



City of Hamilton

HAMILTON CYCLING COMMITTEE REVISED

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

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Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday September 2, 2020

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: Sharon Gibbons
Members: Ann McKay, Kevin Vander Meulen, Jeff Axisa, Cora Muis, Jane Jamnik, Gary Grogerson, Roman Caruk, Christine Yachouh, and Jessica Merolli

Absent with Regrets: Councillor Esther Pauls, Councillor Terry Whitehead, Joachim Brouwer, William Oates, Kate Berry, and Cathy Sutherland

Also Present: Rachel Johnson, Project Manager, Sustainable Mobility
Daryl Bender, Project Manager, Active Transportation
Ciaran Egan, Sustainable Mobility Student

1. CEREMONIAL ACTIVITIES

None

2. APPROVAL OF AGENDA

(Yachouh/Merolli)

That Cycling Accommodation During Construction Detours (PED20147/PW20056) be added to today's agenda under item 10, Discussion.

CARRIED

(Yachouh/Merolli)

That the agenda of the September 2, 2020 meeting of the Hamilton Cycling Committee be approved, as amended.

CARRIED

3. DECLARATIONS OF INTEREST

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) February 5, 2020 (Item 4.1)

(Merolli/Caruk)

That the minutes of the February 5, 2020 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

(ii) March 4, 2020 (Item 4.2)

(Merolli/Vander Muelen)

That the minutes of the March 4, 2020 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS

None

6. DELEGATION REQUESTS

None

7. CONSENT ITEMS

None

8. PUBLIC HEARINGS / DELEGATIONS

None

9. STAFF PRESENTATIONS

None

10. DISCUSSION ITEMS

(i) Planning and Project Updates (Item 10.1)

Update from staff that cycling projects have been accelerated to help provide residents with sustainable transportation options during COVID-19, as part of the COVID Mobility Recovery Plan. Staff commented on several projects completed this year including Locke St. extension and Cannon St. East. Staff updated the Committee on projects which are slated for construction this year including the Keddy Trail, and projects which have been delayed.

The Committee asked questions about the Queen Street conversion and staff confirmed safety measures for cyclists were installed at the Queen St. and Hunter St. intersection.

(Vander Muelen/Jamnik)

That the updates regarding cycling infrastructure project updates be received.

CARRIED

(ii) 2020-2021 Workplan (Item 10.2)

Berry continues to work on 2020-2021 workplan, with recognition that this year is exceptional. An update will be made at the October meeting on progress made to date.

Ritsma would like to confirm if the ongoing COVID situation will affect budgets for the committee in the coming year. Staff will look into this, and return to committee with an answer in the October meeting.

Merolli would like to continue discussion for creating a workplan regarding how this committee spends and distributes its events budget. Merolli is willing to begin work on such a workplan.

(iii) Bike Month (Item 10.3)

Update from staff that Bike Month is taking place September in 2020. The annual Tour De Hospital event is happening the evening of September 2nd, and other events are being scheduled throughout the month. The City is also running a contest that includes prizes.

(iv) COVID-19 Recovery Phase Mobility Plan (Item 10.4)

In June the City released a mobility plan, recognizing shifting travel demands during COVID-10. This plan includes enhancing existing infrastructure to make it more comfortable and attractive for people of all ages and abilities to use.

Discussion was held around public engagement for these projects, which has not yet taken place. Staff confirmed that all funding for the plan came from existing sources and from Councillors.

(v) Cycling Speeds on Multi-Use Trails (Item 10.5)

Committee members expressed concern regarding high-speed cyclists on multi-use facilities. The Committee reviewed signage from Parks designed to address the issue, and asked for an update at a future meeting regarding findings from the City in regard to this issue.

(vi) Cycling Accommodation During Construction Detours (PED20147/PW20056) (Added Item 10.6)

In 2019 Cycle Hamilton delegated to Council to ask that there be better engagement with the public surrounding cycling projects. Yachouh would like to bring attention to the fact that the official motion from the Council suggests, but does not bind, the Council to do so. Additionally, the report recommends engagement prior to construction phases, which as noted by Cycle Hamilton during their presentation is too late to make comment on any of the designs. The enhanced principles recommended to Council are based on existing guidelines, which are flawed. Yachouh proposes that the Committee write a delegation to go to Council prior to the September 11, 2020 Public Works Committee Meeting.

