Cycling Routes around Hamilton

As selected by the Hamilton Cycling Committee
This pamphlet highlights 8 cycling routes in the Hamilton area for your enjoyment.

Notes:

1. Distances are in km at the start of each segment and indicate the approximate distance of the start and end points of each specific segment measured from the starting point of the entire route being described.

2. This pamphlet (note grid references herein) is designed to be used with the Hamilton Bikeways, Trails & Parks Map (rev. 2005).
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Cycling Route #1: Escarpment Rail Trail

by: Brad Tyleman

Notes: This route runs from downtown Hamilton to Albion Falls, which is located at the southern edge of Red Hill Valley on the east side of Hamilton. Hamilton boasts more waterfalls than any other city in the world. This route follows an historic rail-road up the face of the escarpment and is part of the Trans Canada Trail.

Length: 9.5km
Rating: moderate - a slow steady climb up the face of the escarpment.
Type: hard surface, primarily a multi-use trail with a short section on quiet city streets

The Route

0.0km to 0.7km Start at Ferguson Station (corner of Ferguson Ave. & King St.) in downtown Hamilton (notice the mural on the wall of the building on Ferguson Ave. in memory of a rail derailment during the steam era. (Grid C-9)

Continue toward the “mountain” (southerly) along the shared-use path. As you cross over Main Street the path becomes Ferguson St. Continue along Ferguson St. and go through the tunnel under the railroad tracks. On the south side of this tunnel you are at the edge of Corktown Park, where you can pick up the paved path (note the Corktown Pub if you want to take a break!).

0.7km to 1.8km Follow the path easterly skirting the park and railroad tracks until you come to Wentworth St., cross cautiously as there is a blind curve with motor traffic approaching from the right.

1.8km to 7.5km After crossing the street, the next 7 km you will be climbing the escarpment on the abandoned rail bed that you have been following for the last kilometer. Along the way you will have the opportunity to see the vistas of eastern
Hamilton - the steel mills, Lake Ontario, and the first glimpses of the Niagara Fruit Belt.

There are several rest stops along the trail with railings made from the old ties of the former Canadian Pacific Rail line.

**7.5km to 8.5km** Near the top of the escarpment the trail turns south through a cut in the shale & limestone. The trail passes through the center of the Mohawk Sports Park to Limeridge Road.

**8.5km to 9.5km** Cross Limeridge Road and follow the continuation of the trail to the parking lot at Albion Falls. Take a few minutes to descend the stairs across the road to view the falls from within the gorge.

(Grid F-12)

You can return to downtown by re-tracing your path. The construction of the Red Hill Creek Expressway has closed access to the valley at this location.
Cycling Route #2: Dofasco Trail Loop

by Tarquin Adams

Notes: This route runs from the Devil's Punch Bowl on the “mountain” in the community of Stoney Creek to the border of Niagara Region. The route is largely rural and much of it forested. The punch bowl is a natural formation carved out of the face of the Niagara Escarpment; and in 1966, a cross was erected on the site to tower over the city below. At night the cross is illuminated and the view can be most impressive with the glimmer of the city.

Length: 22km
Rating: easy - flat, with a few gently rolling hills
Type: stone/gravel, a combination of multi-use trail and on-road

The Route

0.0km to 0.5km Start at the Devil’s Punch Bowl Conservation Area. There is a parking lot if you are driving to this starting location. (Grid E-15)

Take a few minutes to walk over to the observation platform which offers a spectacular view of the Devil’s Punch Bowl, the western end of Lake Ontario, and the lower city which includes the historic core of Stoney Creek (now a part of the unified City of Hamilton).

From the parking lot you will head south, across Ridge Rd. to the Trail Head. The trail meanders through tender fruit orchards and vineyards before reaching 1st Road East.

0.5km to 3.0km After crossing 1st Road East the trail continues on an unopened road allowance (Powerline Rd.).

