Hamilton

mountain brow trail

FEASIBILITY MASTER PLAN

IBI

2018

Acknowledgments & Notes

We would like to acknowledge and express gratitude to the following agencies, organizations, staff and residents who contributed to the development of the Mountain Brow Trail Feasibility Study:

City of Hamilton Staff

IBI Group

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Hamilton Ward 7 Councillor

Hamilton Ward 8 Councillor

Hamilton Ward 9 Councillor

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Ministry of Tourism, Culture and Sport

Infrastructure Ontario

Hamilton Conservation Authority

Bruce Trail Conservancy - Iroquoia Bruce Trail Club

Hamilton-Burlington Trails Council

Hamilton Naturalist Club

Hillfield Strathallan College

St. Joseph's Hospital

Hamilton Health Services

SoBi Hamilton

Hamilton Residents

Notes:

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Ward boundaries shown on all maps in this report are based on 2018 ward boundary lines. Ward boundary lines will be changing in 2019.

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Sam Lawrence Park

1.0 EXECUTIVE SUMMARY

The primary purpose of this study is to develop a concept plan for a continuous multi-use path traversing from Scenic Drive to Ridge Road to be known as the Mountain Brow Trail. This study provides a framework for the reconstruction and renovation of the existing trail segments, the extension of the trail into undeveloped areas, and possible integration with existing and proposed pedestrian and cycling infrastructure along the route. The recommended trail route was developed through a combination of field investigations, public and stakeholder consultations and research.

This study focuses on the identification and development of the Mountain Brow Trail, a continuous route that meets the following vision:

The Mountain Brow Trail will be developed as a recreational trail that follows the escarpment edge as closely as possible to take advantage of views and provide connectivity between wards. The trail shall include a mixture of facility types with a preference towards accessible off-road, multi-use trails that are wide enough for pedestrians and cyclists.

Over the course of the study, a route was developed and refined based on an iterative process consisting of field visits, public consultation, feasibility assessment and stakeholder input. Following the mandate, the majority of the route follows the Niagara Escarpment edge, except where challenging site conditions and spatial constraints limit implementation opportunities. The recommended route was also informed by the Recreational Trails Master Plan, the Cycling Master Plan, the Transportation Master Plan and the Mountain Brow Vista Study and Management Plan, to maximize connections and take advantage of existing and planned viewsheds.

Although the primary facility type along most of the proposed route is multi-use path or trail, other facility types were also identified to address site-specific challenges, roadway context and ensure connectivity. Overall, the route will consist of a combination of multi-use paths and trails; sidewalks and signed cycling routes along quiet streets; sidewalks and bicycle lanes along urban roads where necessary; and, paved shoulders in rural areas.

The recommended trail route has been divided into fifty-one (51) segments, based on existing conditions, roadway context (i.e. speed limit, volume, etc.), access to destinations and major intersection crossings. However, the 51 segments have been further grouped into twenty-six (26) project groups for implementation purposes. Each of the 26 project groupings has been assigned a project phase that clearly identifies the anticipated project timeline. The phasing provides for the construction of the length of the trail over a twenty-year period, prioritized based on potential trail impact, safety, feasibility and project costs, among other factors.

In addition to defining the route, this study identifies Mountain Brow Trail-specific branding and wayfinding elements to help create a cohesive trail identity, and identifies amenities to be considered along the length of the route. These elements will help to define the Mountain Brow Trail as a unique trail destination.

Once complete, the Mountain Brow Trail will be a continuous and connected multi-use route that will provide significant recreational opportunities for the city's residents. The route connects multiple wards, provides access to many community destinations and facilities, and will provide a unique experience that showcases the role of the Niagara Escarpment in Hamilton's geography.

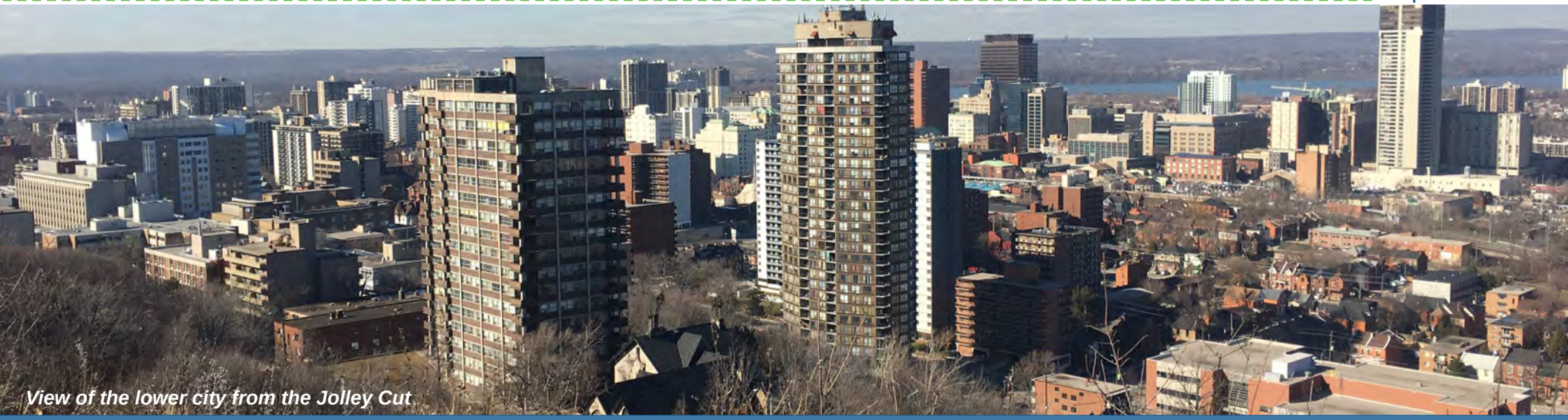
2.0 INTRODUCTION

2.1 Overview

The Mountain Brow Feasibility Study began in the fall of 2017 as a collaborative effort between the City of Hamilton and IBI Group to assess the feasibility of a continuous and integrated recreational trail along the upper edge of the escarpment from the west terminus at Iroquoia Heights Conservation Area in Ward 8, to the east terminus of Devil's Punch bowl in Ward 9. The recommended trail route spans four wards and has the potential to be a city wide tourist destination, offering connections to natural vistas, recreational amenities and heritage destinations across the area that is locally known as the Mountain Brow.

In determining the recommended trail route, the study involved conducting a comprehensive review of the area context; existing site conditions; relevant documents, policies, legislation, master plans and studies; best practices in trail design; public safety; and a public engagement process.

This feasibility study is an extension of the City of Hamilton Recreational Trails Master Plan (RTMP) 2007 & 2016 update.



View of the lower city from the Jolley Cut

2.2 Vision Statement and Mandate

Vision Statement

The vision was developed through consultation with internal City of Hamilton staff and external stakeholders, including the communities along the Mountain Brow.

The existing section of the Mountain Brow Trail in Ward 6 from Oakcrest Drive to Mohawk Road East is an important community asset that provides a precedent example of the desired trail characteristics. The trail width, lighting, fencing and site furniture shall be applied to all sections of the recommended trail where feasible and appropriate.