(Caruk/Vander Muelen)

That Christine Yachouh be authorized to submit a delegation request to Public Works Committee, on behalf of the Hamilton Cycling Committee, for the purposed of delegating respecting Report PED20147/PW20056 respecting Cycling Accommodation During Construction Detours.

CARRIED

Pursuant to Section 5.4(4) of the City of Hamilton's Procedural By-law 18-270 at 7:52pm the Staff Liaison to the Committee advised those in attendance that quorum had been lost for the Hamilton Cycling Committee.

(vii) Review of HCyC Monthly Meeting Dates (Item 10.7)

The item has been deferred to the October 7, 2020 meeting, due to the loss of quorum

11. MOTIONS

The following items have been deferred to the October 7, 2020 meeting, due to loss of quorum:

- (i) Elfrida (Item 11.1)
- (ii) Land Use Planning (GRIDS 2) (Item 11.2)
- (iii) Truck Route Master Plan Review (Item 11.3)
- (iv) Bill 148, Doored But Not Ignored Act, 2019 (Item 11.4)

12. NOTICES OF MOTION

None

13. GENERAL INFORMATION / OTHER BUSINESS

None

14. PRIVATE AND CONFIDENTIAL

None

15. ADJOURNMENT

Due to loss of quorum, the meeting adjourned at 7:52 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Rachel Johnson
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development



HAMILTON TRUCK ROUTE MASTER PLAN REVIEW

October 07, 2020

Why Review the Truck Route Master Plan?



The existing **Truck Route Master Plan** was approved by **City Council** in **2010**. Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

- The **City's vision, objectives and desired outcomes**;

City of Hamilton's Vision
To be the best place to raise a child and age successfully

- **Health and well being** of the community;
- **Feedback, needs and lived experiences** of stakeholders; and,
- **Emerging technologies and goods movement policies.**

Purpose of Truck Routes?

- **Economic** Prosperity & **Sustainable** Growth
- **Efficient** Regional & Global **Connectivity**
- Built Environment & Infrastructure
- Improve **Safety** for all road users
- Community Well-being & **Livability**



Advanced Manufacturing



Goods Movement



Agriculture / Food Processing



ICT / Digital Media



Creative / Cultural Industries



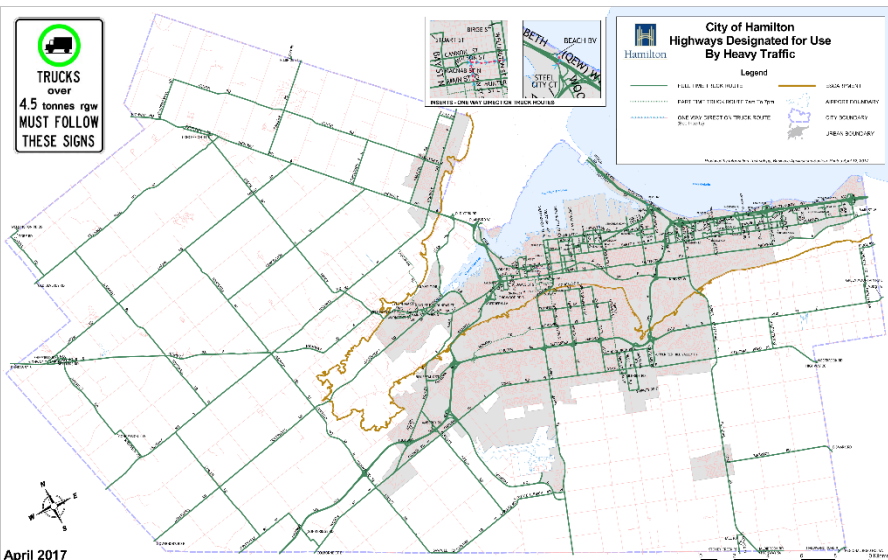
Life Science



Finance / Insurance / Real Estate



Tourism



The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than **4,500 kg** required to use the truck route network.

Truck Route Review Process



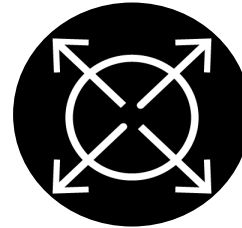
Key Issues and Influences



**Public Health
and Safety**



**Environment &
Climate Emergency**



Network Connectivity



**Rural
Issues**



Enforcement



Social Equity



**Emerging Technologies
and Policies**



**Development in
Employment Areas**



**Problem
Locations**



e-Commerce

Policy Topics & Evaluation Criteria



Goods Movement Special Policy Topics

- Public Health & Roadway Safety (Vision Zero)
- Climate Change Resiliency & Air Quality
- Complete-Liveable-Better Streets
- Emerging Technologies and Disruptors
- Low Emission Zones & Zero Emission Vehicles
- Proliferation of Distribution/ Fulfillment Centres...