3.0km to 4.0km The off road trail ends and you will continue on Powerline Road Rd. until reaching 5th Road East.
4.0km to 5.0km Turning right (south) at 5th Road East you will travel to Green Mountain Rd.

5.0km to 7.5km Turn left (east) on Green Mountain Rd. and ride to 8th Road East. Along this portion of road you will see rural farmland.

7.5km to 8.5km Turn left (north) at 8th Road East returning to the trail on Powerline Rd. The trail along 8th Road East is on the east side of the road.

8.5km to 11.0km Turning right onto the trail at Powerline Rd. you will continue past farmers’ fields and several drainage ditches for nearby quarries.

11.0km to 11.8km East of 10th Road East on your right side will be 87 Acres Park. The park’s large quarry pond is habitat for several species of migratory waterfowl and a popular area for viewing hawks such as the Red-tail Hawk. Continue past 87 Acres Park through a wooded lot until you reach 11th Road East.

11.8km to 12.9km At this point the trail portion ends and the remainder of your ride will be on road. Turn left (north) at 11th Road East and ride to Ridge Road.

12.9km to 19.2km Turn left (west) at Ridge Road. The route has gently rolling hills for the first section. Continuing on you will enjoy beautiful vistas from atop the Niagara Escarpment.

19.2km to 22.0km Just west of Dewitt Road (a very steep street which climbs the escarpment) is the Erland Lee Home/Museum. The house was built in 1808. Erland Lee and his wife Janet were instrumental in founding the Women’s Institute in 1897. The Women’s Institute was instrumental in establishing the standard practice of pasteurizing milk to prevent salmonella poisoning.

Continuing along Ridge Rd. you will return to the Devil’s Punch Bowl Conservation Area where your journey began.
Cycling Route #3:
Red Hill Valley Trail (Closed)

By: Daryl Bender

This route is currently significantly compromised due to construction of the Red Hill Creek Expressway. The route will be fully accessible again after construction of the expressway is complete. Completion is expected by 2007.

Notes: This route runs from Albion Falls, which is located at the southern edge of Red Hill Valley to Barton Street near Lake Ontario. The valley has been a hotbed of controversy for the past 20 years with plans to build an expressway through it. Salmon spawn in Red Hill Creek and the valley is home to a rare species of flying squirrels. The valley has been inhabited by humans for approximately 11,000 years. This area gets its name from the walls of layered red clay that are exposed along some areas of the river’s course - iron ‘ya know, appropriate for Canada’s Steeltown!

Length: 7km
Rating: easy - a meandering route through the valley.
Type: stone/gravel, a multi-use trail

The Route

0.0km to 2.0km The trail access is just west of the intersection of Mud St. & Mount Albion Rd. By starting at the southern end of the valley you have the pleasure of a lot less effort as you coast down into the valley. The valley encompasses part of the Niagara Escarpment and provides the only remaining natural corridor between the escarpment and Lake Ontario. (Grid F-12)

2.0km to 4.0km The trail begins to level out through this section, you make your first crossing of Red Hill Creek. Near the end of this section before the trail crosses the river for a second time, you may choose to dismount your bike and follow
the river a little bit upstream to see the red walls of the valley. Along this section there are a number of access points to the on-street cycling network. This section ends as you go under the railroad bridge high above you.

4.0km to 5.0km Within a few hundred metres along this section of the route you will see the King St. bridge spanning the valley. On your left before you cross under this bridge, check out the ruins of a bridge from many years past. These stone pillars were the supports of a bridge for a radial railroad line that was part of the network of rail lines that radiated out from downtown Hamilton to the outlying communities. These communities are now an integral part of the city.

5.0km to 7.0km This section of the valley is the narrowest. It offers you another opportunity to see the walls of stratified red clay that line the valley. The trail ends at Melvin Ave., just a few metres from Barton St. (Grid C-13) The river continues along a less defined valley and empties into Windermere Basin - part of Hamilton Harbour.

