MOUNTAIN BROW MULTI-USE PATHWAY FEASIBILITY STUDY

March 27, 2018

City of Hamilton Project Manager: Louise Thomassin
IBI Group Project Manager: Jennifer Moore
The vision for the Mountain Brow Trail is to develop a recreational trail that follows the escarpment edge as closely as possible to take advantage of views and provide connectivity between wards. The path shall include a mixture of facility types with a preference towards accessible off-road multi-use paths/trails wide enough for pedestrians & cyclists.

STUDY MANDATE: to determine the feasibility of the Vision for the proposed Mountain Brow Trail from the east terminus of Iroquoia Heights Conservation Area in Ward 8 to the west terminus of Devil’s Punch Bowl in Ward 9. Roughly 25 km in length and spanning 4 wards.
Public Feedback Analysis

PIC #1
Dates & Locations:

- **Ward 6**
  - Sherwood Library
  - November 13, 2017
  - 6:00pm to 8:30pm

- **Ward 7**
  - Sherwood Library
  - November 15, 2017
  - 6:00pm to 8:30pm

- **Ward 8**
  - Chedoke Multi-Use Bocce Club
  - November 21, 2017
  - 7:00pm to 9:00pm

- **Ward 9**
  - Winterberry Heights Church
  - November 22, 2017
  - 6:00pm to 8:30pm

- **Online Survey**
  - November 13 to December 22, 2017

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### Respondent Locations

<table>
<thead>
<tr>
<th>Ward</th>
<th>No. of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>28</td>
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<tr>
<td>7</td>
<td>21</td>
</tr>
<tr>
<td>8</td>
<td>24</td>
</tr>
<tr>
<td>9</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>117</strong></td>
</tr>
</tbody>
</table>

[Map showing respondent locations with Ward numbers and dot symbols indicating respondents.]
# Public Feedback Analysis

## Demographics

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 15</td>
<td>1%</td>
</tr>
<tr>
<td>15-25</td>
<td>21%</td>
</tr>
<tr>
<td>26-35</td>
<td>28%</td>
</tr>
<tr>
<td>36-45</td>
<td>22%</td>
</tr>
<tr>
<td>46-55</td>
<td>19%</td>
</tr>
<tr>
<td>56-65</td>
<td>9%</td>
</tr>
<tr>
<td>66+</td>
<td>4%</td>
</tr>
</tbody>
</table>

## When do you use the Mountain Brow Trail?

- **In general**:
  - During the **weekend** (43%)  
  - During the **weekdays** (57%)

## Trail Use

- **How do you currently get to the Mountain Brow Trail?**
  - 4% by public transit
  - 20% by automobile

- **Do you think the Mountain Brow Trail is completed?**
  - 9% Yes

- **How far do you usually travel along the Mountain Brow Trail?**
  - More than 10 miles (30%)

- **Once you arrive, what distance do you usually travel along the Mountain Brow Trail?**
  - Less than a half mile (45%)

## What is your priority for the Mountain Brow Trail?

- **Year-Round Maintenance (12%)**
- **Water Fountains (7%)**
- **Scenic Views/Lookout Points (13%)**
- **Lighting (10%)**
- **Trees (for shade) (6%)**
- **Trash Receptacles (7%)**

## Section(s) to be prioritized?

- **Roadway (2%)**
- **Roadway (5%)**
- **Parkway (10%)**
- **Wildlife Corridors (2%)**
- **Accessibility (1%)**
- **Other (13%)**

## Why do you use the trails?

- **Fitness/Exercise** (42% Most Often; 19% Sometimes)
- **Enjoyment of nature** (39% Most Often; 19% Sometimes)
- **Special Destinations** (9% Most Often; 22% Sometimes; 5% Never)
- **Commuting to Work/School** (5% Most Often; 15% Sometimes; 40% Never)
- **Shopping/Errands** (1% Most Often; 17% Sometimes; 9% Never)
- **Other** (5% Most Often; 1% Sometimes; 13% Never)

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## Public Works

**LANDSCAPE ARCHITECTURAL SERVICES**
Public Feedback Analysis

Outcomes for Alternate Routes: alternative routes were validated or eliminated based on public feedback, safety concerns, fulfillment of the study mandate, and future growth considerations. Opportunities, challenges, safety & future growth considerations for detailed design are further described in the upcoming report.

