



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 21-008
Date: August 4, 2021
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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Recommendation: Be received	
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Recommendation: Be received and referred to consideration of Item 10.1.	

- 4.3. Correspondence from Stuckless Consulting with an update on the Gender and Cycling Research Project 17

Recommendation: Be Received

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Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, July 7, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Roman Caruk, Sharon Gibbons, Jane Jamnik, Ann McKay, Jessica Merolli, Cora Muis, Councillor Esther Pauls, Cathy Sutherland, Kevin Vander Meulen, and Christine Yachouh.

Absent with

Regrets: Kate Berry, Joachim Brouwer, Yaejin Kim, Gary Rogerson, and Councillor Terry Whitehead

Also Present: Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Manager, Transportation Operations and Maintenance
Dana Borcea, Tourism Development Officer, Tourism Hamilton
Tyler Marr, Project Coordinator, Sustainable Mobility

(a) APPROVAL OF AGENDA

The following item was added to the agenda:

9. DISCUSSION ITEMS

9.4 Barton and Fifty Road Environmental Assessment.

(Caruk/Oates)

That the agenda of the July 7, 2021 meeting be approved, as amended.

CARRIED

(b) DECLARATIONS OF INTEREST

None

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) June 2, 2021 (Item 3.1)****(McKay/Muis)**

That the minutes of the June 2, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

(d) CORRESPONDENCE**(i) Correspondence from the HSR respecting the Mountain Climber program expansion to Aldershot GO Station (Item 4.1)****(Muis/Oates)**

That the correspondence from the HSR respecting the Mountain Climber program expansion to Aldershot GO Station be received.

CARRIED

(e) STAFF PRESENTATIONS**(Jamnik/Vander Meulen)**

That the Staff Presentations be received:

(i) Cycling Tourism in Hamilton (Item 8.1)

Dana Borcea provided an overview of cycling-related tourism activities in Hamilton. Tourism Hamilton is happy to receive any suggestions to improve cycling tourism, or receive feedback on their cycling materials.

(ii) Bike Month 2021 Results (Item 8.2)

Tyler Marr provided an update on the results of Bike Month 2021. The event was delivered virtually due to the ongoing pandemic, and managed to attract over 630 registrants and earn media attention.

(iii) Healthcare Connector (ICIP COVID Resilience Stream) (Item 8.3)

Peter Topalovic presented the Healthcare Connector route approved for funding through the ICIP COVID Resilience Stream.

CARRIED

(f) DISCUSSION ITEM**(i) HCyC 10 Great Ride Routes (Item 9.1)**

Staff informed the Committee that the City has received public feedback over the past few months regarding the Cycling Committee '10 Great Ride Routes' brochure created in 2010.

(ii) Truck Route Master Plan (Item 9.2)

Committee members noted their concerns about the draft Truck Route Master Plan Network presented at the recent PIC. A Notice of Motion was presented for consideration at the August meeting (Refer to (h)(iii)).

(iii) Planning and Projects Updates (Item 9.3)

Staff provided the Committee with a written update on 2021 planned cycling infrastructure projects.

(Caruk/Oakes)

That the Project Updates from Staff and discussion items be received.

CARRIED

(iv) Barton and Fifty Road Environmental Assessment (Item 9.4)

Committee members discussed concerns about the cycling infrastructure proposed during a recent Public Information Centre. (For further disposition refer to (h)(iv)).

(g) NOTICES OF MOTION**(i) Bike Lane Asphalt (Item 11.1)**

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED:

(a) That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

(ii) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 11.2)

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Lime Ridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure South of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the East;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road; and,

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes

automobile transportation with respect to north-south connections on the Hamilton mountain.

THEREFORE, BE IT RESOLVED:

(a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway.

