Welcome
Public Information Centre
McQuesten Park Active Transportation Pedestrian Bridge
February 10, 2026, 6-8pm

Please sign in at the first table and provide your email if you would like to receive notices about the project.

Review display materials

Display materials are also available on the project webpage.

Discuss the project with Study Team Members.

Please fill out a comment sheet and return it to the comment box or email your comments by February 24, 2026.

Land Acknowledgement

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

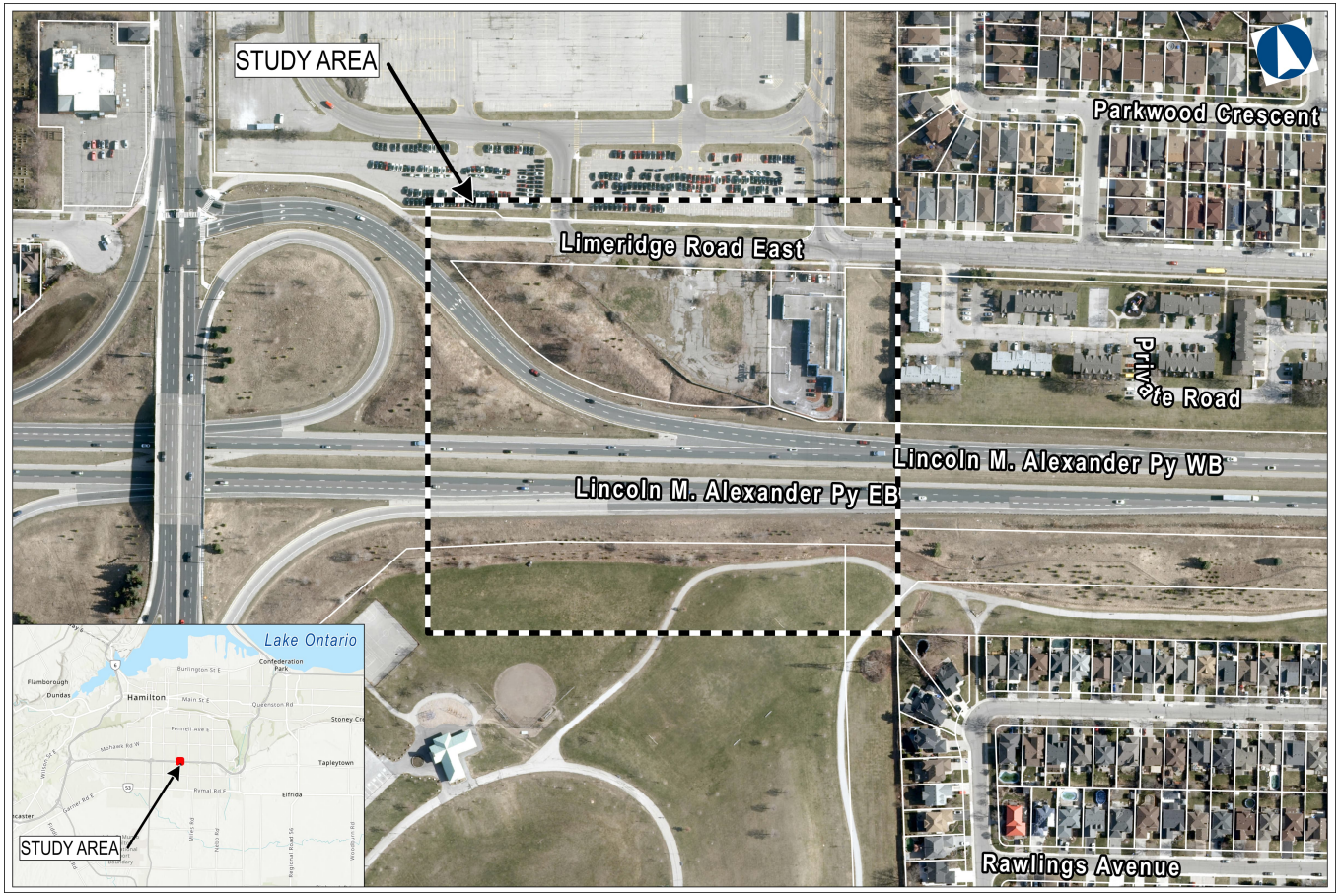
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

Study Purpose

A Schedule B Municipal Class Environmental Assessment (MCEA) is being completed to evaluate the optimum position and type of proposed Active Transportation bridge across the Lincoln Alexander Parkway (LINC), connecting McQuesten Park to Limeridge Road East .

