



**City of Hamilton**  
**HAMILTON CYCLING COMMITTEE**  
**AGENDA**

**Meeting #:** 21-010  
**Date:** October 6, 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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6.2. Road Cut Program Overview Rob Merritt, Senior Project Manager, Corridor Management	

6.3. Breadalbane and Pearl/Kent Bicycle Bouelvarads

Trevor Jenkins, Project Manager - Sustainable Mobility

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Hamilton

## HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, September 1, 2021

5:45 p.m.

Virtual Meeting

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**Present:** Chair: Chris Ritsma  
Vice-Chair: William Oates  
Members: Jeff Axisa, Roman Caruk, Sharon Gibbons, Jane Jamnik, Yaejin Kim, Ann McKay, Cora Muis, Gary Rogerson, Cathy Sutherland, Kevin Vander Meulen, Christine Yachouh

**Absent with**

**Regrets:** Kate Berry, Joachim Brouwer, Jessica Merolli, Councillor Esther Pauls, Councillor Terry Whitehead.

**Also Present:** Trevor Jenkins, Project Manager, Sustainable Mobility  
Peter Topalovic, Program Manager, Sustainable Mobility  
Daryl Bender, Project Manager, Sustainable Mobility  
Danny Pimentel, Active Transportation Technologist

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**(a) APPROVAL OF AGENDA**

The chair advised of the following changes to the agenda:

**Changes to the Order of Items:**

That Item 10.2, a motion respecting the Truck Route Master Plan Proposal, be moved up on the agenda to be considered with Item 9.3, a Citizen Committee Report respecting the Truck Route Master Plan Proposal.

**(Oates/Rogerson)**

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) July 7, 2021 (Item 3.1)****(Sutherland/McKay)**

That the minutes of the July 7, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

**CARRIED**

**(d) CORRESPONDENCE****(i) Correspondence from the Hamilton Police Services Board with regards to the City of Hamilton dated April 20, 2021, with respect to Bill 148, Doored but Not Ignored Act, 2019 (Item 4.1)****(Oates/Caruk)**

That the correspondence from the Hamilton Police Services Board with regards to the City of Hamilton correspondence dated April 20, 2021, with respect to Bill 148, Doored but Not Ignored Act, 2019, be received.

**CARRIED**

**(ii) Correspondence from Nimesh Patel, Project Manager for the Upper Wellington Environmental Assessment with respect to the Draft Upper Wellington Motion (Item 4.2)****(Oates/Caruk)**

That the correspondence from Nimesh Patel of the Upper Wellington Environmental Assessment team, be received and referred to the consideration of Item 11.1

**CARRIED**

**(iii) Correspondence from Stuckless Consulting with an update on the Gender and Cycling Research Project (Item 4.3)****(Oates/Caruk)**

That the correspondence from Stuckless Consulting providing an update on the Gender and Cycling Research Project, be received.

**CARRIED**

**(e) STAFF PRESENTATIONS****(Oates/Axisa)**

That the Staff Presentations be received:

**(i) Updates on Project Completed in 2021 (Item 8.1)**

D. Pimentel provided an update on the cycling projects completed as of July 2021. Eight projects have been completed to date. Committee members asked questions about plans for Stone Church Road, McMaster Innovation Park, and Dundurn Road. The Committee asked if staff could provide an update on counter data at a future meeting.

**(ii) Complete, Livable, Better Streets Design Manual (Item 8.2)**

T. Jenkins provided an overview of the ongoing Complete, Livable, Better Streets Design Manual. The Committee discussed different infrastructure treatments where pedestrians and cyclists may mix.

**CARRIED**

**(f) DISCUSSION ITEM****(i) Virtual Roundtable Discussion with the Advisory Committee for Persons with Disabilities' Transportation Working Group (Item 9.1)****(Oates/Jamnik)**

Be it resolved that Cora Muis and Roman Caruk attend the Roundtable Discussion with the Advisory Committee for Persons with Disabilities' Transportation Working Group on behalf of the Committee.