(iii) Truck Route Master Plan Input

WHEREAS the proposed Truck Route Masterplan includes trucks on roads included in the cycling masterplan and urban streets where cycling is likely to take place;

WHEREAS the proposed Truck Route Masterplan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the Hamilton Cycling Advisory Committee recommended at its October 7, 2020 meeting that the proposed truck route changes not include streets where cycling is likely to take place; and,

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, Lincoln Alexander Parkway, Red Hill Valley Parkway, Highway 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

(a) That truck routes be removed from the urban core of the city including Cannon Street and Bay Street;

(b) That truck routes be removed from Rymal Road; and,

(c) That truck routes that have limited hours be reduced to 10am – 4pm, Monday through Friday to avoid the most common times cyclists will be on Hamilton roads.

(iv) Barton & Fifty Road Environmental Assessment Cycling Infrastructure

WHEREAS Barton Street east of Fruitland Rd, and Fifty Road are on the cycling masterplan;

WHEREAS Barton Street East in this area has multiple schools;

WHEREAS Fifty Road makes cycling connections to Niagara and Grimsby cycling lanes;

WHEREAS Bi-directional cycling lanes are not best practice due to safety concerns; and,

WHEREAS the Cycling Advisory Committee has heard complaints regarding multi-use cycling paths.

THEREFORE, BE IT RESOLVED:

- (a) That Barton Street East cycling lanes be separated and protected and make connections to the local schools in the area;
- (b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;
- (c) That Fifty Road cycling lanes cross the QEW bridge and connect to Winona; and,
- (d) That Fifty Road cycling lanes be extended to the South Service Road to connect to cycling lanes east of the City of Hamilton.

(h) GENERAL INFORMATION / OTHER BUSINESS

(i) Portland Bike Donation

In response to a question, P. Topalovic provided an oral update on the bike share equipment donation from the City of Portland. Public Works Committee passed the recommendation to accept the donation earlier in the day, and it will be presented to Council to ratify at their next meeting.

(ii) Available Board Seats

Environment Hamilton and Cycle Hamilton are both recruiting new board members. More information can be found on their respective websites.

(iii) 2021 HCyC Budget

There was a point raised on how the Committee should spend more of its budget before the end of the year.

(i) ADJOURNMENT

(Jamnik/Muis)

That, there being no further business, the meeting adjourned at 7:50 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Trevor Jenkins
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development



HAMILTON POLICE SERVICES BOARD

Board Members

Fred Eisenberger, Chair
 Fred Bennink, Vice Chair
 Mel Athulathudali
 Chad Collins
 Robert Elms
 Tom Jackson
 Patricia Mandy

Kirsten Stevenson, Administrator

June 11, 2021

DELIVERED BY EMAIL

To: Alicia Davenport
 Legislative Coordinator, Office of the City Clerk

From: Kirsten Stevenson
 Hamilton Police Services Board Administrator

SUBJECT: Follow-up Correspondence from the Hamilton Police Services Board with regards to Correspondence from the City of Hamilton dated April 20, 2021 with respect to *Bill 148, Doored But Not Ignored Act, 2019*

Dear Alicia,

At its public meeting on Friday, May 21, 2021, the Hamilton Police Services Board passed the following motion based on your correspondence dated April 20, 2021 with regards to Item 1 of Public Works Committee Report 21-004 (approved by Council at its March 31, 2021 meeting):

5.1. Correspondence from the City of Hamilton dated April 20, 2021 with regards to *Bill 148, Doored But Not Ignored Act, 2019*

After discussion, the Board approved the following:

Moved by: Member Jackson
 Seconded by: Member Collins

That the Board refer correspondence from the City of Hamilton dated April 20, 2021 with regards to *Bill 148, Doored But Not Ignored Act, 2019* to the Chief of Police; and

That the Chief of Police provide a report back to the Board after public consultation on this matter.

CARRIED.

Should you have any questions or concerns, please let me know.

Thanks & regards,

A handwritten signature in black ink, consisting of a stylized initial 'K' followed by a long, horizontal, slightly wavy line.

Kirsten Stevenson
Administrator
Hamilton Police Services Board



Hamilton

Public Works

Memorandum

Date: July 28th, 2021
To: Hamilton Cycling Committee
CC: Trevor Jenkins, Project Manager, Transportation Planning
From: Nimesh Patel, Project Manager, Asset Management
Subject: **Response to Draft Upper Wellington Motion**

In response to a draft motion titled “Upper Wellington Cycling Infrastructure Connectivity Motion”, we wanted to provide some additional project information on the Upper Wellington Street Environmental Assessment. Based on the below information, we recommend waiting to support a motion.