The Mountain Brow Trail vision is as follows:

The Mountain Brow Trail will be developed as a recreational trail that follows the escarpment edge as closely as possible to take advantage of views and provide connectivity between wards. The trail shall include a mixture of facility types with a preference towards accessible off-road, multi-use trails that are wide enough for pedestrians and cyclists.

Mandate

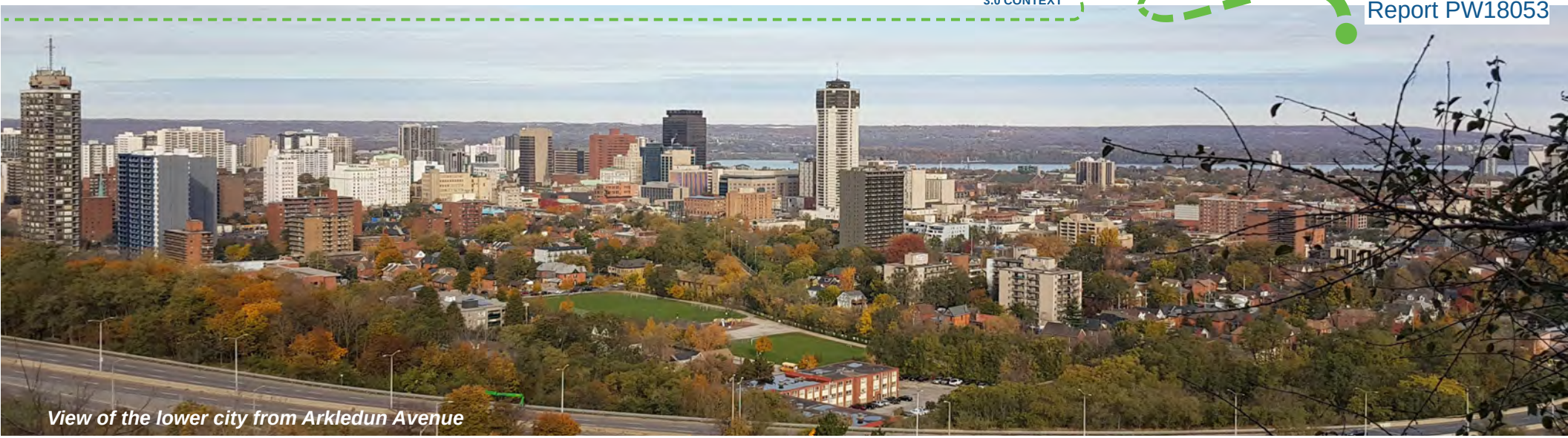
The study mandate is to determine the feasibility of the trail from the west terminus at Iroquoia Heights Conservation Area in Ward 8, to the east terminus of Devil's Punch Bowl in Ward 9.

A feasible trail route is to be illustrated at a conceptual level and project sections are to be identified for future capital budgets. The study aims to develop a design program including the development of a thematic vision for the trail, branding, identification of the trail facility types and accompanying facilities, the approximate location of the recommended trail location, along with high level costing.

Considerations of user safety, existing conditions, visibility, maintenance, Crime Prevention Through Environmental Design (CPTED), and innovative low-impact development technology opportunities guided the route selection and are noted as considerations on individual project sheets for future work.

Trail sections and site improvements were analyzed for cost, safety, connectivity, anticipated usership, and projected neighbourhood growth patterns to identify phasing opportunities and rank trail sections by priority for future construction. Locations and implementation priorities for landscape improvements, equipment, site furniture and viewpoints along the escarpment are identified on individual project sheets for future consideration.

Exhibit 1 - Existing Mountain Brow Trail



View of the lower city from Arkledun Avenue

The Mountain Brow Feasibility Study also follows the RTMP Implementation Plan, which involves developing a trail implementation strategy. This has been accomplished by establishing priorities for the route implementation, developing a system to establish those trail priorities, employing interdepartmental collaboration, and designing a comprehensive strategy. The strategy incorporates flexibility in the anticipation of modifications as the trail development evolves through design reviews, detailed design implementation, and monitoring and maintenance. The RTMP also identifies the need for outreach, promotion and potential funding sources; managing trails and maintenance expectations; and establishing a trail maintenance plan. This information is presented in Chapter 6.0 Implementation Strategy.

Public Art Master Plan

Section 2.12 of the RTMP highlights considerations for public art involvement with trails throughout the City, as directed by the City of Hamilton Public Art Master Plan (2016). As outlined by the Master Plan, public art is created by artists or in collaboration with artists through a public process and existing in publicly accessible Municipally owned property.

The Public Art Master Plan identifies fourteen (14) priority project sites, for which installation will take place from 2017-2023, and eighty-five (85) secondary sites, which will be considered if resources (staff and funding) become available. The selection is based on the plan's associated evaluation matrix (scoring out of 100). Sam Lawrence Park is the only location along the Mountain Brow Trail identified as a priority project site. The secondary list includes, in order of priority, the Niagara Escarpment Stairs at Wentworth (Wentworth stairs), the Niagara Escarpment Stairs at Margate and Mountain Brow (Kenilworth stairs), Cliffview Park, Mud Street and Red Hill Valley Trail Entrance.

Mountain Brow Vista Study & Management Plan

The Mountain Brow Vista Study and Management Plan (Vista Study) report was created to identify existing and potential vistas along the Brow and to create a long-

Bruce Trail

term management plan. The established vista locations were vetted by the Niagara Escarpment Commission (NEC) as the lands along the Escarpment edge (within Wards 6, 7 & 8) remain under their jurisdiction. The Vista Study is closely tied to the objectives of the NEC, from which the Mountain Brow Trail will take measures to protect the Escarpment ecology and heritage while providing safe recreational opportunities along the escarpment.

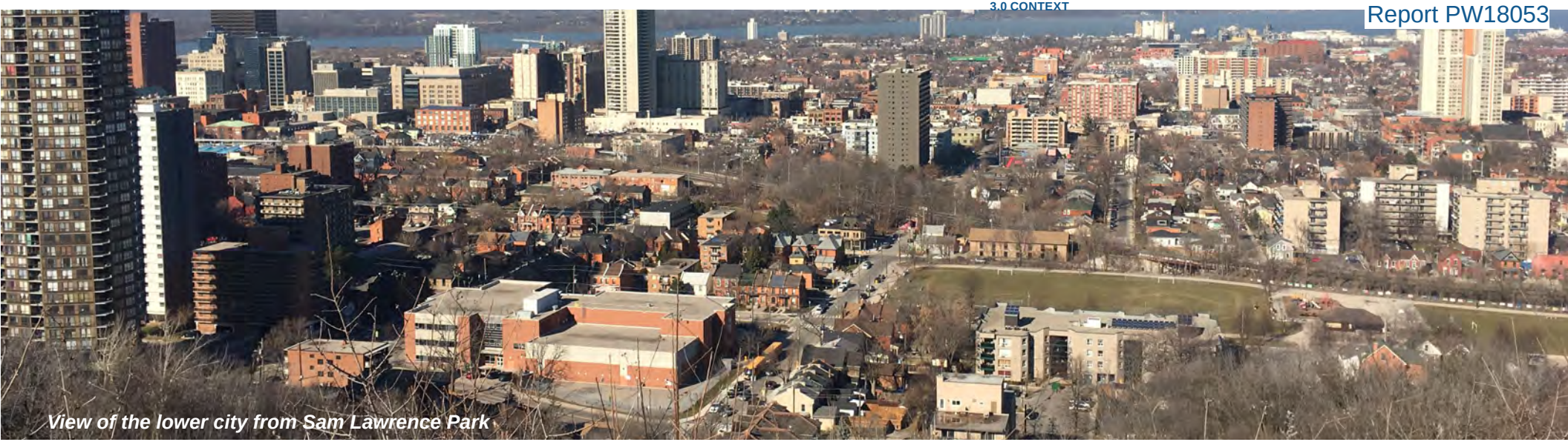
In all, eighty-seven (87) vistas were identified as part of the study, of which:

- Forty-one (41) are existing views, and no actions are needed to maintain them now or in the future;
- Twenty-nine (29) are existing views, which will need remedial improvements and will require maintenance; and
- Seventeen (17) are new locations which may require moderate to intensive improvements to the ecology and site access.

The geographical scope of the Vista Study forms a large portion of the recommended route for the Mountain Brow Trail. The study extends from Scenic Park (Ward 8), at the west end, to Matt Broman Park (Ward 6), at the east end. The recommended Mountain Brow Trail continues south along Mountain Brow Boulevard into Ward 9. Recommendations from the Vista Study include monitoring the 41 existing views, upgrading and establishing the other forty-six (46) views, as necessary, and co-locating amenities (e.g. benches and waste receptacles) with the established views.

The Vista study advocates setting the highest priority to locations of cultural heritage significance (such as Sam Lawrence Park, and Cliffview Park) and those that have had long standing access to vistas (Juravinski Hospital and Cancer Care Center, and Mountain Brow Reserve).

The recommendations of the Vista Study were taken into consideration in the development of the recommended route and location of amenities. Lookout locations have been identified as destinations within each project segment (Chapter 6.4 Project Sheets).



View of the lower city from Sam Lawrence Park

Cycling Master Plan (2009 & Planned 2018 Update)

The City's Cycling Master Plan is intended to guide the development and operation of cycling infrastructure across the City of Hamilton for the next twenty years. It identifies cycling facilities of various types (shared routes, bike lanes, paved shoulders, cycle tracks and multi-use paths) and provides a prioritization for route implementation over time.

The Mountain Brow Trail is primarily intended to be a recreational facility. Nonetheless, integration with existing and recommended cycling facilities identified in the Cycling Master Plan is critical to provide a seamless user experience.

In particular, the Cycling Master Plan identifies several routes that will "feed" into the Mountain Brow Trail route from the lower city, providing opportunities to expand the potential use of the trail and extend the benefits of the trail to a larger group of residents.

Some recommended key connections from the lower city into the Mountain Brow Trail include:

- Claremont Access
  A bi-directional multi-use facility is currently being studied along the Claremont Access, which will improve connectivity and safety between downtown Hamilton and the mountain, including the Mountain Brow Trail. This project has received provincial funding and is anticipated to be built in 2020.
- Henderson Lift
  A connection is recommended from Lower to Upper Sherman over the long-term horizon.
- Greenhill Avenue Connection
  A connection is recommended along an old service road, passing by Glover Falls, while maintaining the connection between Greenhill Avenue and First Road West.

Additionally, the Mountain Brow Trail will overlap and tie into existing and proposed corridors identified in the Cycling Master Plans, providing opportunities for partnerships in implementation.

3.2 Stakeholders and Partnerships

As articulated in the City of Hamilton Recreational Trails Master Plan, creating trail networks within established neighbourhoods can be a challenge for many reasons. Overcoming these challenges requires coordination at all levels, as well as extensive consultation with a range of parties – most notably the public.

The cooperation between levels of government, relevant authorities, organizations and land owners will help to address the challenges of determining a feasible route for the Mountain Brow Trail.

In addition to the residents of the communities along the Mountain Brow Trail, there are a number of key local stakeholders of particular note to trail development:

Municipal Council

As the City of Hamilton moves forward with the development of the Mountain Brow Trail corridor, Council will have an important role in supporting both the overall Feasibility Master Plan and individual projects.

City of Hamilton Internal Departments

Although the Mountain Brow Trail Feasibility Master Plan is primarily led by the Landscape Architectural Services (LAS) Section with support from Engineering Services, the delivery and implementation of the trail will require involvement by other sections (buy-ins, and in some cases approvals), as well as support from a number of other internal stakeholders at the City of Hamilton. Certain projects shall be implemented through road reconstruction projects and other active transportation initiatives - in these cases, the projects will be lead by other City sections with support from LAS.

In particular, the following departments, divisions and sections will be key partners:

1. Public Works
    - Environmental Services
        - Landscape Architectural Services
        - Forestry & Horticulture
        - Parks and Cemeteries

Devil's Punch Bowl Trail

3.3 Benefits of Trail Development

Exhibit 4 - Sam Lawrence Park

According to the Ontario Trails Strategy (2005), an increasing number of communities are recognizing that developing quality places is an important factor in where people choose to live, work, and invest. Trails are an ideal opportunity to create such places, as they contribute directly toward healthy lifestyles, social communities, environmental stewardship and economic prosperity.

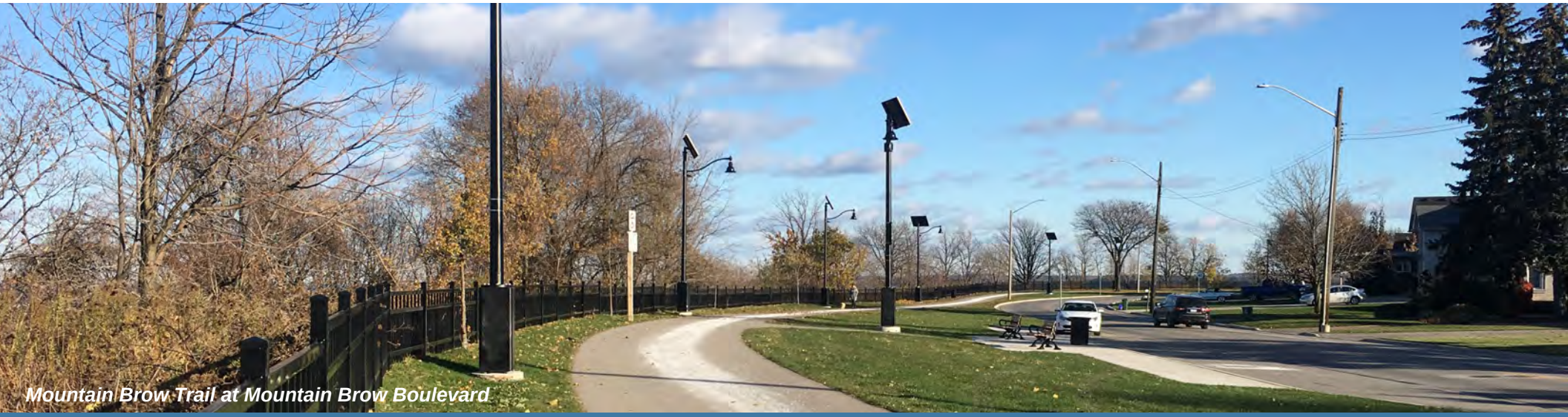
By promoting active living and alternative modes of transportation, trails attract a range of recreational tourists including cyclists, runners, dog walkers, environmental tourists (bird-watchers, nature-viewers) and other active-minded users; revitalizing businesses, creating jobs, and increasing public revenue.

