



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 20-005
Date: October 7, 2020
Time: 5:45 p.m.
Location: Due to the COVID-19 and the Closure of City Hall
All electronic meetings can be viewed at:
City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton>

Rachel Johnson, Project Manager - Sustainable Mobility (905) 546-2424 ext. 1473

Pages

1. **CEREMONIAL ACTIVITIES**
2. **APPROVAL OF AGENDA**
(Added Items, if applicable, will be noted with *)
3. **DECLARATIONS OF INTEREST**
4. **APPROVAL OF MINUTES OF PREVIOUS MEETING**
 - 4.1 HCyC Meeting Minutes, dated September 2, 2020
5. **COMMUNICATIONS**
6. **DELEGATION REQUESTS**
7. **CONSENT ITEMS**
8. **PUBLIC HEARINGS / DELEGATIONS**
9. **STAFF PRESENTATIONS**
 - 9.1 Truck Route Master Plan Review, Omar Shams, Transportation Planning

10. DISCUSSION ITEMS

- 10.1 Planning and Project Updates
- 10.2 2020-2021 Budget and Workplan
- 10.3 Review of HCyC Monthly Meeting Dates
- 10.4 Delegation to Public Works October 5 regarding Climate Change
Emergency Motion
- 10.5 Mountain Climber

11. MOTIONS

- 11.1 Elfrida 3
- 11.2 Land Use Planning (GRIDS 2) 5
- 11.3 Truck Route Master Plan Review 7
- 11.4 Bill 148, Doored But Not Ignored Act, 2019 9

12. NOTICES OF MOTION**13. GENERAL INFORMATION / OTHER BUSINESS****14. PRIVATE AND CONFIDENTIAL****15. ADJOURNMENT**

MOTION**Hamilton Cycling Committee: October 7, 2020****MOVED BY Chris Ritsma****SECONDED BY**

WHEREAS, the Elfrida Growth Area Study is a unique opportunity to design a complete urban community that achieves transit supportive densities with multi-modal connections to existing urban areas, efficiently uses existing and new servicing infrastructure, integrates well with the adjacent urban lands;

THEREFORE, BE IT RESOLVED:

- (a) That, the following feedback from the Hamilton Cycling Committee be forwarded to City staff for consideration within the Elfrida Growth Area Study:
- i) That, out of the three conceptual designs for the Elfrida growth area, the third (Nodes and Corridors) is the most preferable as it balances active transportation like cycling, walking and transit, with low-density living. It brings commercial, employment, community centres and parks for many people within cycling or walking distance. This higher density along the main corridor will allow for better utilized cycling facilities and transit to and from the main employment area in the middle of the growth area;
 - ii) That, similar to downtown cultural and commercial corridors like James St N, there should be policy disallowing the creation of surface level parking. Indoor cycling parking should be required for any medium – high density developments;
 - iii) That, protected cycling facilities be constructed on any arterial roads, and any collector or minor arterial streets should have cycling facilities;
 - iv) That, similar to urban areas like James Street North, Ottawa Street, Locke Street, where density has brought a vibrant commercial street within walking and cycling distance of thousands of low-density homes, the minor arterial streets in Elfrida should aim to do the same with height minimums (3 storeys) and maximums (4-8 storeys) that will naturally build this same vibrancy;
 - v) That, grid-style streets be used in both commercial and residential areas rather than cul-de-sacs to better allow for active transportation, like cycling and walking. In areas where a cul-de-sac has been deemed necessary, there should be connections for cyclists and pedestrians and,
 - vi) That mid-rise residential development should be able to, or required to, integrate commercial use to allow for vibrancy to grow, and to allow local residents access to products and services within cycling distance.

MOTION

Hamilton Cycling Committee: October 7 , 2020

MOVED BY Chris Ritsma

SECONDED BY

WHEREAS, the Growth Related Integrated Development Strategy (GRIDS) 2 provides an opportunity to shift gears and provide multiple options of housing, high, medium and lower density in ways that encourage the use of various modes of transportation including cycling; and,

WHEREAS, cycling to and from transit further allows the use of cycling and transit to be even more efficient as getting to and from transit is a key issue;

THEREFORE, BE IT RESOLVED:

- (a) That the following feedback from the Hamilton Cycling Committee be forwarded to City staff for consideration within the GRIDS 2 strategy:
 - i) That the City of Hamilton design its land use policy and growth around multi-modal transportation.

MOTION

Hamilton Cycling Committee: October 7, 2020

MOVED BY Chris Ritsma

SECONDED BY

WHEREAS, the Truck Route Master Plan is currently under review.

THEREFORE, BE IT RESOLVED:

- (a) That the following feedback from the Hamilton Cycling Committee be forwarded to City staff for consideration within the Truck Route Master Plan review:
 - i) That within the scope of the truck route masterplan review, truck routes, cycling routes as identified in the cycling masterplan shall be avoided. This includes existing cycling infrastructure (for example, Cannon Street), cycling routes identified for future cycling infrastructure construction (for example, Victoria Street) and cycling assumed likely cycling routes as identified by the Hamilton Cycling Advisory Committee;
 - ii) That additional accommodations be made on streets where a truck route must exist beside existing or planned cycling infrastructure. For example, limiting the hours a truck route is usable or that the route is only useable outside of peak times.
 - iii) That additional safety features be added to cycling infrastructure along truck routes. For example, visual thinning of lanes/rumble strip along cycling lane/additional separation of the cycle track/protected curb and,
 - iv) That any future changes to the truck routes that interact with cycling infrastructure shall be brought to the Cycling Advisory Committee.

MOTION

Hamilton Cycling Committee: October 7, 2020

MOVED BY Jessica Merolli

SECONDED BY

WHEREAS, Bill 148 is a bill to amend the Highway Traffic Act. The bill requires that police officers collect the necessary information to create a report on violations of clause 165(1) of the Act that involved a motor vehicle and cyclists, commonly referred to as dooring;

THEREFORE, BE IT RESOLVED:

- (a) That the Committee proceed with preparing a letter to Members of Parliament (MPs) in support of Bill 148, Doored But Not Ignored Act, 2019 to be including in a Citizen Committee Report;
- (b) That the Committee prepare a Citizen Committee report to request approval to submit a delegation request to the Hamilton Police Services Board, in regards to the regulations outlined in Bill 148 in relation to clause 165(1) of the Highway Traffic Act.