Evaluation criteria for alternatives



Environment & Public Health



Roadway Safety & Attributes



Social Equity



Multi-Modal Network Integration



Land Use & Community Destinations



Economic Influences

Draft Policy Directions

DRAFT Vision

A **sustainable** truck route network that supports Hamilton's **community liveability** and **economic aspirations**.

DRAFT Goals

Pillar 1: Sustainability

- Environmentally Sustainable
- Adaptable

Pillar 2: Community Livability

- Safe
- Equitable

Pillar 3: Economic Aspirations

- Economic Prosperity
- Efficiently Connected
- Reliable

Draft Policy Direction – Principles

DRAFT Principles

- Create a **safer network** for all road users. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's **Vision Zero** approach.
- Enable goods to be transported **economically**.
- Have a **transparent route selection** process.
- **Avoid the inequitable** distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police **enforcement**.
- Enable the plan to **adapt** to changing conditions.
- Maintain route **connectivity** and **continuity** to provide **reliable** routes.
- Create routes that optimize the use of **higher-quality road** facilities, and match the relationship of trucks to road category and roadway configuration.

Moving Forward

- **Review all comments and suggestions** received before, during and following this Public Open House, including the survey and interactive map;
- **Refine and update the Vision, Goals and Principles**, to reflect feedback received from stakeholders including residents, the goods movement community and local businesses;
- **Create a Truck Route Network Evaluation Framework** that captures the Vision, Goals and Principles and provides a transparent framework for how the network will be created; and,
- **Continue with Stage 2: Policy Review and Development**, to explore how other global cities manage trucks and goods movement.



www.Hamilton.ca/trmp
[Http://Engage.Hamilton.ca/trmp](http://Engage.Hamilton.ca/trmp)



Hamilton

THANK YOU



Hamilton

QUESTIONS?

Project	Ward	Segment	Stage	length (km)
2020 Planned install				
	1-2		Design complete, install 2020	
	1-2		DONE	0.05
	1-2		DONE	
OMCC	2	MacNab to Catharine	contractor selected, May-June 2021 construction	0.9
	2	Ferguson to Corktown rail tunnel	planned for autumn install	0.1
	2-3	Ferguson to Victoria	City staff to proceed with final arrangements - signage, etc.	
OMCC	2-3-7-8	Hunter to Brantdale/ Gateview & side connectors	Construction 80% complete	2.88
	3	Sherman to stadium	DONE, minor signage works to do	0.9
	3	Wentworth to Gage	Functional design complete	3.2
	4	Cannon to Woodward	DONE except Strathearne to Walter	4.1
	5	Eastport to Van Wagners	project underway, markings installed this fall or early 2021	3.5
OMCC	8-14	Bonaventure to Hawkridge	Design complete, WO submitted to install, planned for 2021 install	2.75
	11	Rymal to Reg Rd 56	Dalgleish pathway to Bellagio in construction, bicycle lanes north of Bellagio design in progress	0.9
	13	Park Ave to escarpment/ CNR	construction 80% complete	1.39
	13	Governor's to MacNab (not Hatt)	Detailed design 95% complete	1.5
CV19	1	Dundurn to Queen	Design 80% complete (@ Dundurn to address)	1.6
CV19	1	Paradise to Breadalbane	Design 40% complete	1.4
CV19	1	King to George	Install 80% complete	0.2
CV19	2	adding planters	DONE	
CV19		modifying barrier (concrete in segments)	Install 80% complete	2
CV19	2	Hess to James	Design complete, install 2020	1.4
CV19		Queen to Park	Design complete, install 2020	1.1
CV19		Catharine to Lib to Wellington	Design 95% complete, install 2020	1
CV19	3	Barton to Cannon	Functional design complete	0.7
CV19		Gage to Kenilworth	Design 40% complete	3.5
		@ Mud	Possible short modification	0.1
		Main to Churchill	Uncertain	1.2
		east of Corktown Park	possible 2020 install	

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.