Heritage Green Sports Park

The strategy also suggests that the development of trails has a positive effect on property values. Living near trails offers pleasing views, quiet streets, convenient recreational opportunities, and often is synonymous with enhanced environmental quality.

Trails help connect people of all ages to the places they live, work and play, and provide an ideal setting for walking, bicycling and other modes of physical activity (P. Troped, 2011). Investments in recreational and active transportation opportunities provide people with affordable transportation options that increase their access to employment, education, recreation, and consumer opportunities for vulnerable populations including seniors, children, Canadians with lower incomes and people with disabilities. (Bergeron & Cragg, 2009)

By developing the Mountain Brow Trail, the community is investing in a healthy lifestyle that is attractive, economically stable, and environmentally conscious. The trail facility will enhance the user's quality of life and value of space, while the ecological, mental health, recreational and physical health benefits can have positive effects on the local and extended community.



Mountain Brow Trail at Mountain Brow Boulevard

3.4 Opportunities & Constraints

Through the process of identifying potential trail connections, reviewing the feasibility of trail segments, and meeting with the public and stakeholders, various project opportunities and constraints were identified for the Mountain Brow Trail.

Examples of Opportunities

a) Naturally occurring views & vistas

b) Wide existing road widths with low speeds

c) Wide boulevards

d) Existing parks

e) Existing parking lots

f) Natural destination features such as waterfalls

g) Existing trails

h) Current or future roadworks and active transportation projects that provide opportunity to include trail in right of way design or provide opportunity for connections

Examples of Constraints

a) Difficult road crossings such as the Kenilworth Traffic Circle, Scenic Drive & Garth Street and Centennial Parkway

b) Protection of natural heritage features and existing street trees

c) Safety concerns near escarpment edge

d) Spatial constraints due to existing natural features, built features and existing infrastructure

e) Additional permitting required on regulated land

f) Private ownership of desirable Brow lands

g) Commercial areas where trail implementation may require removal of on-street parking

h) Configuration of some residential areas inhibit implementation of a multi-use trail. Alternate facility types recommended in these areas

i) Rural road cross-section inhibits implementation of a multi-use trail. Alternate facility types recommended in these areas

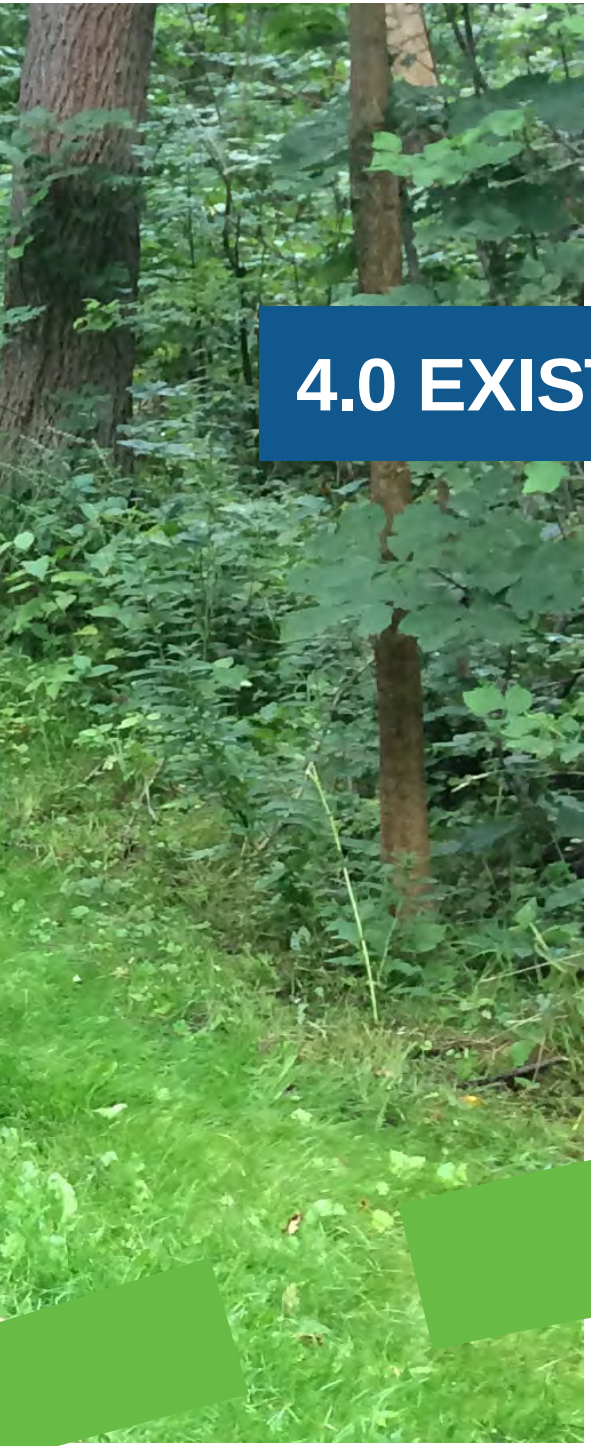
j) Steep grades limit universal accessibility in some areas

The escarpment is a naturally occurring feature that people are instinctively

Claremont Access Spur

attracted to, which creates the potential for the Mountain Brow Trail to be a destination, similar in profile to the Waterfront Trail. Some constraints may be overcome through design solutions, while others have ecological or structural limitations that require deviation from the Escarpment edge. Together, the opportunities and constraints inform the recommended route put forward in this document.

Bruce Trail



4.0 EXISTING INFRASTRUCTURE

In addition to new trail links to be developed as part of the Mountain Brow Trail, there are a number of existing trail pieces that will form a portion of the route. Much of the emphasis of this project is the inventory and documentation of existing assets, both as a way to emphasize the current assets of the corridor, and also to identify areas for upgrade in the formation of the Mountain Brow Trail. This section documents the process used to review existing trail assets, and provides a summary of key findings.

