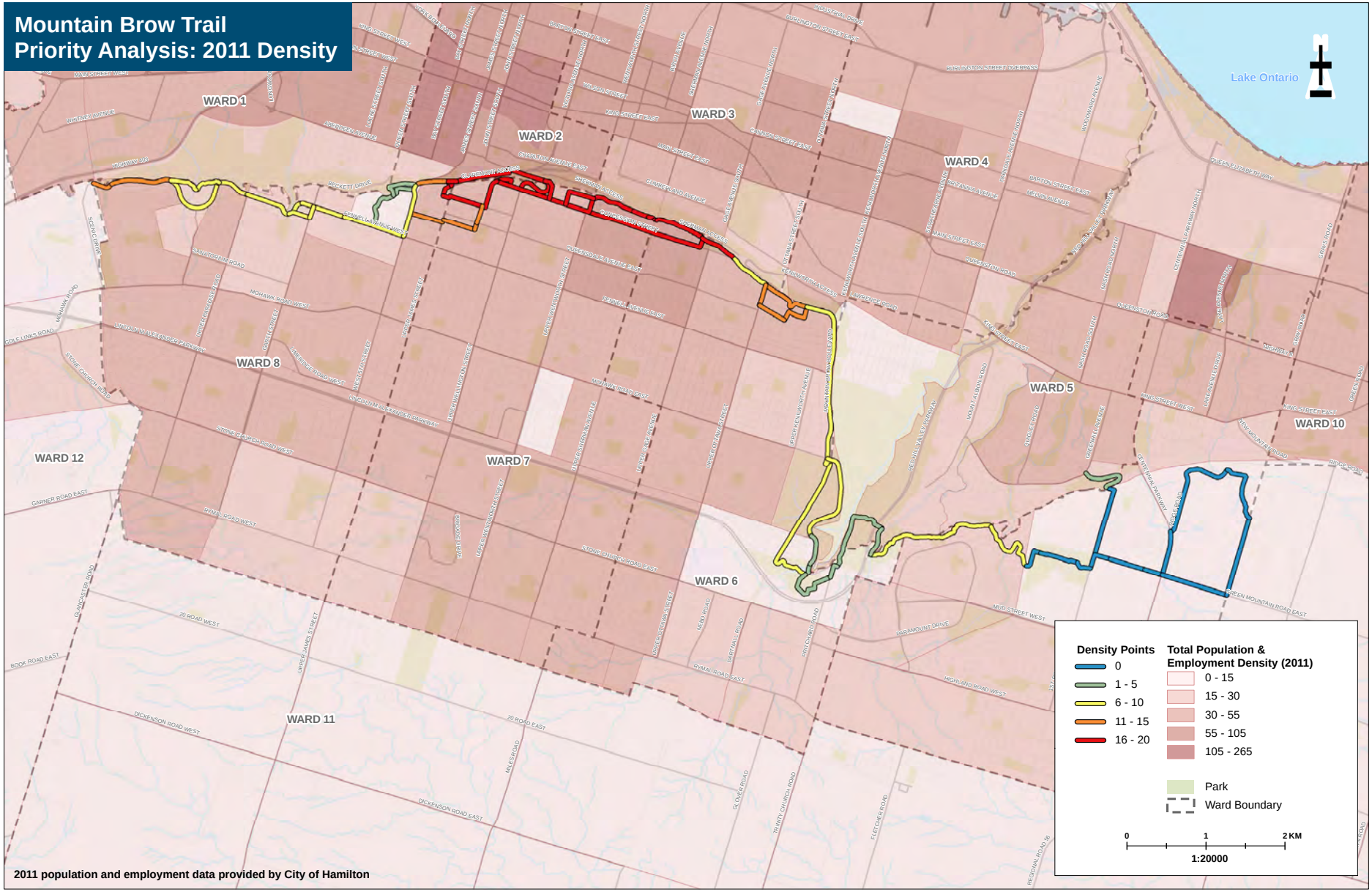
FEASIBILITY MASTER PLAN

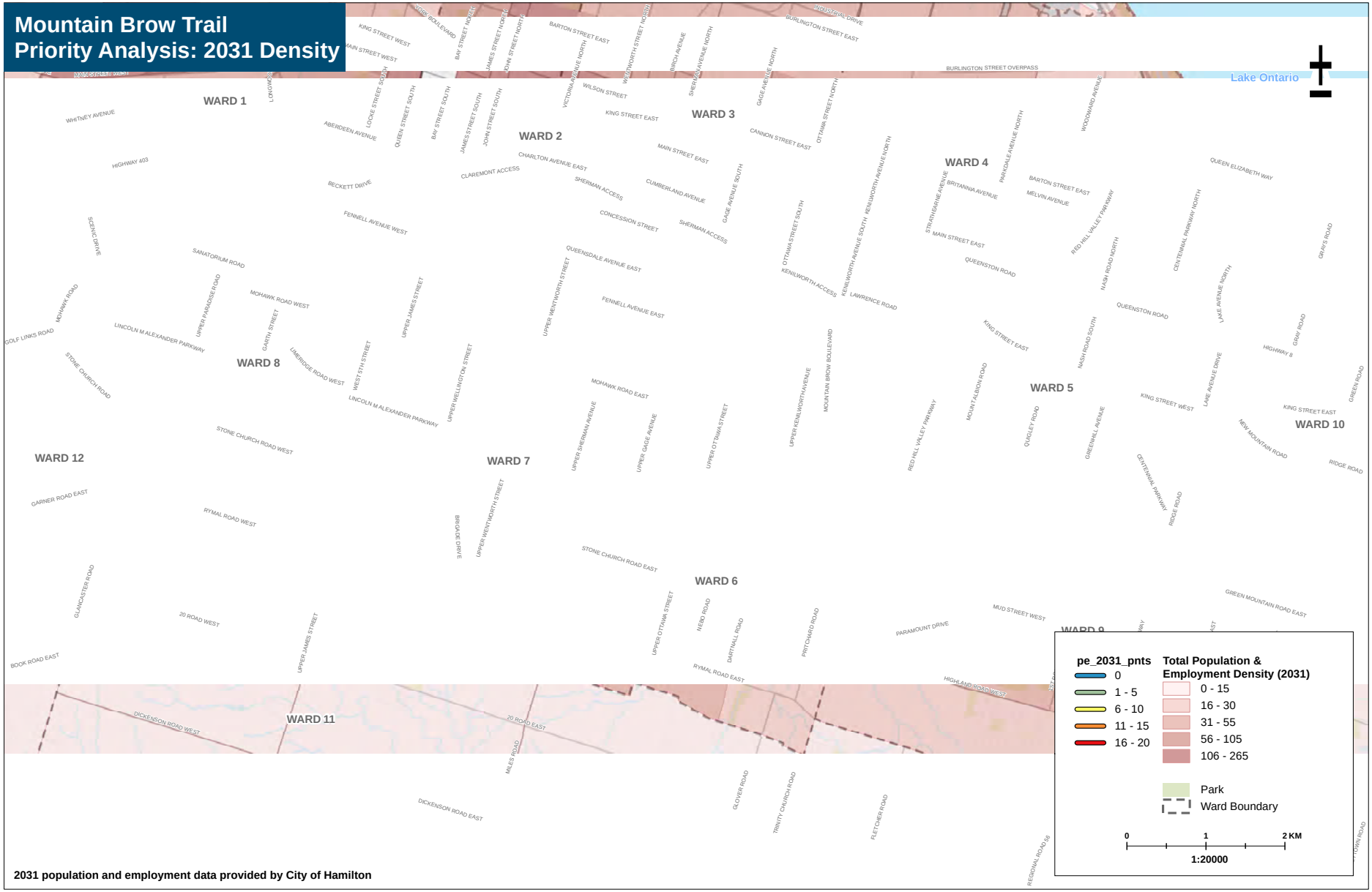
APPENDIX H

TRAIL POTENTIAL DEMAND

2018


Mountain Brow Trail
Priority Analysis: Connectivity
Lake Ontario
WARD 1
WARD 2
WARD 3
WARD 4
WARD 5
WARD 6
WARD 7
WARD 8
WARD 9
WARD 10
WARD 11
WARD 12
Connectivity Points
0
1 - 5
6 - 15
16 - 20
21 - 25
Trail & Cycling Network
Existing Trail
Existing Cycling Facility
Planned Trail
Planned Cycling Facility
Park
Ward Boundary
0
1
2 KM
1:20000
Pedestrian and cycling network data provided by City of Hamilton


Mountain Brow Trail
Priority Analysis: 2011 Density
Lake Ontario
WARD 1
WARD 2
WARD 3
WARD 4
WARD 5
WARD 6
WARD 7
WARD 8
WARD 10
WARD 11
WARD 12
Density Points
0
1 - 5
6 - 10
11 - 15
16 - 20
Total Population & Employment Density (2011)
0 - 15
15 - 30
30 - 55
55 - 105
105 - 265
Park
Ward Boundary
0
1
2 KM
1:20000
2011 population and employment data provided by City of Hamilton


Mountain Brow Trail
Priority Analysis: 2031 Density
Lake Ontario
WARD 1
WARD 2
WARD 3
WARD 4
WARD 5
WARD 6
WARD 7
WARD 8
WARD 10
WARD 11
WARD 12
pe_2031_pnts
0
1 - 5
6 - 10
11 - 15
16 - 20
Total Population & Employment Density (2031)
0 - 15
16 - 30
31 - 55
56 - 105
106 - 265
Park
Ward Boundary
0
1
2 KM
1:20000
2031 population and employment data provided by City of Hamilton