**CARRIED**

**(ii) Planning and Project Update (Item 9.2)**

Staff provided the Committee with a written update on 2021 planned cycling infrastructure projects. Members noted support of the Hatt Street installation, and offered constructive feedback about accessing the arena and the loading zone in front of a business. Concerns were raised about the paved shoulders installed along Brock Road. Staff will report back with more information on the Centre Road project at a future meeting.

**(Yachouh/Caruk)**

That the Planning and Project Update be received.

**CARRIED**

**(iii) Citizen Committee Report – Truck Route Proposal Motion (Item 9.3) and Truck Route Master Plan Input (Item 11.2)**

**(Ritsma/Caruk)**

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 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 not be allowed on streets listed as “Daytime only (7am – 7pm) under the draft proposed truck route map;
- (b) That truck routes be removed from Rymal Road within the urban area and Garner Road from Glancaster to Highway 6; and
- (c) That the Committee 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.

**CARRIED**

**(Ritsma/Rogerson)**

That the draft Citizen Committee Report respecting the Truck Route Proposal Motion be endorsed, subject to updates to the dates.

**CARRIED**

**(iv) All Advisory Committee Meeting – HCyC Presentation (Item 9.4)**

C. Yachouh provided an overview of the presentation they planned to present at the All Advisory Committee Meeting on September 27, 2021.

**(g) NOTICE OF MOTION****(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 11.1)**

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge 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;

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;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

**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; and,

(b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

**(ii) Barton & Fifty Road Environmental Assessment Cycling Infrastructure (Item 11.3)**

WHEREAS Barton Street East, between Fruitland Road and Fifty Road, and Fifty Road, between South Service Road and Highway 8, are on the cycling master plan;

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,

That Fifty Road cycling lanes be extended to the South Service Road to connect to cycling lanes east of the City of Hamilton.



**(iii) Bike Lane Asphalt (Item 11.4)**

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.

**(h) GENERAL INFORMATION / OTHER BUSINESS****(i) New Staff Liaison**

D. Pimentel will be the new Staff Liaison for the Committee, effective after this meeting.

**(ii) 2022 HCyC Budget Submission**

The Committee will need to approve its 2022 budget request at the November meeting. Members should think about potential projects in advance of the October meeting.

**(i) ADJOURNMENT**

**(Oates/Vander Muelen)**

That, there being no further business, the meeting adjourned at 7:40 p.m.