Bruce Trail

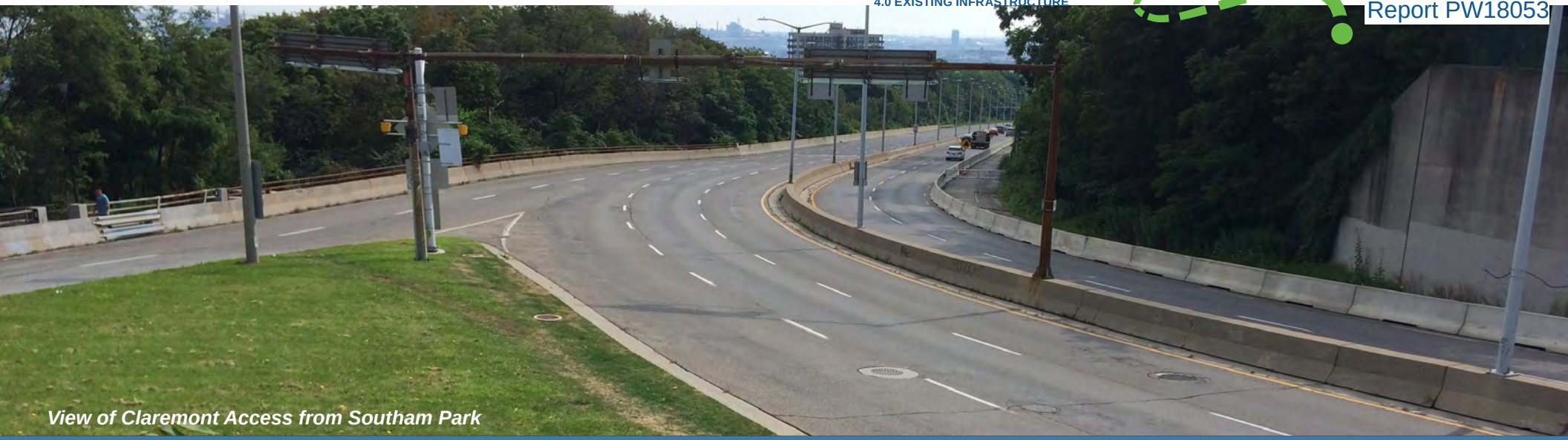
4.1 Field Methodology

Existing infrastructure was assessed through a series of site visits to inform the local community context, natural environment and conditions of existing assets. Assessments were generally geared toward determining whether or not a trail facility would be feasible at particular locations along the study route. The investigation was to identify steep slopes, erosion issues, alternate route opportunities, informally established paths, spatial constraints, segments that would require upgrades, segments in which the existing infrastructure will be maintained, proposed facilities based on existing constraints, and existing adjacent features (vistas, bridges, waterfalls, parks, and parking lots and lay-bys). Photographs were taken for documentation and future review.

- August 15th 2017
  A review of the route was conducted to examine high-use areas and/or areas that may pose future design and construction issues, as well as to review opportunities and constraints in detail. The review began at the existing trail at Sanatorium Road & Scenic Drive, followed by locations at the Ministry of Infrastructure owned land (St. Joseph's Hospital), Southam Park, Mountain Park Avenue, Red Hill Valley Recreational Trail under the Red Hill Valley Parkway to Albion Road, Heritage Green Sports Park area and the Devil's Punch Bowl area.

- September 12th 2017
  The Centennial Parkway area was examined to explore east-to-west trail connection opportunities given the constraint of the speed of travel and slope of Centennial Parkway. Starting at the Battlefield Park car park and walking south towards the escarpment on the east side of Centennial Parkway, areas north and south of the rail corridor were explored, including existing sections of the Bruce Trail.

Following this, the study route was explored from the Ministry of Infrastructure owned land (St. Joseph's Hospital) east along the Claremont Access towards Southam Park, and from Southam Park entering the Bruce Trail adjacent to the Claremont Access towards the Jolley Cut.



View of Claremont Access from Southam Park

- September 19th 2017
  The review began at the Devil's Punch Bowl car park, exploring the Bruce Trail area north of the viewing area heading west towards Centennial Parkway looking for desirable recreational opportunities. The next segment of study began at the north end of First Road West to explore the Bruce Trail and escarpment terrain that is identified in the Secondary Plan as trail connection. Moving farther west, the team visited Upper King's Forest Park on the west side of Albion Falls to review vistas and feasibility of trail routes through this area.

  The team continued west towards the west terminus at Scenic Drive, with periodic stops to explore the existing conditions, to observe changes in pavement (width and surface treatment), and to observe traffic movements, particularly at Inverness Avenue and Upper James Street.

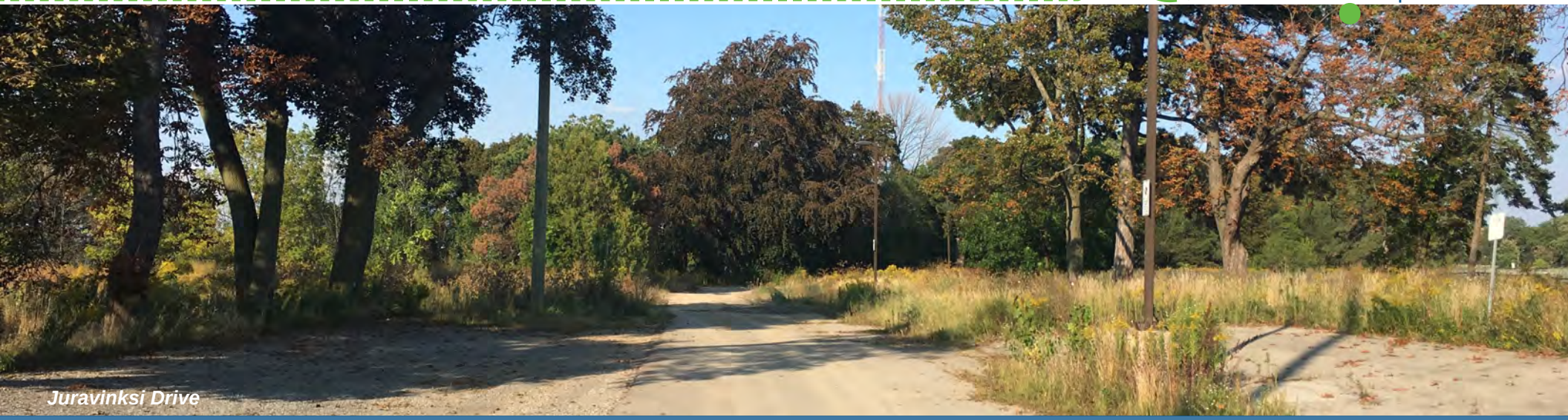
- November 17th 2017
  West 5th Street to Concession Street - via the Claremont Access Spur, Claremont Access, Arkledun Ave and Jolley Cut - was presented as an opportunity to connect the trail to the lower city. Concerns were raised about cyclists being able to use the Jolley Cut Pedestrian portion where stairs and a path connect Concession Street and Arkledun Avenue. The site review confirmed an existing bike trough - a channel alongside a stairway to facilitate walking a bicycle up or down the stairway. This area serves as a potential linkage to Downtown Hamilton and the lower city; however, it is not included in the recommended route.