Scenic Drive/Sanatorium Road:
Sanatorium Road is now being shown for the primary route and Sanatorium will be discussed as an alternate in the report.

Denlow Avenue/Scenic Street @ Garth Street:
Denlow Avenue is being shown for the primary route and Scenic will be discussed as an alternate in the report.

Inverness/Jolly Cut/Brantdale:
Inverness Avenue continues to be shown as the primary route and Brantdale has been eliminated as an alternate option for discussion in the report.

Mountain Brow Blvd/Upper Ottawa:
As a unique situation along the route, Mountain Brow Boulevard will be shown as the primary route for pedestrians and Edgewood Avenue will be the primary route for cyclists.

First Road East/Upper Centennial:
First Road East continues to be shown as the primary route. Opportunities and challenges related to Upper Centennial will be addressed in the report.
Public Feedback Analysis

Desirable Trail Qualities

In general, the community supports the development of the Mountain Brow Trail. Respondents have expressed issues of feasibility, maintenance and safety which will be investigated as the design of the trail progresses in future stages of work. Respondents have also made additional suggestions about the nature of the trail vision, the routing, and amenities, which will be investigated as part of the feasibility study.

Most respondents are eager to see the progression of the project, and to understand with more certainty issues around property ownership, preserving mature plant material, path and roadway safety as well as the trail’s proximity to the Brow of Hamilton Mountain.

Support for a trail that emphasizes the brow’s natural beauty and unique views; This was accompanied by a desire to emphasize trail alternatives that stayed as close to the brow as possible.

Route that remain close to the brow. Public desire to acquire lands that are currently in private ownership and/or are in sensitive natural areas.

Public desire for Claremont Access Spur to become Hamilton’s version of the High Line (New York)

A continuous multi-use trail (rather than varying facility types) in order to maintain a consistent, high quality ‘trail’ experience’ along the full corridor

Respectful of the community context, particularly from a privacy and access perspective

The trail project as an opportunity to improve safety for pedestrians and cyclists, for example where sidewalks are currently missing.

Provide clear trail etiquette education to address safety concerns about multiple users on a single path & inform users that there is a bylaw that prohibits ebikes on City Trails.

Public desire for high level transformational changes such as grand pedestrian bridges where key vista locations coincide with difficult road crossings.
Proposed Trail Route

- Over 25 km of connected trail route
- Connections to vistas, views & waterfalls to promote tourism
- Connections to Bruce Trail, Chedoke Radial Trail, Red Hill Valley Trail, Dofasco Trail & East Mountain Trail Loop as well as multiple escarpment stairs.
Facility Types

73% Multi-Use Path (Preferred Treatment)

7% Sidewalk & Signed Cycling Route

13% Sidewalk & Bicycle Lane

7% Paved Shoulder

Preliminary Route - November 2017 (PIC #1)

Revised Route - March 2018 (PIC #2)
Analyze Data & Prepare Report

We have analyzed the data from the public information sessions, and continue to analyze relevant data with regards to prioritization and facility types. We are in the process of developing our report that will include recommendations, cost analysis along with a proposed route. The final report will be shared on the Mountain Brow project page on the City of Hamilton’s website.

Timeline:

November 2017 – (4) Public Information Sessions

December 22, 2017: Survey Monkey Closed

January to March, 2018: Data Analysis

February 2018 - April 2018: Report Preparation

March 2018: Public Information Session – Project Update

May 2018: Final Report


August 2018: Post final report to City of Hamilton website
Mountain Brow Multi-Use Pathway Feasibility Study

Thank you for coming!

Questions?


Comments or Questions may be submitted to:

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