At this point you can choose to continue toward Lake Ontario and explore the Beach Strip (Cycling Route #4) or go west along Barton St. (Cycling Route #5).
Cycling Route #4: Beach Strip

by: Daryl Bender

Notes: This is one of two routes that connect to take you around Hamilton Harbour. A very similar route is followed in the “Around the Bay” Road Race. It cannot be termed a marathon because it is only 30km. The race is held every year in early spring and is North America’s oldest jogging race. The fastest runner in the spring of 2004 completed the race in 1 hour 33 minutes 28 seconds and is from Hamilton. The 2nd fastest was from Kenya.

Length: 21km
Rating: easy - flat

NOTE: one major danger is the crossing of the lift bridge so take extra care
Type: hard surface, combination of on-road and multi-use trail

The Route

0.0km to 1.5km Start at the intersection of Woodward Ave. & Melvin Ave. (Grid C-13) Proceed north on Woodward Avenue toward Lake Ontario. The shoulder of the street is extra wide to accommodate cyclists. At the end of this section note the Museum of Steam & Technology. This is a restored pump house that was completed in 1896 to supply the City of Hamilton with clean lake water. The building also houses a collection of steam engines.

1.5km to 2.5km As you ride the bridge over the major street below note on your left the industry that has given Hamilton the name Steeltown. Much of the land under these harbour industries was created by filling in the bay with slag - a byproduct of the steel industry. At the end of this section turn right onto Beach Blvd. and go under the QEW expressway.

2.5km to 2.8km After exiting the underpass, turn right at Van Wagners Beach Rd. Here you will see access to the paved multi-use trail that runs along the beach. Proceed northwest toward the lift bridge and the City of Burlington. If in doubt of which way is northwest, face Lake Ontario and your left arm will point the way!

2.8km to 6.8km Note the occasional information panels that describe points of interest. Throughout this section there are occasional access points to leave the multi-use lakefront trail and travel along the paved shoulder of Beach Blvd. Beach Blvd. runs parallel to the shoreline, one block from the lakefront. The architecture of some of the homes that face Beach Blvd. is quite whimsical.

6.8km point The road surface of the lift bridge is steel mesh, so it is safest to cross the bridge by dismounting and walking across. Not a lot of width on the bridge, so watch for vehicles. If the bridge is up, don’t get frustrated; rather take the time to
appreciate the historic lighthouse hidden in the shadows of the lift bridge and the grandeur of any passing ships.

6.8km to 9.3km Having crossed the lift bridge you are now in the City of Burlington. Proceed to the right and continue cycling on the multi-use path along the shore of Lake Ontario, toward downtown Burlington. **BE CAREFUL. Especially if taking this route in the opposite direction. Cyclists have been killed crossing Eastport Dr. to cycle across the bridge. Watch for improvements in the near future.**

9.3km to 10.3km At the Lakeshore Rd./Northshore Blvd. intersection turn left (west). At this point is the Brant Museum, Burlington's hospital, and to your right the downtown core of Burlington. Continue along Northshore Blvd. through the QEW underpass and into the quiet residential neighbourhood to the west.

10.3km to 14.3km This stretch of 4km is a very pleasant ride, with much of the route having a defined bike lane. Many of the homes are substantial, and the route cuts through the Burlington Golf & Country Club. At the 0.8km point of this section turn left to stay on Northshore Blvd. instead of following the curve onto King Rd.

14.3km to 16.8km At the intersection of La Salle Park Rd. you can choose to take a quick side trip down to the waters edge (to your left). From the marina you can witness the awesome machinery of Hamilton's steel mills and the lush green shoreline of west Hamilton & Burlington - the Bay Cities. Continuing along Northshore Blvd. the street becomes a bit more hilly. After a sharp right turn, Northshore Blvd. eventually ends at Plains Rd.

16.8km to 17.5km Turn left onto Plains Rd. There is a separately marked shoulder of asphalt that serves a pseudo cycling lane. Vehicle volumes on Plains Rd. are pretty high, so be mindful of the traffic.

