



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 21-009
Date: September 1, 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>

Danny Pimentel, Active Transportation Technologist (905) 546-2424 ext. 4581

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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.

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(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

HAMILTON CYCLING COMMITTEE (HCyC) STAFF LIAISON REPORT

Wednesday, August 8, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Members: Roman Caruk, Sharon Gibbons, Jane Jamnik, Ann McKay,
Cora Muis, Cathy Sutherland, and Kevin Vander Meulen.

**Absent with
Regrets:** Jeff Axisa, Kate Berry, Joachim Brouwer, Yaejin Kim, Jessica Merolli,
William Oates, Councillor Esther Pauls, Gary Rogerson, Councillor
Terry Whitehead, and Christine Yachouh.

Also Present: Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Brian Hollingworth, Director Transportation Planning and Parking
Mike Field, Acting Director, Transportation Operations and Maintenance
Danny Pimentel, Active Transportation Technologist, Sustainable
Mobility
Jamie Stuckless, Stuckless Consulting
Mackenzie Mailhot, Stuckless Consulting

Pursuant to Section 5.4(4) of the City of Hamilton's Procedural By-law 21-021, as amended, at 6:15 p.m. the Staff Liaison advised those in attendance that quorum had not been achieved within 30 minutes after the time set for Hamilton Cycling Advisory Committee, therefore, the Staff Liaison noted the names of those in attendance and the meeting stood adjourned.

Respectfully submitted,

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]



City of Hamilton
Hamilton City Hall
71 Main Street West, 1st Floor
Hamilton, Ontario L8P 4Y5

RE: Virtual Collaborative Roundtable Discussion with the Advisory Committee for Persons with Disabilities' Transportation Working Group

The Advisory Committee for Persons with Disabilities' Transportation Working Group would like to invite you to participate in a Virtual Collaborative Roundtable Discussion on **Thursday, 14 October 2021, from 1:00 to 3:00 pm, via WebEx.**

This event has been organized to discuss changes and challenges to public transportation in Hamilton during the pandemic and beyond. This is organized in an effort to better understand and improve the communication amongst community organizations, stakeholders, staff and users of transit. This would assist us to be more proactive than reactive and advise the Council on how the City of Hamilton can improve the quality of life for persons with disabilities as directed by the Accessibility for Ontarians with Disabilities Act (AODA).

You are welcomed to send up to 2 delegates representing your Volunteer Advisory Committee. One of the delegates can be a speaker as well sharing their concerns on the subjects mentioned above. There are a limited number of speaking slots and each speaker is allotted 5 minutes.

Please R.S.V.P. to this event by sending an e-mail to Shahan Aaron shahan.aaron@gmail.com by 24 September 2021.

Shahan Aaron
Transportation Working Group Chair
Advisory Committee for Persons with Disabilities



CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee <div style="text-align: right; margin-right: 50px;"> <hr style="width: 200px; border: 0; border-top: 1px solid black;"/> 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 Glanaster 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

Seconded:

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.