Respectfully submitted,

Chris Ritsma  
Chair, Hamilton Cycling Committee

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

Project No.	Project Name	Segment	Description
<b>Implementation</b>			
21-004	West 5th - Keddy Trail Connector	Brow to Fennell Ave	3m asphalt bicycle path behind existing sidewalk
22-021	Cootes MUP (Hatt Phase 2)	Baldwin St to Dundas St	Baldwin: bicycle boulevard Cootes: 3m multi-use path
22-019	Centennial Pkwy MUP	Confederation Dr to Goderich Rd	3m asphalt bicycle path; existing segment on QEW bridge completed by MTO
22-017	Emerson St/ Whitney Ave/ Leland St	Main St to Whitney Ave Emerson St to Main St Main St to Whitney Ave	Bicycle lanes
20-026	Longwood Rd	King St to Main St	Cycle track (east side)
22-006	Victoria Ave (south)	Cannon St to Stinson St	Cycle track (east side)
22-010	Charlton Ave John St MacNab St	MacNab St to Ferguson Ave Charlton Ave to St. Joseph's Dr Charlton Ave to Herkimer St	Charlton: Barrier separated (precast concrete curbs and flexposts) bicycle lanes John: cycling connection to/from Keddy Trail (St. Joseph's Dr) MacNab: bicycle lane
21-003	Stone Church Rd	Arbour St to Upper Red Hill Valley Pkwy	3m multi-use path; maintain existing bicycle lanes
22-032	Dundurn St/ Lamoreaux Ave	Baker St and Lamoreaux Ave	Cycling connection across Dundurn St between Baker/Lamoreaux
<b>2021 Deferred Implementation</b>			
22-015	Stonehenge Rd	Southcote Dr to Stone Church Rd	Buffered bicycle lanes
21-016	Shamrock Park Bicycle Path	Ferguson to Young	3m asphalt bicycle path
21-020	Upper Paradise Rd at Mohawk Rd	Buckingham Dr to Lunner Ave	Barrier separated (precast concrete curbs and flexposts) bicycle lanes
22-027	Breadalbane St	King St to Jones St	Bicycle boulevard
21-021	John St	Guise St to Burlington St	Cycle track
<b>Enhancements</b>			
21-002	Delaware-Maplewood	Full length of both streets, spanning Wentworth St to Gage Ave.	Flexposts at each intersection
22-022	Locke St	Main St to Hunter St	Bicycle lane separation enhancement
22-031	Herkimer St/ Charlton Ave	Queen St to James St	Addition of planters at key locations
22-026	Cannon St	James St to Sherman Ave	Replace existing barrier with poured concrete
22-024	Victoria Ave	Ferrie St to CN tracks	Cycle track
22-025	Gage Ave	Barton St to Beach Rd	Bicycle lane separation enhancement
22-018	King at 403 Signal	Intersection	403 crossing improvements
	Minor Spot Enhancements	Various locations	
<b>Design Only</b>			
22-002	King Street @ Red Hill Improvements	Lawrence Rd (Mt Albion to King St) King St (Lawrence Rd to Pottruff Rd)	Cycle track
21-009	Barton St MUP	RHVP to Centennial Pkwy	3m multi-use path
22-011	Hwy 8 Stoney Creek	King St to Dewitt Rd	Barrier separated (precast concrete curbs and flexposts) bicycle lanes
21-007	Nash/ Bancroft MUP or BB	Red Hill Valley Pkwy to Confederation GO station	Barton: 3m asphalt bicycle path Nash: bicycle boulevard Bancroft: bicycle boulevard
22-028	Dundas St MUP	Hwy 6 to Hamilton St	3m multi-use path
21-008	Kitty Murray Ln	Golf Links Rd to Garner Rd	Bicycle lanes
21-025	Kenora Ave	Ellingwood Ave to Queenston Rd	Bicycle boulevard
22-029	Ferrie St/ Wellington St	Victoria Ave to Wellington St/ Ferrie St to Simcoe St	3m asphalt bicycle path
22-030	West 5th MUP	Fennell Ave to Governor's Blvd (Mohawk College)	3m asphalt bicycle path
22-039	Inverness Ave	Upper James St to Upper Wellington St	Bicycle lanes
<b>CPMS Projects (2022 Install)</b>			
22-101	Mud St	Isaac Brock Dr to Upper Centennial Pkwy	3m multi-use path
22-102	King St	Stoney Brook Dr to Hwy 8	Bicycle lanes
22-104	Creighton Rd (Bridge 089)	30m south of Mill St	Bicycle lanes
22-105	Concession St/ Mountain Brow Blvd	Upper Gage Ave to Oakcrest Dr	3m multi-use path
22-106	Highland Rd	Winterberry Dr to Glenhollow Rd	Bicycle lane separation enhancement
22-107	Highland Rd	Glenhollow Rd to First Rd	Bicycle lane separation enhancement
22-014	Southcote Dr	Hwy 403 to Garner Rd	3m multi-use path
22-109	Strathearne Ave	Britannia Ave to Main St	3m multi-use path
22-114	Dewitt Rd	Hwy 8 to Barton St	Buffered bicycle lanes
22-116	Sterling St	Forsythe St to King St	Bicycle lane separation enhancement
21-026	Wilson St Hill	Rousseaux St to Filman Rd	Bicycle lane separation enhancement
<b>LAS Projects - Construction</b>			
22-201	Mountain Park Ave Rehab/ Mountain Brow Trail	Sherman Cut to E 43rd	
21-202	Butler Hydro Corridor Trail (7-1)	LR Mall to Rymal Rd	
21-204	Hamilton Harbour Waterfront (DMAF)		0
21-206	Pipeline Gateway		0
<b>LAS Projects - Design</b>			
21-201	Strathearne Hydro Corridor Trail	Barton St to Greenhill Ave	
21-203	Rail Trail Improvements	Corktown to Ward 6	
21-205	Recreational Trails MP Update		0