Exhibit 5 - Canadian Paciýc Railway at Devil‰s Punch Bowl

Viewing platform at Cliffview Park

4.2 Summary of Findings

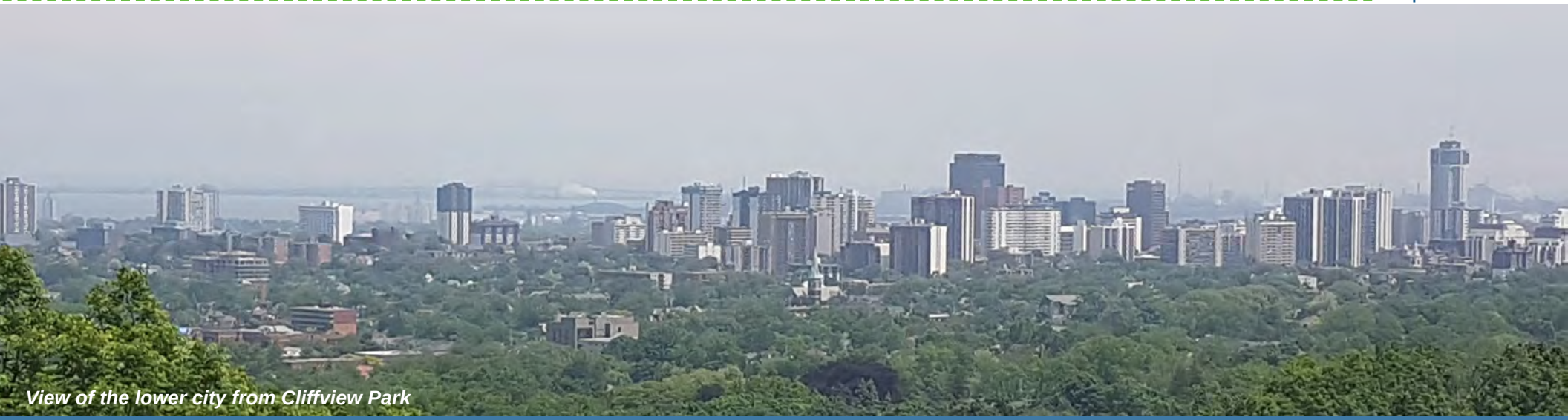
- The trail presents an opportunity to implement, or at least support, measures recommended by other Hamilton plans such as the Recreational Master Plan, Public Art Master Plan, Cycling Master Plan and the Mountain Brow Vista Study and Management Plan, each of which has identified locations for trail establishment and improvement, public art installations and vista establishment and maintenance. Further review and future report updates will be required for the integration of the trail route with the features of the plans mentioned.
- The Mountain Brow Trail aspires to incorporate branded trail features and amenities (trailheads, fence, benches, lighting, pavement markings), as well as establish and maintain the identity of the trail apart from other trails within the Hamilton trail network. Some portions require simple upgrades to paving, fencing and/or lighting, typically in areas where there is sufficient open space; while others within the road right-of-way (ROW) require more in-depth analysis of the interactions between pedestrians, cyclists and vehicular traffic.
- The recommended trail overlaps with a number of other existing trails such as the Bruce Trail, Escarpment Rail Trail and the Red Hill Valley Trail. While a separate facility with deliberate intersections was preferred, existing conditions would not allow the implementation of the trail within the constraints of typical trail infrastructure. Therefore, the recommended route takes advantage of existing infrastructure that enhances the experience for users who already use these trails, allows safe passage for its users, consolidates maintenance efforts and reduces overall construction costs. This integration will need to be considered in the Design Considerations and Branding initiative (Chapter 7.0) in coordination with the branding of the other trails.
- Existing conditions in some areas present challenges for safe access (e.g. steep slopes falling from the edge, eroding escarpment edge,



Juravinksi Drive

traffic patterns). Ecologically sensitive areas will not allow for an accessible, safe multi-use trail without endangering the local environment, and the cost of infrastructure to implement the trail at the Brow fall beyond the typical budgets allotted to trail development. The trail will need to deviate from the Escarpment edge for portions of the trail.

- Multiple facility types will need to be established to maintain a continuous trail along the full length of the corridor. This is necessary in locations that present challenges due to spatial constraints, neighbourhood context and natural heritage features where a full multi-use facility would not be an appropriate application. These facility types were chosen based on road right-of-way width, road characterization, roadway speed limit and existing infrastructure, and are presented in Chapter 6.2 Facility Types. The specific facility designation is shown in detail in Chapter 6.4 Project Sheets.
- The implementation of the Mountain Brow Trail will require coordination with a number of stakeholders to navigate permitting requirements (e.g. Hamilton Conservation Authority, Niagara Escarpment Commission, City of Hamilton), lease agreements and/or easements (Infrastructure Ontario, Utility Companies), trailheads and trail signage (Trail Organizations, Environmental Clubs and City of Hamilton Internal Departments), and implementation design and schedule (City of Hamilton Internal Departments). (See also Chapter 3.2 Stakeholder and Partnerships).
- The implementation of the trail will require coordination with stakeholders whose properties or interests lie within the sphere of influence of the recommended route (i.e. the route traverses the property, the property is adjacent to the route, the entity would like to participate in trail design and/or implementation). Such entities include Hillfield Strathallan College, Mohawk College, Hamilton Health Services and St. Joseph's Healthcare, SoBi Hamilton, Hamilton-Burlington Trails Council, Hamilton Naturalists' Club and private Land Owners (See also Chapter 3.2



View of the lower city from Cliffview Park

Stakeholder and Partnerships).

- In select locations, direct routes would require large up front investments, permitting requirements, coordination and ongoing maintenance investments. With reasonable alternative routes available, these large investments currently do not present benefits to justify the cost of the establishment of the Mountain Brow Trail. However, these projects are not without merit and may be explored should a future cost-benefit analysis prompt further investigation into the implementation of these direct routes.

  Such projects are discussed as blue sky ideas (Appendix I) for future consideration should the implementation become feasible.