Project Overview

The City of Hamilton is completing a Municipal Class Environmental Assessment project following the Schedule C process to look at right-of-way improvements for Upper Wellington Street between Limeridge Road and Stone Church Road. This process includes:

- Identification of a problem and/or opportunity statement (Phase 1)
- Identification and evaluation of alternative solutions (Phase 2)
- Identification and evaluation of alternative designs (Phase 3)
- Documentation of the project, decisions and recommendations in an Environmental Study Report (Phase 4)

This project is looking at lane configurations, active transportation facilities, and stormwater management improvements. All alternatives being assessed include active transportation facilities along the entire study area, including a connection over the Lincoln M. Alexander Parkway.

Project Status

The project team is currently working to complete Phase 2 of the project – identification and evaluation of alternative solutions – and confirm the preferred alternative solution. The differences between the various alternatives focus around the number of lanes.

A Public Information Centre (PIC) was held in June 8, 2021. The process to confirm the number of lanes is still underway; comments submitted during the first public engagement process are being reviewed and some supplementary assessment work is being completed.

The final preferred alternative solution will be based on the impacts associated with 19 evaluation criteria, comments received during the first comment period, and the results of the additional assessment work. The results of this will be documented and presented during the project's second PIC (currently planned for Fall 2021).

Approach to Cycling

As per the City-wide Transportation Master Plan and Cycling Master Plan (2018), the Upper Wellington EA will make cycling facility recommendations for the entire length of the study area, including a connection over the Lincoln M. Alexander Parkway.

The design of the facilities has not been confirmed yet. Once the number of lanes has been confirmed, the project will move into Phase 3 of the process. At this Phase, active transportation design will be a focal point.

In addition to developing recommendations for facilities, the project will also be looking at implementation timing based on planned construction works. Additional information on this will become available as the project progresses.

Next Steps

A second Public Information Centre is anticipated to be held in Fall 2021. At this time, the project will take a closer look at active transportation facilities along the corridor.

We recommend waiting to make a motion on this project. The project is still early in the process and there are outstanding components which prevent us from being able to confirm the design of cycling facilities at this time. However, it can be confirmed that cycling facility recommendations will be made for the entire length of the corridor, including a connection over the Lincoln M. Alexander Parkway.

Contact Information

If you have any questions, or would like any additional information, please contact Nimesh Patel, Project Manager, at Nimesh.patel@hamilton.ca.

General project information and updates can also be found at www.hamilton.ca/UpperWellingtonEA.

[REDACTED]

From: Jamie Stuckless [REDACTED]
Sent: August 3, 2021 11:40 AM
To: Jenkins, Trevor
Cc: Elise Desjardins; Jay & Chelsea Cycle Hamilton
Subject: Gender & Cycling Research Project

Hi Trevor,

Here's a quick update for the committee about the cycling & gender project as well, thanks!:

The literature review for the cycling & gender research project has been completed. The community engagements planned for the Spring & early summer were delayed due to other community priorities (ex. lockdown, vaccine rollout). We have re-grouped this month to undertake engagements, and look forward to bringing a report to a Fall 2021 Committee meeting, which includes both insights from the literature review and community engagements.

Jamie Stuckless *(she/her)*

Owner & Principal Consultant
Stuckless Consulting Inc.

jamiestuckless.ca

[REDACTED]

Submitted on Sunday, July 18, 2021 - 1:25pm Submitted by anonymous user: 162.158.126.118
Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Hamilton Cycling Committee

==Requestor Information==

Name of Individual: Mackenzie Mailhot and Jamie Stuckless

Name of Organization: Stuckless Consulting Inc.