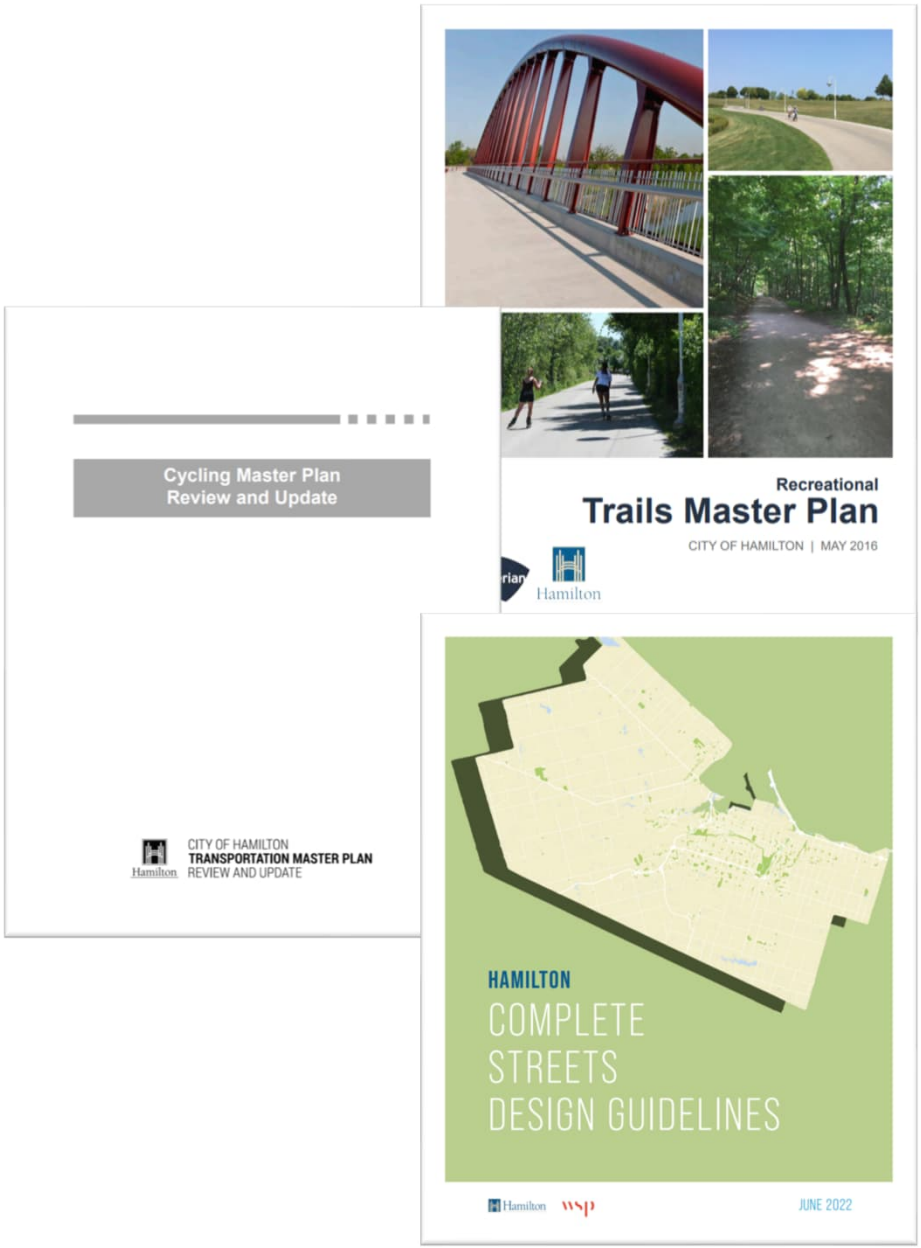
The objective of the study is to:

- Find a safe, cost-effective solution that minimizes environmental effects and keeps traffic disruptions to a minimum.
- Plan the bridge so it works together with the larger transit project, which includes building a new transit station at the Lime Ridge Mall parking lot.



