TO: Chair and Members
Public Works Committee

WARD(S) AFFECTED: CITY WIDE

COMMITTEE DATE: June 14, 2010

SUBJECT/REPORT NO:
Cycling Infrastructure Investment - (PW10063) - (City Wide)
(Outstanding Business List Item)

SUBMITTED BY:
John Mater, C.E.T.
Acting General Manager
Public Works Department

PREPARED BY:
Daryl Bender
905-546-2424, Extension 2066

RECOMMENDATION

(a) That the status report of City expenditures on cycling infrastructure since amalgamation be received;

(b) That the item “Cycling Infrastructure Investment” be identified as completed and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

Council approved “Shifting Gears 2009”, the updated cycling master plan, in June 2009. During discussions of this report at Public Works Committee staff were directed to provide an accounting of past expenditures of cycling infrastructure.

Cycling infrastructure is constructed through various funding sources within Public Works, so staff summarized past capital investment from these sources: Cycling Capital Budget, Asset Management (as part of road construction/rehabilitation) and Open Space Development (now Landscape Architectural Services). The total of all cycling investment from these various sources, from amalgamation (January 1, 2001) to December 2008, is approximately $7.1 million, or $890,000 per year.

Alternatives for Consideration - N/A
FINANCIAL / STAFFING / LEGAL IMPLICATIONATIONS

Financial: N/A
Staffing: N/A
Legal: N/A

HISTORICAL BACKGROUND

This report responds to the request from Public Works Committee meeting of June 15, 2009.

POLICY IMPLICATIONS

Expanding the cycling network coincides with the Public Works Business Plan "Innovate Now" mission statement to “Provide safe, strategic and environmentally conscious services that bring our communities to life.” Two of the four top priorities of the plan are “Greening and Stewardship”, with cycling a low-impact form of transportation and “Defined and Aligned Business Planning Processes” with much of the planned cycling network to be implemented in conjunction with other road construction.

Investment in cycling infrastructure fulfills the direction of the Transportation Master Plan (2007) which states an “emphasis on active transportation (walking and cycling)” as one of seven key objectives.

The continued investment in cycling facilities achieves the network formulated in Shifting Gears 1999 and Shifting Gears 2009, as approved by Council.

The Corporate Strategic Plan supports the promotion of cycling in its stated goals of Environmental Stewardship and Healthy Community.

RELEVANT CONSULTATION

Data for this costing review was provided by Corporate Services – Treasury Services and the Asset Management and former Open Spaces Development Sections of Public Works.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Prior to the 2009 updated cycling master plan, cycling investment in the City was guided by the 1999 cycling master plan. The implementation of cycling infrastructure has been funded through three sources: the dedicated Cycling Capital Budget, Asset Management capital accounts (as part of road construction/rehabilitation) and Open Space Development accounts (for trails construction). The summary of costing in this report includes the time period from amalgamation (January 2001) to the most recent “end-of-year” data available (December 2008).

Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
The Cycling Capital Budget financed special projects such as the multi-use bridge over Highway 403 and North Service Road bike shoulders, pavement reallocation projects such as Sterling Street and York Boulevard and special directional signage projects on minor streets. The total contribution from this source was approximately $1.7 million over eight years.

For road construction/rehabilitation projects, through Asset Management, the portion of the cost attributed to cycling infrastructure was estimated based on the proportion of the surface area of each project that was dedicated for bike lanes. The total expenditure from this source was approximately $1.0 million over eight years.

For trail projects constructed by the former Open Space Development Section, it was assumed that 50% of any trail project should be attributed to cycling use. The remaining 50% of multi-use trail projects is considered to be for pedestrian or other types of use. Although it is recognized that much of trail use is recreational, multi-use trails can serve commuter or utilitarian purposes, and the accounting reflects this. The total contribution from this source is approximately $4.4 million over eight years. The current project of the multi-use trail and bridge connecting the Red Hill Valley Trail network northerly over the QEW to the Waterfront Trail is not included in the figures as expenditure on this project commenced in 2009.

No projects that received any funding from external sources such as Provincial funds were identified. However, some recent cycling projects, post 2008, have received external funding including the multi-use bridge over the QEW and the bridge over the LINC. Metrolinx has also funded cycling projects in Hamilton, specifically the construction of enclosed bike parking stations in the downtown core.

The $890,000 average annual expenditure provides a comparison to what is recommended in “Shifting Gears 2009” which suggests cycling investment of $2.5 million annually to complete the full network in 20 years, or $1.25 million each year, if system development is focused only urban infrastructure.

**ALTERNATIVES FOR CONSIDERATION**

N/A

**CORPORATE STRATEGIC PLAN**


**Financial Sustainability**

- Effective and sustainable Growth Management.
- Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner - *cycling implementation is integrated with other capital project delivery to do so at lowest possible cost and cost effective manner.*
Social Development
- People participate in all aspects of community life without barriers or stigma – cycling provides mobility for youth without a drivers licence.
- Residents in need have access to adequate support services – cycling provides an affordable transportation option for lower income households.

Environmental Stewardship
- Reduce the impact of Hamilton’s industrial, commercial Private and Public operations on the environment – cycling does not contribute to global warming nor poor air quality. By encouraging more of the 30% of trips within the city that are shorter than a 25 minute bike ride (5 km) we can reduce the wear and tear on roadways caused by motor vehicles.

Healthy Community
- Plan and manage the built environment.
- Adequate access to food, water, shelter, safety, work, recreation and support for all (Human Services) – a well connected cycling network encourages residents to become more physically active leading to a healthier population.

APPENDICES / SCHEDULES
None