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

[REDACTED]

Reason(s) for delegation request: We would like to speak with the Committee about the free, self-guided walking & cycling tours maps we are developing as part of a Canada Summer Jobs funded initiative here in Hamilton. We have partnered with several local organizations, businesses and authors to develop tour themes, destinations and routes, and we would appreciate feedback from the Committee about (1) upcoming infrastructure changes and construction that could impact the tours, (2) suggested destinations to highlight, and (3) opportunities to promote this initiative through the Committee. The project is being launched at the end of August, so we would like to delegate at the Committee's August 4th meeting. Thank-you!

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



Project Overview - Hamilton Walking & Cycling Tours

PURPOSE

Hamilton, ON is a city with a rich history and culture. From labour rights to environmental issues, there is no shortage of interesting stories in the evolution of the city nicknamed “Steeltown”. We are putting together self-guided walking and cycling tours to help residents and visitors connect with Hamilton in a fun and interactive way.

The main purpose of these tours is to allow Hamiltonians to get outside for exercise and fresh air while simultaneously exploring their community and connecting with its local culture and history. In addition to highlighting local cycling and walking infrastructure, these tours will include information on local landmarks, historical events, local businesses, and important cultural locations.

Each tour will have a distinct theme, will be developed with people of all ages and abilities in mind, and incorporate feedback from local organizations and businesses. The tours will be made available for free using mapping tools such as Google Maps, StoryMaps, and Ride with GPS.



TIMELINE

The tours are being created over a 10-week period, with the 3-4 tours being completed by Friday August 27th 2021. Route and theme development began in June, and draft routes will be shared with partners at the end of July for review and input. Our intention is to hold an event in late August to launch the routes, and celebrate the funding provided for this project through the Canada Summer Jobs program.

ABOUT STUCKLESS CONSULTING INC.

Stuckless Consulting Inc. is an independent consulting practice based in Hamilton Ontario, owned and operated by Jamie Stuckless. Stuckless Consulting Inc. is dedicated to providing strategic support to initiatives and projects that create more sustainable, inclusive and healthy communities, with specializations in facilitation, research, content creation, and project coordination.

CONTACT US

Mackenzie Mailhot, Community Projects Coordinator projects@jamiestuckless.ca

Hamilton Cycling Tours Project

Stuckless Consulting Inc.



About Stuckless Consulting Inc.

- Independent consulting practice based in Hamilton, ON
- Supports initiatives & projects that help co-create sustainable, inclusive and healthy communities
- Facilitation, research, content creation, project coordination



Purpose

- Connecting with Hamilton's culture and history
 - Providing fun and interactive tours to encourage Hamiltonians to get outside and get active
 - Highlighting local landmarks, small businesses, historical events, and important cultural locations and the infrastructure that links them
-

Urban Greenspaces and Outdoor Art Tour

- History of Hamilton's parks (ex: Jackie Washington)
- Local murals and art
- Focus on Hamilton's environmental issues



Reclaiming Hamilton

- Collaboration with authors of “Reclaiming Hamilton”
- Prominent locations chosen based off essays
- Art culture, political buildings, athletics history



Project Timeline

- ❑ 10-week period
- ❑ Completion date and launch party by Friday August 27th 2021

How You Can Help

❑ Any infrastructure changes or construction in Hamilton Centre?

- Cannon St
- York Blvd.
- The Rail Trail
- Bay St.
- Victoria Ave
- Pearl St
- Pipeline Trail
- Gage Ave.
- Hunter St.
- Delaware / Maplewood
- John St.
- King St W
- Charlton / Herkimer
- etc.

❑ Suggestions for tour destinations

❑ Promotion of tours through the Hamilton Cycling Committee



Thank you for your time!