Background Context

- **2016:** The Recreational Trail Master Plan identifies the LINC as a barrier for pedestrians and cyclists moving in a north-south direction. New trail accesses, routes, and crossings were recommended.
- **2018**: The Cycling Master Plan Update lists the bridge as a special project to address the barriers created by the LINC. The City-Wide Transportation Master Plan identifies a planned Multi-use Trail crossing the LINC.
- **2019:** Funding is approved through the Investing in Canada Infrastructure Program (ICIP) – a federal infrastructure program designed to create long-term economic growth, build inclusive, sustainable, and resilient communities, and support a low-carbon economy – as part of the initiative to improve active transportation links to public transportation hubs.
- **2022 – 2023:** Strategic policies such as Complete Streets Design Guidelines and the (Re)envision Hamilton Street Railways plan further identify the need for travel options beyond personal vehicles. Improvements for walking and cycling are recommended.



Municipal Class Environmental Assessment (MCEA) Process

This project is being completed as a Schedule B Municipal Class Environmental Assessment Project (Phases 1 and 2), as defined in the Municipal Engineers Association Guidance document (2024).

Phase 1

- **Confirm Problem / Opportunity Statement**

  "The City of Hamilton has identified a need for an active transportation connection between McQuesten Park and Limeridge Road East which will allow pedestrians and cyclists to cross the LINC and supports a safe, cost-effective, technically feasible solution with minimal environmental effects and limited impacts to vehicle traffic in the study area."

Phase 2

- Inventory the Environment
- Identify Alternative Solutions
- Evaluate Alternative Solutions
- Issue Notice of Commencement
- Hold Public Information Centre
- Confirm Preferred Solution and Prepare Preliminary Design
- Complete Project File Report and Notice of Completion

Existing Conditions: Technical Environment

The LINC:

- High-volume municipal parkway, carrying high volumes of traffic. Pedestrians and cyclists are not permitted on the parkway.

Active Transportation Facilities:

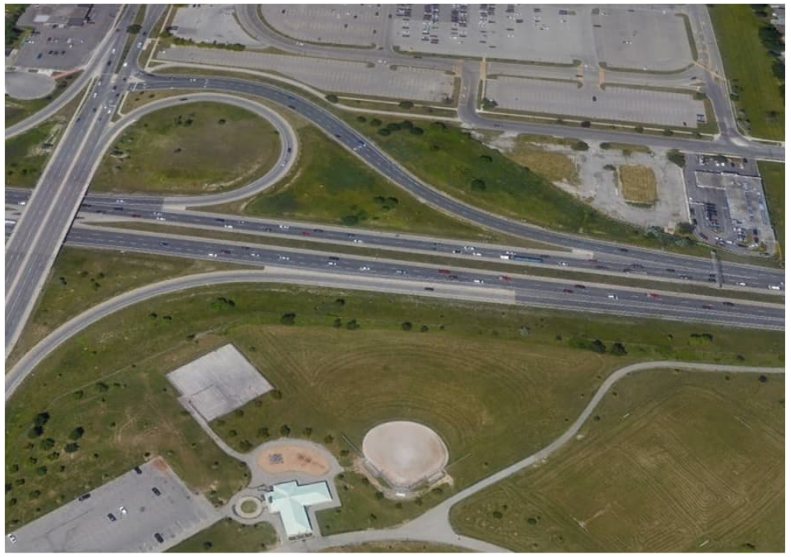
- Walking and cycling access between areas north and south of the LINC is limited, with connectivity provided only by sidewalks along Upper Wentworth Street.
- There is no controlled pedestrian crossing or pavement markings on Upper Wentworth Street at ramps to/from the LINC.
- Pedestrians and cyclists are vulnerable due to high volume traffic, interchange ramps, and number of vehicles turning on/off Upper Wentworth at various entrances/parking areas.