17.5km to 18.2km Turn left onto Spring Gardens Rd. just as you approach the Royal Botanical Gardens (RBG). The RBG includes a very large assortment of manicured and natural gardens in the area including the largest collection of lilacs in the world! The cemetery to your left indicates your return into the City of Hamilton.

18.2km to 20.0km Follow Spring Gardens Rd. down the winding street, cross over the wood timber bridge, and back up Valley Inn Rd.

20.0km to 21.0km Turn left onto York Blvd. This is the continuation of Plains Rd. that you just travelled back in Burlington, so the traffic volumes are still large - be careful. The City of Hamilton is planning to construct a cycle route through here very shortly. As you approach the majestic pillars of the High Level Bridge, be VERY aware of the off-ramp of Highway 403 due to fast moving vehicles merging onto York Blvd.

From this point at the High Level Bridge (Grid B-7), you have a variety of on-street options to continue to downtown Hamilton or Bayfront Park (Cycling Route #6 offers a few options).
Cycling Route #5:
Barton Street

by: Daryl Bender/Bruce Buchanan

Notes: This is one of two routes that connect to take you around Hamilton Harbour. Barton Street is recognized as a very unique cycling route because it is more of an urban trek than it is a cycling route. The route is very urban and takes you through some of the “roughest” neighbourhoods in the city. The street was a hopping commercial corridor in the 1950’s and its revitalization is happening albeit slowly. The street essentially divides the residential neighbourhoods to the south and the heavy industry areas to the north on the harbour. The street itself is a microcosm of the ethnic diversity of Hamilton and Canada.

Rating: difficult - flat, shared lanes with vehicles
An excellent alternative to Barton St. to travel much of this route is Dunsmure Rd. A few blocks south thru a residential neighbourhood.

Type: hard surface, cautionary on-street (moderate to high volume of traffic)

The Route

0.0km to 1.0km Start at Ferguson Station (corner of Ferguson Ave. & King St.) in downtown Hamilton. Historically Ferguson Ave. was primarily a railroad corridor, but with time that role of this street was changed. The mural on the wall of the building on Ferguson Ave. north of King St. and the patterns of brick in the roadway within the first blocks of this route serve as a reminder of the railroad contribution to this area. (Grid C-9) The Junction Café and Theatre Aquarius are establishments in this neighbourhood that you may want to visit.

There is a separate cycling lane along most of Ferguson Ave. all the way to Barton St.
1.0km to 2.2km Turn right onto Barton St. and be mindful of vehicle traffic. The route continues along Barton St. for 5.5km. Just after you cross Wellington and Victoria Sts. you will note many wall murals and a few art galleries. There are some artists in the city that are striving to develop this area as an arts district. You may want to stop and make a quick assessment of what you see along the way.

2.2km to 4.6km As you cross Wentworth St. you start getting into the culturally diverse flavours of the street. Just past Sanford Ave. on the left side is the Trocadero Restaurant, where pizza was introduced to Canada in the 50's. Further along are great Polish perogies, Japanese sushi, and latin burritos. Some of the store fronts along this section are part of North America's great inventory of 1950's design. Just as you cross Lottridge St. you will note the tall lights of Hamilton's Ivor Wynne Stadium just behind the stores on the south side of the street. The Commonwealth Games were born here in 1930 - then called the Empire Games (an event exclusive to the members of the British Commonwealth). Keep your eyes peeled for treasures in the various odds-and-ends stores.

4.6km to 5.5km As you approach Ottawa St. you are entering Hamilton's fabric district. Ottawa St. to the south is loaded with stores that specialize in fabric, wallpaper, and specialty design. To the north, you can see the steel mills of the harbour industrial area - they are even bridging Ottawa St. Further along Barton St. is more commercial activity. Centre Mall on the north side was one of Canada's first enclosed malls. Previously the site was an amusement park and the Jockey Club (horse racing).