Contact Mackenzie Mailhot
projects@jamiestuckless.ca

Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
2021 Projects								
King Street West Enhancement	Dundurn to Paradise	1	Complete	1.45	Precast concrete curbing and green cycling bollards - except on bridge. Install EB bicycle signal head @ Dundurn "RT only"	Small enhancement to do with new pedestrian crossing at Paradise this summer	N/A	City Cycling
Emerson / Whitney	Main to Main	1	Design	4.3	Combination of cycle track and painted lanes - with buffer if width permits, and enhancements at Main/Leland and Main/ Emerson	Design only in 2021.	78	City Cycling
Longwood Road	King to Main	1	Design	0.45	Redesign to create 2-way cycle track along east curb	Design only in 2021. Feasibility Plan in progress.	N/A	Ward 1 Funds
Pearl - Kent Bicycle Boulevard	York to Amelia	1	Design	1.77	Various traffic calming interventions	Bicycle Boulevard: Design underway. Will potentially only proceed south of Hunter as a first phase.	N/A	City Cycling
York Boulevard Enhancements	Dundurn to Queen	1,2	Design	1.1	Add physical separation along York Boulevard to enhance cyclist safety	Design includes left turn accommodations at York and at Locke. Design complete, prep for install.	N/A	City Cycling
Cannon Street West	Hess to James	2	Complete	1.4	Interim barrier separation of precast curbs & bollards. The street is planned for resurfacing in 2 or 3 years, so more enhancements then.	Short segment to fill in at Railway St	N/A	City Cycling
Hunter Street	MacNab to Catharine	2	Complete	0.9	Concrete curbs, changes to signals, signage, markings	The new Hughson signal for pedestrians to be turned on soon. The railing at the underpass is being fabricated.	1	OMCC
Shamrock Park Bicycle Path	Ferguson to Young	2	Design	0.2	Bicycle path beside existing sidewalk through park.	Feasibility Plan complete. Detailed design in progress.	4	Ward 2 Funds
Strachan MUP	James to Ferguson	2	Implementation	0.7	Asphalt multi-use path replacing the existing sidewalk on the south side of the street	Construction commencing, crossings at Mary, etc., to be accommodated.	157	City Rehab
Dundas St (Waterdown) Grindstone Cr Bridge	west of Mill St	15	Design	0.1	Multi-use facility on separate utility bridge, on side of street	Detailed design in progress, design may be modified.	133	City Rehab
John St	North of Burlington Street	2	Design	0.3	Cycle track on west side of street, as per design south of Burlington St	Feasibility Plan almost complete.	152	Dev Eng & City Cycling
Ferguson/ General Hosp connection	Ferguson to Victoria	2,3	On-Hold	0.5	Signed route from Ferguson easterly across Wellington to/from bike cage at hospital	Connection to Ferguson postponed due to CV19 emergency facility blocking the route. Connection to Victoria part of Victoria project.	N/A	Ward 2 & 3 Funds
Victoria	Birge to Cannon	3	Design	1	2 way curb separated cycle track	Feasibility Plan and engagement complete, design initiated. 2021 will focus on Birge to Cannon segment.	75	City Cycling
Victoria	Cannon to Stinson	3	Design	1	2 way curb separated cycle track	Feasibility Plan to be initiated soon.	75	City Cycling
Pipeline Trail	Grace to Brampton	4	Design	0.6	3m Paved multi-use trail	Design work in progress.	149	City Trails
Greenford/ Kenora	Queenston to Neil Ave	5	Implementation	0.8	Bicycle Blvd signage and markings in conjunction with road works	Asphalt resurfacing to commence soon.	73	City Rehab
Centennial Pkwy	Confederation Park to GO Station	5	Planning	0.75	3m asphalt multi-use path, segment on QEW bridge completed by MTO	Design only in 2021, Feasibility Plan complete. Staff consulting with MTO.	74	City Cycling
Stone Church	Arbour to Upper Red Hill Pkwy	6,9	Design	0.48	construct a MUP behind the south curb, replacing a portion of existing conc. sidewalk.	Design to be completed in 2021, install in 2022.	N/A	City Cycling
Stone Church Arbour	at Arbour	6	Design	0.01	new controlled crossing for TransCanada Trail	Detailed design in progress	N/A	City TOM
Stone Church Omni	Golf Links to Omni	14	Install	1.5	Buffer enhancement (painted buffer) with resurfacing	Install has commenced, no detour route planned, instead cyclists single file with other traffic.	N/A	City Rehab
Butler Powerline Trail	Limeridge to Rymal	7	Design	2	Paved multi-use trail	Design in works.	190	City Trails

Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
West 5th - Keddy Trail Connector	Keddy Trail to College/ Govs Blvd	8	Design	0.85	3m asphalt bicycle path behind existing sidewalk	Initial discussions with college and hospital. Feasibility Plan complete, reviewing with stakeholders.	79	ICIP (Federal Funds)
Limeridge Rd	Bonaventure to West 5th	8,14	Design approved	1.40	Painted lanes with painted buffer	Scheduled for 2022 install	38	City Cycling
East Mtn Trail Loop	URHP to Highland	9	Install	0.73	Asphalt multi-use path	Install with development planned for 2021/ 2022	174	Dev
Dalgleish/ Terryberry	Bellagio to Reg Rd 56	9	Implementation	0.95	3m asphalt multi-use path	In progress. Waiting for the developer to complete construction.	169	Dev Eng & City Cycling
Echovalley Drive	Near Mud St.	9	Complete	N/A	A small modification to create a pocket of on-street parking to keep the bicycle lanes clear.	Complete.	N/A	City Cycling
Paramount	Old Mud to Atlas	9	Install	1.75	Painted lanes with painted buffer	Construction underway, share single file signage during constr.	N/A	City Rehab
Dewitt	Barton to Hwy 8	10	Design	1.00	Painted lanes with painted buffer	Communication with residents complete, detailed design in progress. Install postponed (no year set).	111	City Rehab
Miles Road Culvert	South of Dickenson	11	Implementation	N/A	Rural shoulders condition	Construction in progress	N/A	City Rehab
Wilson Street Hill	Rousseaux to Filman	12	Design approved	3.20	Buffer enhancement with resurfacing	Barrier (flexposts & precast curbs) included at intersections and commercial driveways. Install postponed to 2022.	N/A	City Cycling
Stonehenge	Southcote to Stone Church	12	Design	2.45	Painted lanes, buffer where width permits	Design is in progress.	58	City Cycling
Garner Rd	Shaver to Hamilton Dr	12	Install	0.33	Paved multi-use trail	Design complete.	N/A	City Trails
Hwy 8 Dundas	CN Tracks to Bond	13	Implementation	0.50	2021 construction will add paved shoulders west of river bridge and bicycle lanes easterly.	Construction commenced, detour info posted.	59	City Rehab
Hatt Street	John to Baldwin	13	Implementation	1.00	Buffered bicycle lanes John to Baldwin is phase 1. East of Main is phase 2, planned to include Baldwin signage and a multi-use trail continuing to Cootes Trail.	Street is premarked for the new bicycle lanes.	19	City Cycling
Creighton	Governor's to Market Street	13	Complete	0.75	Painted lanes.	Additional signage by arena yet to install.	29	City Cycling
Upper Paradise at Mohawk	Buckingham to Lunner	14	Design	0.65	Painted lanes, buffer where width permits	Detailed design in progress	N/A	City Cycling
North Waterdown Drive	Centre Rd to Avonsyde	15	Implementation	2.24	3m asphalt multi-use path along the south side of this new street.	Construction scheduled to commence for 2021.	192	Dev Eng
Centre Rd	N Waterdown Dr to Nesbitt	15	Design	0.5	Multi-use path connection	To confirm		Dev Eng
Brock Rd	Safari to Conc 4	13	Install		paved shoulders with resurfacing	In progress	18r	City Rehab
Leavitt Ave	Dundas St to Brow	15	Complete	1.10	Buffered bicycle lanes along the entire street	Complete.	N/A	Dev Eng
Joe Sams Trail	Within park	15	Install	0.33	Paved multi-use trail	Design complete.		City Trails
Gatesbury Trail	Niska Dr to Boulding Ave	15	Design	0.4	Paved multi-use trail	Preparing for tender.	N/A	City Trails
Gatesbury Trail extension	South of Dundas St	15	Design	0.63	Paved multi-use trail	Design in progress.		City Trails