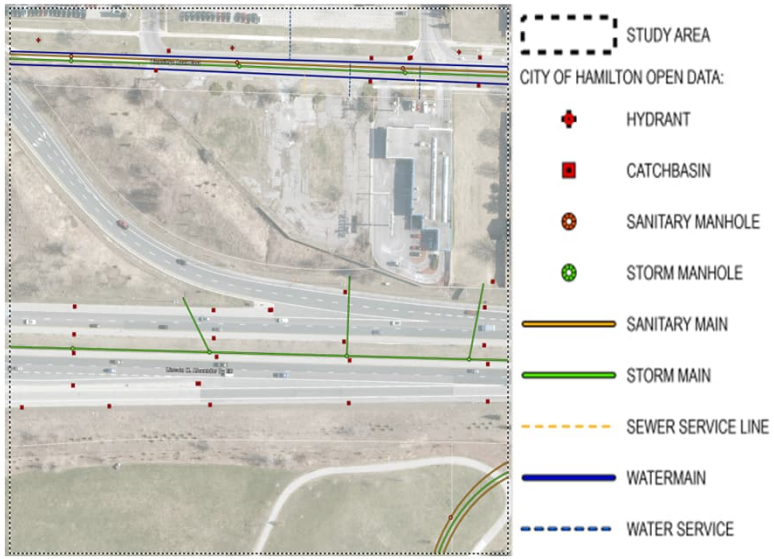
Topography:

- Lands beside the LINC corridor are 5 to 7 metres higher than the elevation of the LINC.

Utilities:

- Underground sanitary, stormwater, water and telecommunications infrastructure are present within the study area.





Existing Conditions: Natural Heritage

The study area consists of naturalized meadow lands, planted trees along the LINC corridor and maintained and mowed parkland (McQuesten Park).

High-quality habitat or features were not observed in the study area:

- No Provincially Significant Wetlands, Significant Woodlands or Valleylands are located within the study area.
- Significant Wildlife Habitat was not observed.
- No habitat of Endangered or Threatened Species at Risk was observed.

Existing Conditions: Social-Cultural Environment

Land Use:

- Residential, commercial and parkland.
- A hydro utility corridor is located along the eastern boundary of the study area.

Active Transportation and Network Connectivity:

- There is currently no safe, efficient active transportation connection across the LINC, creating a gap in the local trail network.
- A larger transit initiative is planned to develop a revamped transit station / terminal within the Lime Ridge Mall parking lot, north of the study area.

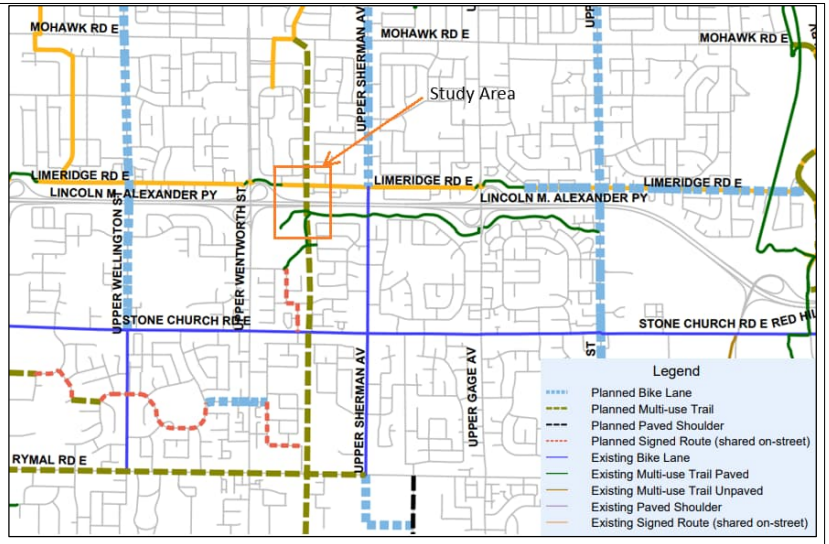
Cultural Heritage and Archaeology:

- There is low archaeological potential and cultural impact within the study area due to existing development.