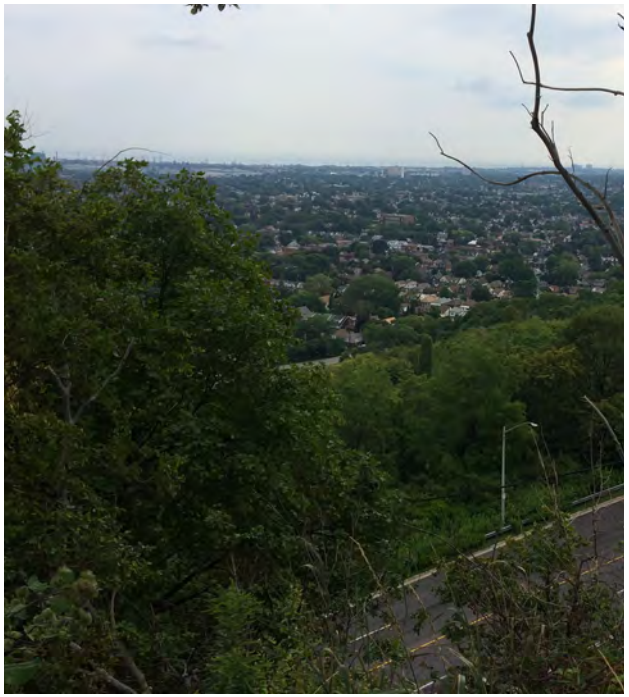
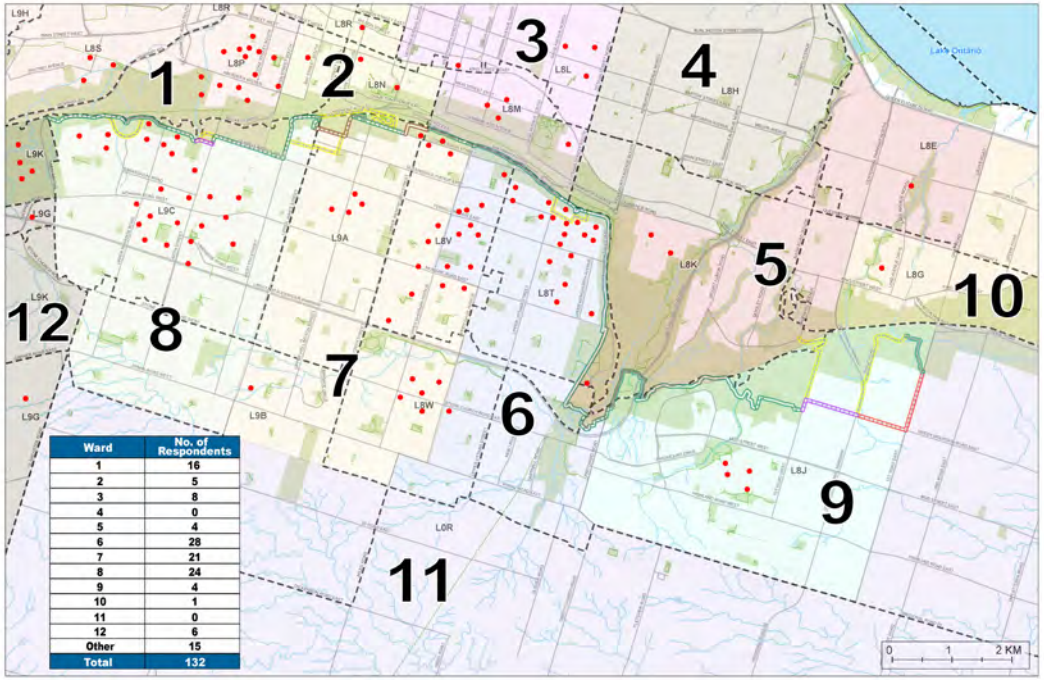


Exhibit 6 - Views of the lower city from the Brow

Mountain Brow Trail at Mountain Brow Boulevard

Southam Park

5.2 Summary of Public Input



Ward	No. of Respondents
1	16
2	5
3	8
4	0
5	4
6	28
7	21
8	24
9	4
10	1
11	0
12	6
Other	15
Total	132

Exhibit 9 - Distribution of respondents

Demographics

Respondents represented a wide cross-section of Hamilton Wards having vested interests in the development of the new trail (Exhibit 9). There was a fairly even spread across age groups, with the exception of those under 15 years old as shown in Exhibit 10.

	Online Survey	PIC Meetings	Total	Total %
<15	0	1	1	1%
16 - 25	11	0	11	10%
26 - 35	23	1	24	21%
36 - 45	19	0	19	17%
46 - 55	19	4	23	20%
56 - 65	12	9	21	18%
65+	8	8	16	14%
Total Responses	92	23	115	100%

Exhibit 10 - Demographics of respondents

Trail Use and Access

Most respondents expect to use the trail daily (25%) or a few times per month (52%), with the top three activities being walking/ hiking (28%), bicycling (20%) and nature viewing/sightseeing (15%) (refer to Exhibit 11). The majority of respondents use sections of existing trail along the Brow for fitness/exercise (32%), enjoyment of nature (28%) and for access to special destinations: historic sites, waterfalls, parks, etc. (20%) (Refer to Exhibit 12). Throughout the year, the majority of respondents use the trails in the evenings (39%) on weekdays and in the mornings (34%) or afternoons (31%) on weekends.

The majority of the respondents arrive at the existing trails through walking/running (45%), driving (27%) or biking/rollerblading/ skateboarding (18%), spend 30 minutes to 2 hours (62% 30 minutes – 1 hour; 32% 1-2 hours) and travel 1-10 kilometers (67% 1-5 kilometers; 24% 6-10 kilometers).

Overall, respondents were comfortable using the different types of facilities that are recommended along the Mountain Brow Trail, as shown in Exhibit 13

Trail Improvements

Respondents generally prioritized installing a fully connected trail within a shorter timeframe, with amenities added over time (66%), over installing segments of trail installed within a shorter timeframe, with full amenities installed first, connecting those segments over a longer period of time (34%) (Exhibit 14).

Respondents were asked to indicate their top three (3) wish list improvements for the Mountain Brow Trail (refer to Exhibit 15). The top three responses were scenic views/lookout points (13%), year-round maintenance (12%) and lighting (10%). Other amenities mentioned, but not listed, included free 2-3 hour parking, washrooms, and pedestrian bridges at key locations, such as Kenilworth Access, Upper Centennial Parkway and the Jolley Cut.

Walk /Hike (28%) | Bicycle (20%) | Nature Viewing/ Sightseeing (15%) | Run/Jog (9%) | Pet Walking (8%) | Photography (5%) | Rollerblade/Skate (1%) | Other/Skipped (13%)

Exhibit 11 - Respondents' top three (3) trail activities

Fitness/ Exercise (43% Most Often; 19% Sometimes)

Enjoyment of nature (39% Most Often; 16% Sometimes)

Special Destinations (9% Most Often; 32% Sometimes; 6% Never)

Commute to Work/ School (5% Most Often; 15% Sometimes; 43% Never)

Shopping/Errands (1% Most Often; 17% Sometimes; 9% Never)

Other (3% Most Often; 1% Sometimes; 13% Never)

Exhibit 12 - Respondent feedback on trail use

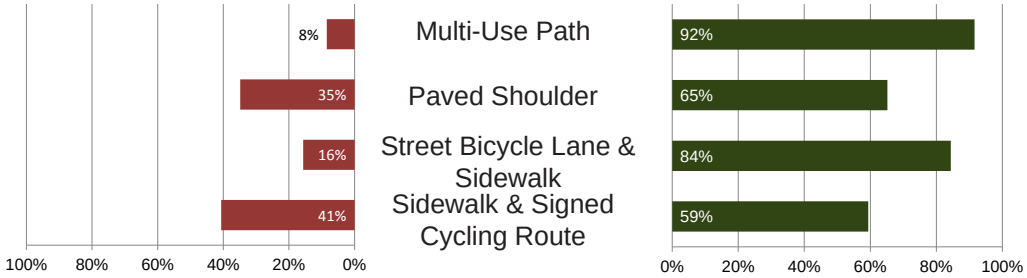
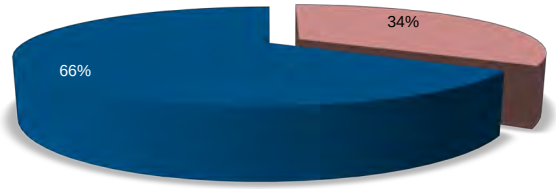


Exhibit 13 - Respondents feedback on level of comfort using various facility types for the Mountain Brow Trail

Segments of the trail installed with full amenities (i.e. drinking fountain, benches, look out points) over a shorter time frame, full connectivity of the trail over a longer period of time.