Total length of bicycle lanes/ paths 37.2 km

Total centreline length of trails/ paths 11.0 km

Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
Planning Projects		Ward		Construction Detours in addition to above		Description	Review Date	Duration
Barton St/ Fifty Rd	Fruitland to Fifty	10			If no markings or signage:	No special cycling accommodations are required as cyclists are already sharing existing lanes with auto traffic.		
Garner Rd	Wilson to 403	12			McMurray bridge in Dundas			
Gordon Dean Ave	Barton to Hwy 8	10			Mud St - trail closure under bridge			
Rymal Rd	Upper James to Dartnall	6, 7, 8			Butter Rd bridge			
Upper Wellington	LINC to Stone Church	7			Upper Sherman @ Beaverton	Merge with autos & advance notice of BL closed		4 days
Valley Inn Rd Bridge	replacement	1			Locke at King - detour to Pearl SB Green Mtn detour to Powerline Rd	Detour signage Confirmed very low volumes		2 weeks 7 weeks
Planning Studies	Ward				Charlton - Wentworth to Sherman Access	Resurfacing of street; trail users may need to detour to the railway tracks to cross at Wentworth		4 weeks
AEGD - Airport Lands	11, 12				Inverness	TBD		
Waterdown TMP	15				Markland	Bend BL with pylons		1 day
Complete Livable Better Streets	City wide				George @ Ray/ Queen	Yield to opposing traffic.		1 day
Truck Route	City wide				Mulberry St - closure of Bay/ Mulberry	Detour via MacNab during Mulberry & Park resurfacing		weeks
Bicycle Blvds	City wide				Fifty Rd @ SSR	General road closure signage no defined detour, 2 week full closure Oakhaven to Omni, sidewalks may be closed at times too for spot repairs (possible dismount and walk...)		Aug 1 to Sept 30
Mountain Drive Park MP	6, 7				Stone Church - Golf Links to Omni	no detour, the segment will be signed with temp condition (orange) single file signage		mid Aug to mid Sept
Mohawk Sports Park MP	6				Stone Church - U James to U Wellington			
HAAA Park	1							



CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee <div style="text-align: right; border-top: 1px solid black; width: 200px; margin-left: auto;">Chris Ritsma, Chair</div>
Date:	August 7, 2021
Re:	Truck Route Masterplan Proposal

Recommendation

That the City of Hamilton amend the Truck Route Master Plan draft proposal to avoid routes on the cycling masterplan, pedestrian oriented areas, unnecessary secondary detour routes, including the entire downtown secondary plan area, and future BLAST network, and maintain truck routes mostly to highways including the 403, QEW, LINC, RHVP, arterials with as few residential properties as possible and access directly via Burlington Street.

In particular non-local truck routes should not follow:

- (a) All daytime only routes within the urban boundary
- (b) Rymal Road, between Highway 6 and Upper Centennial Parkway

Background

At its October 7, 2020 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

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 or intersecting existing or planned cycling infrastructure. For example limiting the hours a truck route is usable or that the route is only usable outside peak times;
- (iii) That the highest safety features be added to cycling infrastructure along truck routes, wherever feasible. For example, 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.

At its August 7, 2021 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS the proposed truck route master plan includes trucks on roads included in the cycling master plan and urban streets where cycling is likely to take place;

WHEREAS the proposed truck route master plan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the cycling advisory committee recommended the proposed truck route changes not include streets where cycling is likely to take place;

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, LINC, RHVP, 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

(a) Non-local Truck routes not be allowed on streets listed as “Daytime only (7am - 7pm)” under the draft proposed truck route map;

(b) Non-local Truck routes be removed from Rymal Rd within the urban area and Garner Road from Glancaster to Highway 6;

(d) Committee will draft a Citizen Committee Report to Public Works committee regarding recommendations on the truck route as it relates to cycling and active transportation that connects to cycling.

Analysis/Rationale

The presentation information provided made a clear case that the urban streets of Hamilton’s downtown are not best suited to truck traffic. There are numerous downsides, especially related to cycling and pedestrian safety. Sidewalks are narrower than recommended within the modern context. Historic neighbourhoods have reduced sightlines which can make corners dangerous, multiplied by the already reduced visibility of trucks. Trucks have more weight to stop than a typical automobile, and therefore can be a significant risk to pedestrians and cyclist behind blind corners.