Property Requirements:

- A proposed pedestrian bridge may require the acquisition of property and / or utilize City-owned property / parkland.

City of Hamilton Planned Cycling Network



Source: City Wide Transportation Master Plan – Planned Cycling Network

City of Hamilton Archaeological Potential

Source: Urban Hamilton Official Plan

Evaluation Criteria

The following criteria have been used to evaluate the “do nothing” option and each of the bridge alternatives:

Natural Environment

- Trees and vegetation to be temporarily or permanently removed
- Impact to wildlife, wildlife habitat or the habitat of Species at Risk
- Climate Change Impact and Adaptation

Social - Cultural Environment

- Impact to built heritage resources or cultural heritage landscapes
- Impact on archaeological resources
- Property acquisition
- Impacts to adjacent land uses
- Ability to support a connected trail network

Financial Environment

- Estimated capital costs
- Estimated property acquisition needs
- Estimated operational and maintenance costs

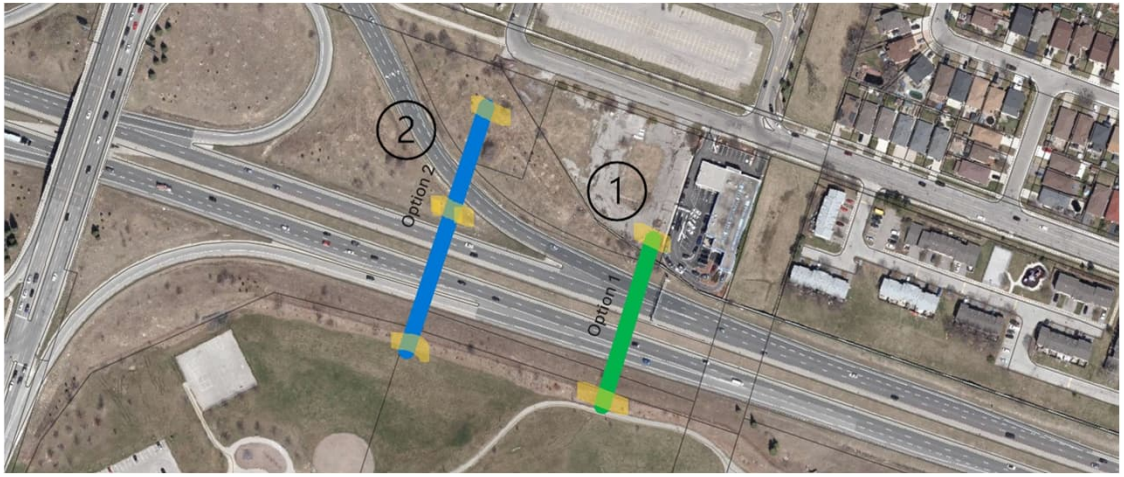
Technical Environment

- Complexity of construction and maintenance
- Compatibility with existing utilities infrastructure
- Ability to achieve public safety standards
- Ability to meet AODA guidelines
- Impacts on traffic movement and safety
- Impacts on LINC widening

Alternative Solutions

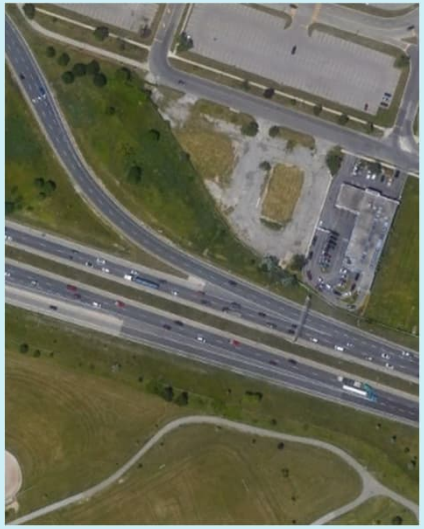
Alternative options for the position of the active transportation bridge include an eastern alignment and western alignment across the LINC within the study area.