**From:** School Travel Planning  
**Sent:** Tuesday, September 21, 2021 2:04 PM  
**To:** Pimentel, Danny  
**Subject:** School Streets Project

The City of Hamilton has been awarded a grant to pilot a School Street at a few elementary schools in the City. Originally developed in the UK, a School Street is a car-free zone in front of a school during drop-off and/or pick up times. It creates a safe space for students and families to walk, bike, scoot, play, and interact as they arrive and depart each day. It involves temporarily closing an existing street to vehicles on a street adjacent to a school. In Hamilton we are looking to pilot it in the Spring of next year at two schools. We are in the initial stages of planning for this project and can provide updates moving forward.

School Travel Planning Coordinator





# INFORMATION REPORT

<b>TO:</b>	Mayor and Members Board of Health
<b>COMMITTEE DATE:</b>	October 19, 2020
<b>SUBJECT/REPORT NO:</b>	Social Determinants of Health in COVID-19 (BOH20015) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Hilary Wren-Atiola (905) 546-2424 Ext. 3724 Sue Connell (905) 546-2424 Ext. 3798
<b>SUBMITTED BY:</b>	Dr. Elizabeth Richardson, MD, MHSc, FRCPC Medical Officer of Health Public Health Services
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

Not Applicable.

## INFORMATION

### Purpose

This report (BOH20015) and the accompanying presentation provide the Board of Health (BOH) with an overview of the profile of the social determinants of health (SDOH) among Hamilton's COVID-19 cases, and outlines actions staff are taking to address health inequities among vulnerable populations.

### Background

The SDOH are the conditions in which people are born, grow, work, live and age. The Ontario Human Rights Commission (OHRC) emphasizes that collecting and analyzing data that identifies individuals by their race, ethnicity, or similar factors can assist institutions to promote human rights and to improve equitable service delivery<sup>1</sup>.

<sup>1</sup> Ontario Human Rights Commission. (2009). Count Me In, Collecting Human Rights Based Data. Toronto, from: <http://www.ohrc.on.ca/en/count-me-collecting-humanrights-based-data>

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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On May 26, 2020 Hamilton Public Health Services (PHS) began collecting SDOH data on COVID-19 cases using a tool adapted from Middlesex London, Toronto and Peel Health Units. On June 26, 2020 the Ministry of Health made changes to Regulation 568 under the Health Protection and Promotion Act to include the collection of data on race, income, household size, and language from individuals whom test positive for COVID-19.

Between March 1, 2020 and August 31, 2020 just under 1,000 residents in Hamilton were infected with COVID-19. PHS collected the required SDOH data, along with data on employment status and Indigenous status, from 630 of those individuals. The findings should be interpreted with caution due to the level of response achieved.

### **Findings**

Our data suggests that racialized populations, health care workers and people living with low-income are disproportionately affected by COVID-19 in Hamilton. We also found that males and seniors are more likely to be hospitalized and die from COVID-19.

These findings are not unique to Hamilton. Toronto Public Health also found that people in the lowest income group have the highest rate of COVID-19 and that there is a higher case and hospitalization rate for racialized communities<sup>2</sup>. Similar trends have been shown in Waterloo Region<sup>3</sup> and in the City of Ottawa<sup>4</sup>.

The COVID-19 pandemic is magnifying the impact of the SDOH and the inequities that have long existed in communities. For example, we know that people living with low incomes have difficulty affording basic resources (e.g. food, paying bills). During a pandemic, difficult choices between needed supplies (e.g. hand sanitizer, masks) and basic resources is exacerbated.