Truck traffic is already able to make local deliveries without truck routes. Truck routes are not required for these local deliveries. Local delivery paths can be directed through street design and additional signage.

Truck travel was shown to have the lowest rating on the many of the streets downtown and in the urban area.

Non-local trucks that need to detour can be given detour routes, and these detours do not need to be placed as full-time truck routes. Full-time truck routes could lead to reduced comfort and safety for cyclists and pedestrians.

The current truck route masterplan proposal in its current form could be improved to better address the goals of the city including being the “best place to raise a child and age successfully” and encouraging residents to leave their automobiles behind for some trips in pursuit of addressing the climate emergency declared by the City on March 27, 2019. Large pieces of the cycling masterplan are parallel with the truck route masterplan proposal routes.

Upper Wellington Cycling Infrastructure Connectivity Motion

Whereas

- The city is currently doing an EA along Upper Wellington between Lime Ridge Road and Stone Church Road
- Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington
- It is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership
- A cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure South of the Parkway to that north of the Parkway
- A connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain
- A minimum grid fits with the goals of Vision Zero and the city's declaration of a Climate Emergency.
- There is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the East
- It is possible to reduce the number of car lanes on the bridge along Upper Wellington
- It is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road
- Having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure (as per Complete Liveable Better Streets) on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain

1. *We request that the city ensure that the road improvements on Upper Wellington from Lime Ridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway.*

Whereas

- a multi-use pathway slows down commuter cycling traffic
- a multi-use pathway causes unease for both cyclists and pedestrians
- pedestrians with ear-buds do not hear the bells of cyclists

2. *We request that the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.*

Motion: Truck Route Master Plan Proposal

Mover: C. Ritsma

Seconder:

WHEREAS the proposed truck route master plan includes trucks on roads included in the cycling master plan and urban streets where cycling is likely to take place;

WHEREAS the proposed truck route master plan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the cycling advisory committee recommended the proposed truck route changes not include streets where cycling is likely to take place;

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, LINC, RHVP, 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

- (a) Truck routes not be allowed on streets listed as “Daytime only (7am - 7pm)” under the draft proposed truck route map;
- (b) Truck routes be removed from Rymal Rd within the urban area and Garner Road from Glancaster to Highway 6;
- (d) Committee will draft a Citizen Committee Report to Public Works committee regarding recommendations on the truck route as it relates to cycling and active transportation that connects to cycling.

Motion: Barton & Fifty Road Environmental Assessment Cycling Infrastructure

Mover: C. Ritsma

Seconder:

WHEREAS Barton east of Fruit land Rd, and Fifty Rd are on the cycling masterplan;

WHEREAS Barton in this area has multiple schools;

WHEREAS Fifty Rd makes cycling connections to Niagara and Grimsby cycling lanes;

WHEREAS bi-directional cycling lanes are not best practice due to safety concerns;
and,

WHEREAS the Cycling Advisory Committee has heard complaints regarding multi-use paths.

THEREFORE, BE IT RESOLVED:

- (a) The Cycling Advisory Committee recommends that Barton cycling lanes be separated and protected and make connections to the local schools;
- (b) Barton cycling lanes be in the direction of expected automobile traffic;
- (c) Fifty Rd cycling lanes cross the QEW bridge and connect to Winona; and,
- (d) Fifty Rd cycling lanes be extended to the south service road to connect to cycling lanes east of the city.

Motion: Bike Lane Asphalt

Mover: C. Ritsma

Seconder:

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED:

- (a) That the Committee recommends all asphalt and/or concrete crossing the path of a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired/patched immediately after work is complete. All asphalt and/or concrete for these locations be repaired to the same quality regardless of whether the entire project is complete or in progress. The quality of the repair should be to the same quality or better than the adjacent untouched asphalt and/or concrete; and,
- (b) That the Committee recommends Public Works Committee take this motion and present it as direction to staff.