Do Nothing: Is a mandatory consideration under the MCEA process. Previous planning studies, including Master Plan studies completed in accordance with the MCEA process, have established the need for the active transportation bridge over the LINC.



Alternative Solutions	Bridge Length	Trail Width	Bridge Type	Connectivity
1. Eastern Option	80 m	~ 4.0 m	Clear-span with supporting piers at each end; connects to existing grade at each end	Connects with existing trails in McQuesten Park
2. Western Option	140 m	~4.0 m	Two-span (60 m and 80 m) with supporting piers at each end and additional pier between the off ramp and westbound lane; connects to existing grade at each end	Connects with existing cycling trail at Limeridge Road East

Evaluation of Alternatives



Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
Do Nothing	●	●	●	◔

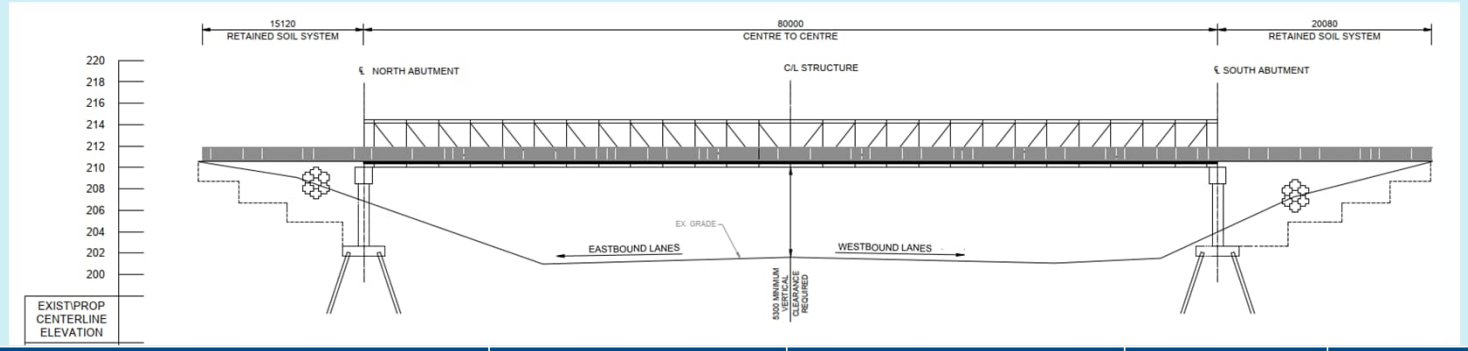
Not Carried Forward

Do Nothing: Although this is a mandatory consideration under the MCEA process, this alternative has not been carried forward as it does not address the study objectives to:

- Find a safe, cost-effective solution that keeps environmental effects and traffic disruptions to a minimum
- Configure a bridge so it integrates with the larger transit project of establishing a new transit station in the Lime Ridge Mall parking lot

Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

Evaluation of Alternatives



Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
1. Eastern Option	◕	◕	◑	◕

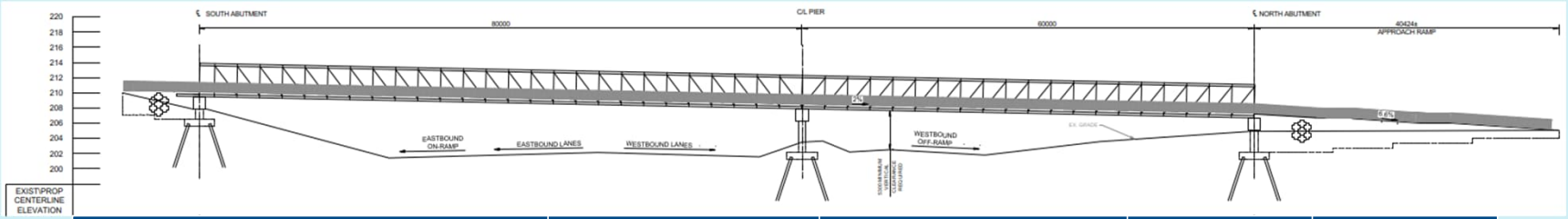
Overall Summary - Preliminary Most Preferred