### **Actions Taken**

The Hamilton EOC, PHS and the health system partnership of the Hamilton COVID Response Table (HCRT) continue to work in close alignment to support vulnerable populations throughout the pandemic. Actions taken include:

- Collect and analyze data on social determinants;
- Support shelters to follow public health measures;
- Delivery of essential supplies (e.g. medicine to people without social supports);

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<sup>2</sup> Toronto Public Health. (2020). COVID-19 and the Social Determinants of Health: What do we know? Updated May 14th, 2020 from: [https://www.toronto.ca/wp-content/uploads/2020/05/96e0-SDOHandCOVID19\\_Summary\\_2020May14.pdf](https://www.toronto.ca/wp-content/uploads/2020/05/96e0-SDOHandCOVID19_Summary_2020May14.pdf)

<sup>3</sup> CBC Kitchener-Waterloo. (2020). New immigrants, low-income earners in Waterloo region seeing higher rates of COVID-19. Updated July 15th, 2020 from: <https://www.cbc.ca/news/canada/kitchener-waterloo/immigrants-low-income-waterloo-region-covid-19-1.5649453>

<sup>4</sup> Ottawa Matters. (2020). Early race-based COVID-19 data showing Ottawa minority groups affected at high rate. Updated June 24th, 2020 from: <https://www.ottawamatters.com/local-news/early-race-based-covid-19-data-showing-ottawa-minority-groups-affected-at-high-rate-2515515>



**SUBJECT: Social Determinants of Health in COVID-19 (BOH20015) (City Wide) -  
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- Consultation and support to Indigenous organizations (e.g. COVID call centre);
- Enhanced infection control support in congregate settings (e.g. residential care facilities, temporary farm worker housing);
- COVID-19 testing for persons living in shelters;
- Mobile testing for isolated individuals unable to get to assessment centres; and,
- Help people to access mental health and addictions supports

**Next Steps**

The EOC, PHS and the HCRT will continue to support vulnerable populations to achieve greater health equity throughout the COVID response, including:

Continue to...

- Work on previous Actions Taken;
- Work with Mental Health partners;
- Ensure social service providers who work with vulnerable populations know when and how to access testing;
- Support congregate settings as they undertake IPAC reviews.
- Advocate for basic income principles;
- Work to mitigate the unintended consequences of COVID-19 control measures (e.g. deferred immunizations, dental and vision health care, as well as adverse impacts on mental health and loss of income).

Advocate for...

- Public policy to protect seniors and low-wage frontline workers;
- Adequate human resources to support vulnerable populations.

Collaborate with...

- Communities disproportionately impacted by COVID-19, including racialized and low-income communities;
- Community service provider agencies serving populations impacted by COVID-19 or public health measures.

Exploration of...

- Voluntary isolation centres to minimize household transmission.

**APPENDICES AND SCHEDULES ATTACHED**

Not Applicable.



ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
2021 Projects									
20-006	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
22-017	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
20-026	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
20-017	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. Breadalbane has been added. Projects planned to be installed in 2022	N/A	City Cycling
20-027	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
20-002	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.	Complete	N/A	City Cycling
20-005	Hunter Street	MacNab to Catharine	2	Complete	0.9	Concrete curbs, changes to signals, signage, markings	The railing at the underpass is being fabricated.	1	OMCC
21-016	Shamrock Park Bicycle Path	Ferguson to Young	2	Design	0.2	Bicycle path beside existing sidewalk through park.	Detailed design complete. Planned for 2022 install.	4	Ward 2 Funds
21-013	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
22-009	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
21-021	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. Planned for 2022 install.	152	Dev Eng & City Cycling
20-022	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
22-005	Victoria	Birge to Cannon	3	Implementation	1	2 way curb separated cycle track	Design complete. Work order issued.	75	City Cycling
22-006	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
21-025	Greenford/ Kenora	Queenston to Neil Ave	5	Implementation	0.8	Bicycle Blvd signage and markings in conjunction with road works	Asphalt resurfacing ongoing.	73	City Rehab
22-019	Centennial Pkwy	Confederation Park to GO Station	5	Design	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
21-003	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
21-004	West 5th - Keddy Trail Connector	Keddy Trail to College/ Gows 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)