5.5km to 6.5km Just be careful, you are almost finished your trek along Barton St.

6.5km to 8.0km At Walter Ave. turn right for one quick block, then turn left onto Melvin Ave. Melvin Ave. will take you to the end of this route, where it ends in the vicinity of Woodward Ave. connecting to (Cycling Route #4 - Beach Strip). (Grid C-13)
Cycling Route #6: Tews Falls Circuit
by: Bob Brown

Notes: Choices are offered at the start and about half-way through this route, so consider these before proceeding. The shortest combination of choices gives you approximately 33 km total. If you choose the longest options you will cover a total of approximately 42 km.

Length: 18.5km to the falls or 25.3km to Dundas Valley
Rating: moderate - mostly gently rolling and one climb of the escarpment
Type: hard surface, combination of on-road and multi-use trail, flat

The Route

0.0km to 1.5km Start at Bayfront Park (Grid B-8)
For the first portion of this loop there are two choices of routes to get from Bayfront Park to York Blvd. at the High Level Bridge (Grid B-7) (Route “A” or Route “B”). The choice is up to the individual cyclist.

Route A (on-street)

0.0km to 1.0km Exit from the parking lot at Bayfront Park and proceed south on Bay St., west on Stuart St. and south on Tiffany St.

1.0km to 2.0km Proceed west on Barton St. and jog right on Locke St. up Tecumseh St. into Dundurn Park.

2.0km to 3.4km Proceed through Dundurn Park, past Dundurn Castle, through the parking lot and onto the off-road asphalt path parallel to York Blvd to the High Level Bridge.

OR

Route B (multi-use trail)

0.0km to 3.4km Out of the parking lot at Bayfront Park, take the Waterfront Trail to Desjardins Canal at the High Level Bridge & up the “Bicycle friendly” stairs to York Blvd.

Routes A & B have now merged

3.4km to 4.2km Outlooks at the High Level Bridge offer a great view of Hamilton Harbour (easterly toward Lake Ontario) and Cootes Paradise (westerly toward Dundas Valley). Proceed along York Blvd. to Old Guelph Rd.
4.2km to 8.2km Left onto Old Guelph Rd. down the hill and then up to Patterson Rd. (Grid A-5)

8.2km to 10.2km Left on Patterson Rd. to Valley Rd.

10.2km to 11.3km Turn right up the hill on Valley Rd. to Rock Chapel Rd. Here you are climbing the escarpment!

11.3km to 16.0 km Left onto Rock Chapel Rd. past Borer’s Falls & right onto Harvest Rd. Stay on Harvest Rd. as you pass both intersections with Sydenham Rd. A short distance west of the intersection of Ofield Rd. exit to the left to view Tews Falls and take the scenic walk along the Bruce Trail (1.4 km) to Dundas Peak overlooking the valley community of Dundas, downtown Hamilton in the distance, and Dundas Valley - a spectacular view! (Grid D-3). Double back to the parking area for Tews Falls at Harvest Rd. Allow about an hour to enjoy the falls and the hike.

16.0km to 18.4km From the parking area at Tews Falls re-enter Harvest Rd. and proceed west (left) 0.6km to Short Rd. & left again onto Fallsview Rd. which leads to Webster’s Falls. Enjoy the beautiful falls and parkland …don’t miss the stone bridge! Return back on Fallsview and Short Rds. & proceed westerly 0.4 km to Brock Rd.

At this point, choose Route C (approx. 15 km) to get you back to Bayfront Park where you started or Route D to connect to other cycling routes that will take you on a longer excursion before returning.

Route C - Tews Falls to Bayfront Park

0.0km to 2.8km You are now at Grid D2 on the map at the intersection of Harvest Rd. and Brock Rd. Turn left onto Brock Rd. to go south towards Dundas. Continue straight onto Highway 8 (Bullock’s Corners) and down the steep Highway 8 hill into Dundas (Note the great view over Dundas Valley as you descend) onto King St. BE CAREFUL. It’s a narrow road and a major through lane for vehicles.