Eastern Option:

- Limited impacts to natural environment; no impacts to cultural environment
- Moderate cost for construction
- Lands north of the LINC are privately owned and would require property
- New trail connection required on the north side of the bridge to connect to Limeridge Rd. East
- Standard safety measures will be required (i.e. guard rails, safety fencing) to avoid vehicle collisions with bridge piers and prevent falling objects from bridge

Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

Evaluation of Alternatives



Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
2. Western Option	◕	◑	◔	◕

Western Option:

- Limited impacts to natural environment; no impacts to cultural environment
- Higher cost for construction over Alternative 1
- Lands north of the LINC are privately owned and would require property
- New trail connection required to connect to McQuesten Park trails
- Standard safety measures will be required (i.e. guard rails, safety fencing) to avoid vehicle collisions with bridge piers and prevent falling objects from bridge. Central pier adds additional structure in right-of-way that requires protection
- Potential to impact existing baseball diamond in McQuesten Park

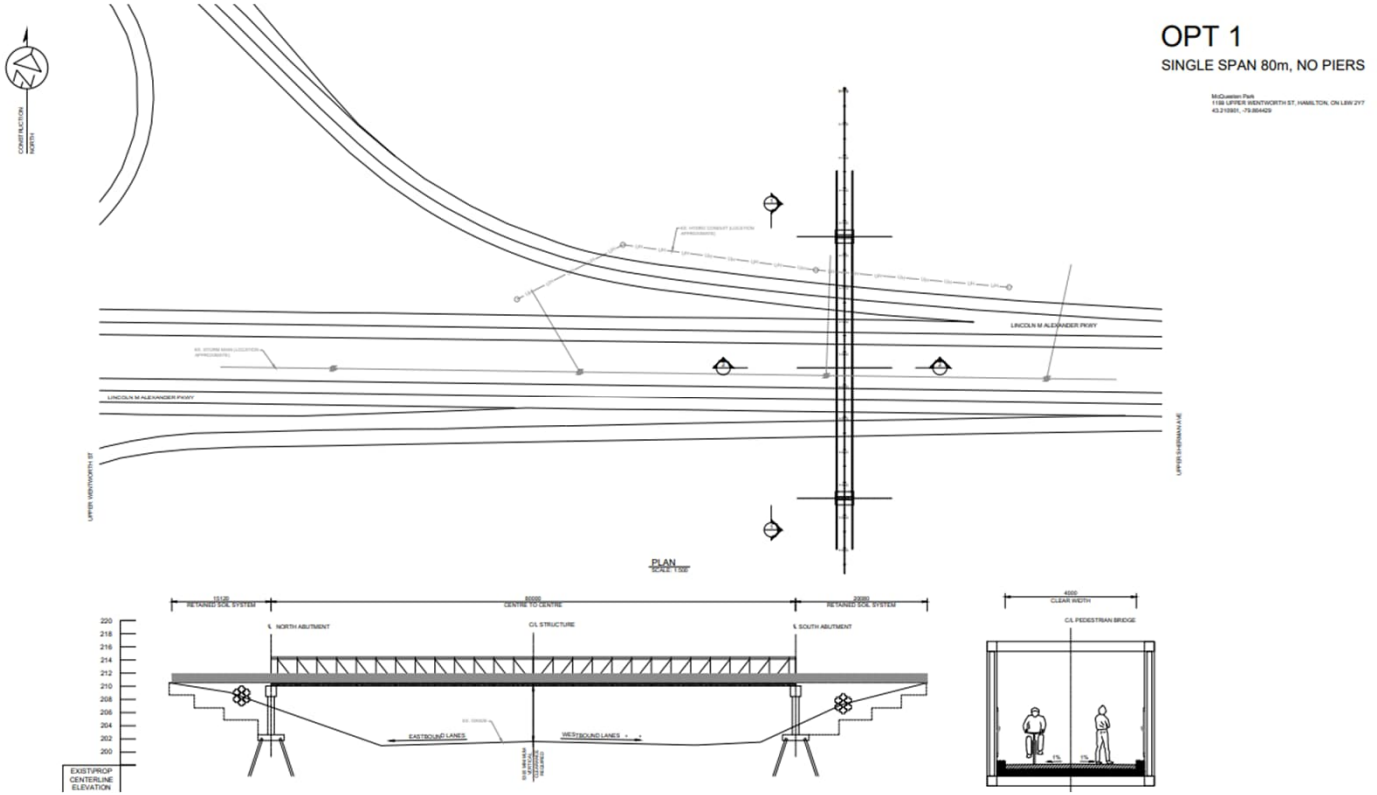
Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