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
20-020	Limeridge Rd	Bonaventure to West 5th	8,14	Design approved	1.40	Painted lanes with painted buffer	Tentatively planned 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
21-027	Dalgleish/ Terryberry	Bellagio to Reg Rd 56	9	Implementation	0.95	3m asphalt multi-use path	In progress.	169	Dev Eng & City Cycling
21-015	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
21-010	Dewitt	Barton to Hwy 8	10	Design	1.00	Painted lanes with painted buffer	Detailed design in progress. Install planned for 2022.	111	City Rehab
21-024	Miles Road Culvert	South of Dickenson	11	Implementation	N/A	Rural shoulders condition	Construction in progress	N/A	City Rehab
21-026	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
22-015	Stonehenge	Southcote to Stone Church	12	Design	2.45	Painted lanes, buffer where width permits	Design is in progress. Planned for 2022 install.	58	City Cycling
	Garner Rd	Shaver to Hamilton Dr	12	Install	0.33	Paved multi-use trail	Design complete.	N/A	City Trails
21-012	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
22-001	Hatt Street	John to Baldwin	13	Complete	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.	Install complete. Resolving a few minor issues	19	City Cycling
20-009	Creighton	Governor's to Market Street	13	Complete	0.75	Painted lanes.	Additional signage by arena yet to install.	29	City Cycling
21-020	Upper Paradise at Mohawk	Buckingham to Lunner	14	Design	0.65	Painted lanes, buffer where width permits	Detailed design nearly complete. Planned for 2022 install.	N/A	City Cycling
22-020	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	Complete		paved shoulders with resurfacing	Install complete. Measuring widths.	18r	City Rehab
21-014	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

Construction Detours in addition to above	Duration	Description	Review Date
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If no existing cycling markings or signage: Typically no special cycling accommodations are required as cyclists are already sharing existing lanes with auto traffic.

McMurray bridge in Dundas Mud St - trail closure under bridge Butter Rd bridge Upper Sherman @ Beaverton	4 days	Merge with autos & advance notice of BL closed	
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ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
	Locke at King - detour to Pearl SB			2 weeks		Detour signage			
	Green Mtn detour to Powerline Rd			7 weeks		Confirmed very low volumes			
	Charlton - Wentworth to Sherman Access			4 weeks		Resurfacing of street; trail users may need to detour to the railway tracks to cross at Wentworth			
	Inverness					TBD			
	Markland			1 day		Bend BL with pylons			
	George @ Ray/ Queen			1 day		Yield to opposing traffic.			
	Mulberry St - closure of Bay/ Mulberry			weeks		Detour via MacNab during Mulberry & Park resurfacing			
	Fifty Rd @ SSR					General road closure signage			
	Stone Church - Golf Links to Omni			Aug 1 to Sept 30		no defined detour, 2 week full closure Oakhaven to Omni, sidewalks may be closed at times too for spot repairs (possible dismount and walk...)			
	Stone Church - U James to U Wellington			mid Aug to mid Sept		no detour, the segment will be signed with temp condition (orange) single file signage			
	Cannon by stadium (876 Cannon E)			mid August, 2 days		2 stage closure for trench across Cannon. Cyclists notified to merge with autos OR advance notification to dismount and walk on		Aug 19/21	
	Kenora @ Ellingwood - adding a Kenora MUP through p			mid Sept to Oct 30		one of the AT connections (both currently sidewalks) should be passable at all times.			
	Old Guelph Rd - north of York Rd			Sept - Oct		advance notice boards			
	Wentworth - Main to Delaware			3-Sep		emergency - no special accommodations - NB Sanford, SB not as easy, but walk along Main to Myrtle if not rideable			
	Mineral Springs	Binkley to Sulphur Springs		Sept 20 to 23		General road closure signage	the rail trail serves as a reasonable cycling detour		



## 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.*

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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: 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.