2.8km to 3.0km Right turn on Bond St. to Hatt St.

3.0km to 5.6km Turn left onto Hatt Street and continue on Hatt, down Baldwin St. on to West St. and left onto Dundas St. This brings you past the Canadian Tire store and to the start of the off-road path on Cootes Dr. This section bypasses the commercial core of Dundas, so if you are looking to grab a beverage or look in a few shops or galleries, head north one block to King St.

5.6km to 7.8km Take the Cootes Dr. multi-use path, which follows along Cootes Dr. to the Sanders Blvd. crossing (watch for it on the left shortly after you go under the vehicle overpass - it is just before the Main St. intersection). You will see the crossing indicated by a break in the center concrete median of Cootes Dr.
Cross Cootes Dr. onto the McMaster University Campus, past the McMaster University Medical Centre (Hospital at Grid D6) and follow the street through campus as it curves to the left. At the McMaster Museum of Art and Divinity College turn right and exit campus easterly on Sterling St. (yellow kiosks mark the campus exit to Sterling St.).

Take Sterling St. all the way to King Street and turn left on King St., which takes you through the Westdale Village shopping area (Grid D-7) to Longwood Rd.

Turn left (north) onto Longwood Rd. and follow Longwood Rd. to the bottom of the hill to the entrance of Princess Point Park where the Desjardins Trail commences.

Take the recreational multi-use (asphalt) Desjardins Trail/Waterfront Trail under the High Level Bridge and along the south side of the Hamilton Harbour back to Bayfront Park where you started.

OR

Starting at Brock Rd. and Harvest Rd., continue straight through the intersection westerly and straight onto Crooks Hollow Rd. If you desire, turn right onto Crammer Rd. into the Christie Conservation Area. (Grid D-1) Note the remnants of the Old Mill as you go along Crooks Hollow Rd. Crooks Hollow Rd. ends at Highway 8.

Turn right to go westerly on Highway 8 to Weirs Lane in the village of West Flamborough.

Turn left onto Weirs Lane and take it down the escarpment (caution going downhill!) to the end at Governor’s Rd. (Grid F-2)

Turn left on Governor’s Rd. and after a quick length, make a right turn onto Sulphur Springs Rd. Proceed on Sulphur Springs Rd. to the access point to the Hamilton-Brantford Rail Trail. At this point you can choose to return toward downtown Hamilton by either the Hamilton-Brantford Rail Trail (Cycling Route #7) or through Ancaster and along the Chedoke Rail Trail (Cycling Route #8). You will have to reverse the directions to go toward downtown Hamilton.
Cycling Route #7: Hamilton-Brantford Rail Trail
by: Sara Mayo

Notes: This rail trail is an exceptionally scenic and almost entirely off-road 32km trail. This trail is part of the Trans-Canada Trail and runs through the heart of the Dundas Valley Conservation Area. The trail has some self-guided interpretation panels to explain the natural history of the valley.

The Dundas Valley is one of the most spectacular and diverse spots along the Niagara Escarpment. The valley’s 1,200 hectares of Carolinian forest, fields, cold-water streams and stunning geological formations are home to an array of rare plants, birds and wildlife. The Niagara Escarpment has been designated a World Biosphere Reserve by the United Nations Educational, Scientific and Cultural Organization (UNESCO). The Dundas Valley has a 40-kilometre trail system. Some of the trails are open to cycling.

Length: 6.6km
Rating: easy
Type: stone dust/fine gravel, off-road, multi-use, generally flat (except for one climb up the escarpment)

The Route

0.0km to 2.7km The Hamilton trailhead & parking area is located at the corner of Main St. and Ewen Rd. just west of McMaster University. (Grid D-6)

2.7km to 3.3km Careful as you cross Old Ancaster Rd./Ogilvie St. This point is also an access point to the trail from the bike route on Ogilvie St.