Preliminary Preferred Solution:

Alternative 1: Eastern Option

Evaluated as preliminary preferred, pending input from community members, agencies, Indigenous communities and others with an interest in the project. Elements of this alternative are:

- Limited impacts to the natural environment
- Impacts to cultural environment not anticipated
- Moderate cost for construction
- Property acquisition needed for bridge and trail
- New trail connection needed on north side
- Introduces fixed object near right-of-way, may require guide-rails or clear zones



Bridge Design

Options for the design of the bridge may include prefabricated galvanized or weathering steel truss (basic aesthetics) or prefabricated truss with shape or colour modifications (complimentary aesthetics) or include unique landmark designs, such as cable-stayed or arched bridges (elaborate aesthetics).

Safety considerations, such as additional fencing / barriers may also modify the appearance of the bridge. Glass panels, wires and chain link fence are common systems to reduce risk of falling objects.

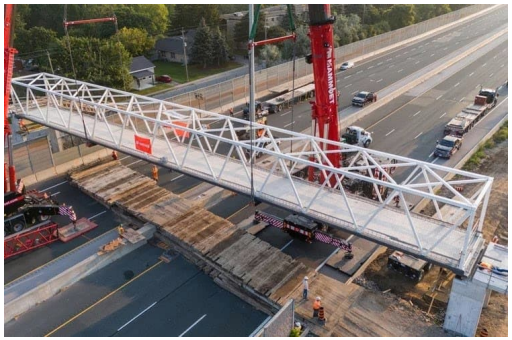
The design of the active transportation bridge will be confirmed during detailed design, subject to available funding and approval.

Bridge Design Examples:

Prefabricated (Basic Aesthetics):

Arbour Rd. Bridge

Prefabricated with Shape / Colour Modifications (Complimentary Aesthetics):



Cable-Stayed or Arch Bridge (Elaborate Aesthetics):

Next Steps in the MCEA Process

Q1 2026

- Review and consider feedback following Public Information Centre
- Public Information Centre Summary Report
- Confirm Preferred Solution
- Draft Project File Report

Q2 2026

- Finalize Project File Report
- Issue Notice of Completion (Project File Report will be posted for public review and comment for 30 days)

We want to hear from you!

You are invited to provide comments by completing a comment sheet and submitting it to the comment box today or visit the project webpage (below) anytime to view information display materials and provide comment by sending them to the Project Managers' emails listed below.

Please ensure your comments and feedback are submitted by **February 24, 2026**.

http://www.hamilton.ca/McQuestenPedestrianBridge

For more information or to receive future notices about this MCEA project, please contact the project team at:

Stephen Oguegbu
Project Manager, Capital Planning
City of Hamilton
Tel: (905) 546-2424 ext. 3871
Stephen.Oguegbu@hamilton.ca

Tricia Radburn
Consultant Project Manager
R. J. Burnside and Associates Limited
Tel: 1-800-265-9662
Tricia.Radburn@rjburnside.com