A fully connected trail installed within a shorter timeframe with amenities (i.e. drinking fountain, benches, look out points) added over a longer period of time.

Exhibit 14 - Respondentsí investment preference

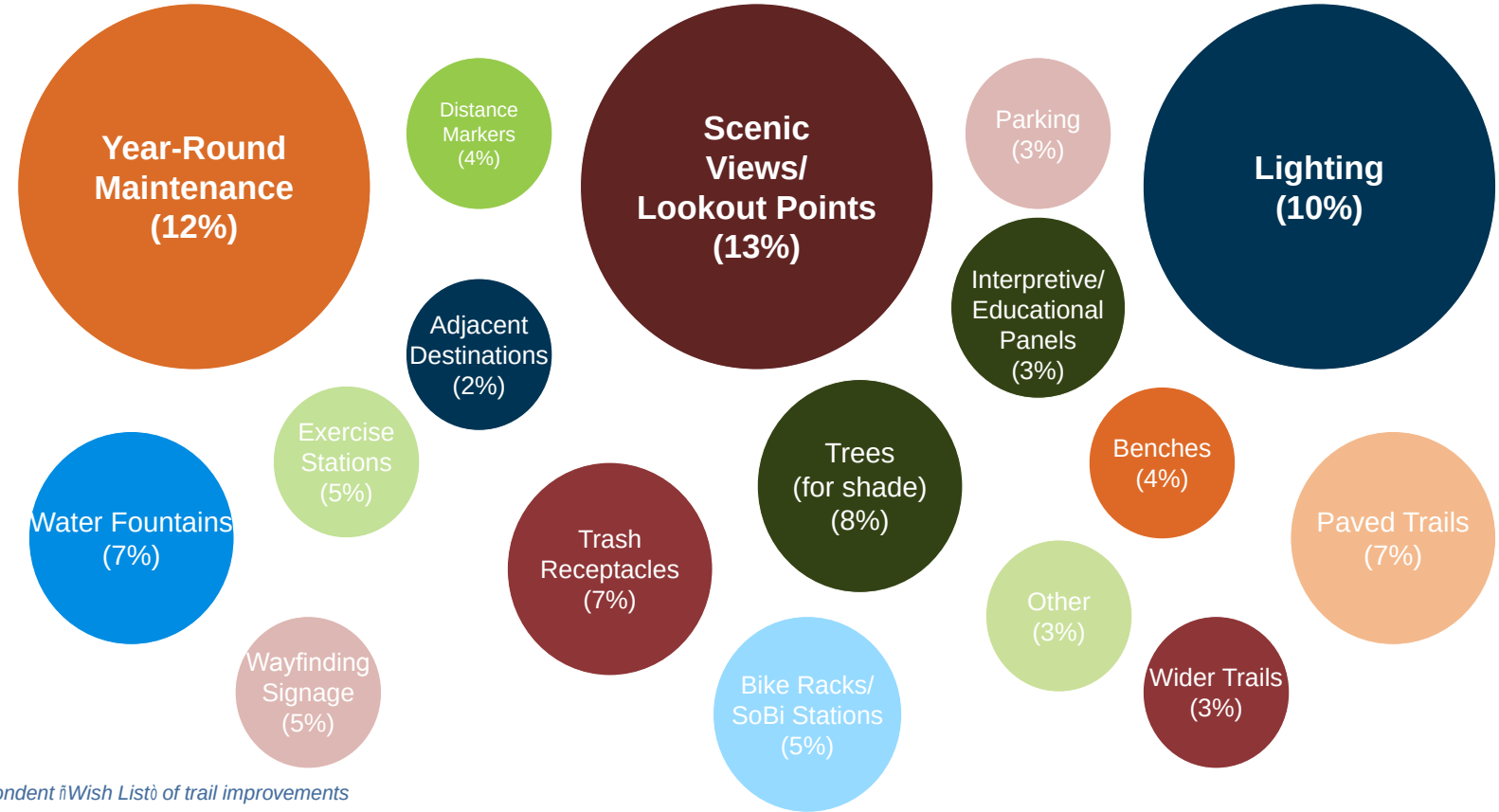


Exhibit 15 - Respondent ñWish Listî of trail improvements

Online respondents were also asked to identify the Ward that should be prioritized for development first or to select a continuous/connected trail that spans all the wards. 62% were in favour of a continuous/connected trail, 18% prioritized the segment in Ward 8, 10% prioritized the segment in Wards 6 & 7, and 2% prioritized the segment in Ward 9.

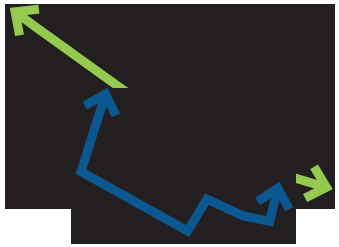
Exhibits 16-20 show respondents' choices for the recommended route or alternate routes in five (5) locations. Respondents were in favour of the recommended route in two (2) locations – Sanatorium Road (57%) (Exhibit 16), and Mountain Brow Boulevard (75%) (Exhibit 18). Respondents preferred the alternate route of Scenic Drive/ Fennell Avenue (76%) to Denlow Avenue/Garth Street (24%) (Exhibit 17). There was no clear preference for either First Road East/Dofasco Trail (50%) versus Upper Centennial Parkway/Ridge Road (50%) (Exhibit 19), or Claremont Drive/Inverness Avenue (47%) versus Claremont Access/Jolley Cut (44%) (Exhibit 20).

Scenic Drive vs Sanatorium Road

Exhibit 16 - Feedback on alternate routes - Sanatorium Road vs Scenic Drive

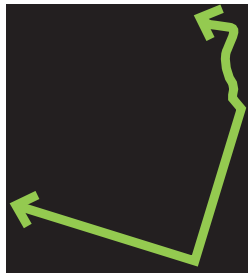
Denlow Avenue-Garth Street vs Scenic Drive-Fennell Avenue

Exhibit 17 - Feedback on alternate routes - Denlow Avenue-Garth Street vs Scenic Drive-Fennell Avenue



Mountain Brow Boulevard vs Upper Ottawa Street-Edgewood Avenue-Oakcrest Drive

Exhibit 18 - Feedback on alternate routes - Mountain Brow Boulevard vs Upper Ottawa Street-Edgewood Avenue-Oakcrest Drive



First Road East-Dofasco Trail vs Upper Centennial Parkway-Ridge Road

Exhibit 19- Feedback on alternate routes - First Road East-Dofasco Trail vs Upper Centennial Parkway-Ridge Road

Claremont Access-Southam Park-Inverness Avenue vs Claremont Access-Jolley Cut vs Brantdale Ave-Skyland Drive

Exhibit 20 - Feedback on alternate routes - Claremont Access-Southam Park-Inverness Avenue vs Claremont Access-Jolley Cut vs Brantdale Ave-Skyland Drive