3.3km to 5.5km Sanctuary Park (rest area & washroom in season). Another 0.4km along the route is an access point from Bridlewood Dr.

5.5km to 6.0km Dundas Valley Visitor Centre trailhead & parking area (Grid F-3) This is the hub of the valley’s trail network. The centre, a replica of a Victorian train station, is open on weekends and holidays from 9 a.m. to 5 p.m. (washrooms, interpretive hikes and programs in season - historic train displays)

6.0km to 6.6km Two interesting historical sites off the trail on Sulphur Springs Rd. are the Hermitage Ruins and the Griffin House. (Grid G-2)
Cycling Route #8: Chedoke Rail Trail

by: Daryl Bender

Notes: This route connects the lower City near the downtown to the community of Ancaster and the Dundas Valley Conservation Area. There it links to 2 other trails described in this pamphlet. There are a number of waterfalls along the route.

Length: 10.7km

Rating: moderate, one climbing of the escarpment

Type: combination of hard surface & stone dust, combination of on-road and multi-use trail

The Route

0.0km to 3.3km Start at the south end of Mountain Ave. or the south end of Dundurn St. (Grid D-8) If you are accessing the route by driving, parking may be available at the Chedoke Golf Course a little west of these starting locations. This route begins with a gradual climb up the escarpment. The route follows a historic rail corridor.

3.3km to 3.8km At the top of the escarpment you can look down over the lower city. The McMaster University campus is very readily identified - nestled against Cootes Paradise. As well you can see the community of Dundas which was settled before Hamilton, but as the community industrialized, business moved to the current Hamilton Harbour to benefit from better water access. Continuing along this section there is a splendid waterfall to your right that runs along a ledge before it cascades down the face of the escarpment. This time you get to see the waterfall from above!

3.8km to 5.6km Continue following the multi-use trail through Iroquoia Heights Conservation Area. This section ends at the recently constructed trail bridge that spans Highway 403. This section of the route is also part of the Bruce Trail - a hiking trail
that runs from Niagara Falls north to the tip of the Bruce Peninsula in Lake Huron. You must dismount your bicycle to continue down the stairs on the west side of the bridge.

5.6km to 6.1km Follow Filman (Mtn.) Rd. - a quiet street - up a gradual incline as you enter the urban area of Ancaster - one of Canada’s wealthiest communities.

6.1km to 6.6km Take care crossing Mohawk Rd./Rousseaux St. Cross onto Oneida Blvd. and almost immediately, turn right onto Hiawatha Blvd.

6.6km to 8.1km The route converts back to a multi-use trail, again following the route of the same abandoned rail line that you followed as you ascended the escarpment. The multi-use trail ends at Halson St., where you turn right toward Wilson St. Turn right again onto Wilson St. This street takes you into the heart of the historic core of Ancaster, which includes shops, cafés, historic buildings and the Fieldcote Museum, which highlights Ancaster’s history.

8.1km to 8.4km Turn left at Sulphur Springs Rd. This street takes you towards the lush wooded areas of the Dundas Valley - but not before you get some glimpses of “affluent” suburban neighbourhoods.

8.4km to 9.4km Continue on Sulphur Springs Rd. as it turns right at Lover’s Lane. This street evolves into a winding rural road with minimal width so watch for vehicles. Some sections of this road are steep.

9.4km to 10.7km Turn right as you approach the intersection of Mineral Springs Rd. and continue to follow Sulphur Springs Rd. Along this section you may want to take a closer look at Griffin House and the Hermitage - the ruins of a limestone 2 storey building. At the end of this section you will see an access point to the Hamilton-Brantford Rail Trail which is part of the Trans Canada Trail system. (Grid F-2)

At this point you can choose to follow two different routes to head back towards downtown Hamilton, the Tews Falls Circuit (Cycling Route #6) or the Hamilton-Brantford Rail Trail (Cycling Route #7). You will have to reverse the directions to go toward downtown Hamilton.