City of Hamilton

HAMILTON CYCLING COMMITTEE

AGENDA

Meeting #:	21-011
Date:	November 3, 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

Pages

1. APPROVAL OF AGENDA

   (Added Items, if applicable, will be noted with *)

2. DECLARATIONS OF INTEREST

3. APPROVAL OF MINUTES OF PREVIOUS MEETING — 3

   HCyc Meeting Minutes - October 6, 2021

4. COMMUNICATIONS

5. DELEGATION REQUESTS

6. CONSENT ITEMS

7. PUBLIC HEARINGS / DELEGATIONS

8. STAFF PRESENTATIONS

   8.1. Keddy Trail - Public Art

   Ken Coit, Manager Placemaking Public Art and Projects, Tourism and Culture Division

Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, October 6, 2021
5:45 p.m.
Virtual Meeting

Present:	Chair:	Chris Ritsma
	Vice-Chair:	William Oates
	Members:	Kate Berry, Roman Caruk, Yaejin Kim, Ann McKay, Cora Muis, Gary Rogerson, Kevin Vander Meulen, Christine Yachouh,

Absent with Regrets: Jeff Axisa, Joachim Brouwer, Sharon Gibbons Jessica Merolli, Jane Jamnik, Cathy Sutherland, Councillor Esther Pauls, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Active Transportation Technologist, Sustainable Mobility
Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance
Rob Merritt, Senior Project Manager, Special Utilities Program, Geomatics and Corridor Management
David Lamont, Manager, Geomatics and Corridor Management

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a) APPROVAL OF AGENDA

(Caruk/Berry)
That the agenda of the October 6, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

b) DECLARATIONS OF INTEREST

None

c) APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) September 1, 2021 (Item 3.1)

(Berry/Caruk)
That the minutes of the September 1, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

d) STAFF PRESENTATIONS

(Berry/Vander Meulen)
That the Staff Presentations be received:

(i) Update on Keddy Access Trail (Item 6.1)

M. Field provided an update on the Keddy Access Trail, with a focus on the Operations and maintenance of the trail and proposed future improvements. Committee members shared their appreciation and excitement on the both the project (and number of trips made) as well as recent and proposed improvements to the intersection of Wellington St. The committee asked questions about data, terminology, user conflicts and what options (i.e. environmental statistics) are available that can be included in the proposed display board. Staff indicated that they would attend a future cycling committee (i.e. mid 2022) to present options related to the display board in order to obtain feedback prior to purchasing.

(ii) Road Cut Program Overview (Item 6.2)

R. Merritt provided an overview of the road cut program in the City. The committee asked questions about temporary conditions, material type, quality of material, warranty and timelines. Staff noted that any adjustments to timelines (i.e. Service Level Agreements), would impact stakeholders and would require further review with those stakeholders. Staff also indicated that if members of the committee notice unsafe road cuts, to contact the office to report and staff can follow up. Staff will provide and share contact information to committee members for reporting purposes.

(iii) Breadalbane and Pearl/Kent Bicycle Boulevards (Item 6.3)

T. Jenkins provided an overview of the Breadalbane and the Pearl/Kent bicycle boulevard projects. While the committee provided comments on proposed elements for each project, it was noted by staff that comments can be submitted (survey link included in the presentation) until Friday October 8, 2021.

CARRIED

e) DISCUSSION ITEMS

(i) 2022 HCyc Workplan and Budget (Item 9.1)

The committee discussed potential ideas for their 2022 workplan, in regard to budgeting. It was determined that a separate working group be formed and that the working group meet with City staff to develop the budget request for 2022.

(Yachouh/Ritsma)
That a separate working group be formed that includes, W. Oates, K. Berry, C. Yachouh and C. Ritsma to meet and discuss with staff the 2022 budget request

CARRIED

(Vander Meulen/Oates)
That up to $2,000 be allocated to the purchase of bicycle lights from the 2021 Cycling committee budget.

CARRIED

(Yachouh/Vander Meulen)
That the committee meeting be extended to 8:00.

CARRIED

(ii) Cycling Workplan for 2022 (Item 7.2)

Staff provided the Committee with a list (and map) of 2022 cycling projects for their review and feedback. Staff indicated that a report is being prepared to be included in a November Council meeting and that committee members are asked to provide any feedback by Wednesday. October 13, 2021. Staff will follow up with the committee on kilometers of cycling infrastructure being proposed in 2022 as well as 2021 implemented projects.

Quorum was lost prior to item 7.2 being completed. As a result, all additional items were not voted on for deferral, but time had expired in the allotted meeting time.

(iii) School Streets Project (Item 7.3)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

(iv) Social Determinants of Health in COVID-19 (Item 7.4)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

(v) Planning and Project Update (Item 7.5)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

f) NOTICE OF MOTION

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 8.1)

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 8.2)

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 8.3)

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.

g) ADJOURNMENT

Quorum was lost at 8:00 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Active Transportation Technologist, Sustainable Mobility
Transportation Planning, Planning & Economic Development

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

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

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[1].

[1] 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

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[2]. Similar trends have been shown in Waterloo Region[3] and in the City of Ottawa[4].

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);

[2] 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

[3] CBC Kitchener-Waterloo. (2020). New immigrants, low-income earners in Waterloo region seining 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

[4] 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

- 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 bridgeInstall 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 beide 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/ 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)

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	Tentaively 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.	Additonal 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
If no existing cycling markings or sigange:	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	

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 pa			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		advacnce 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		

Literature Review: Cycling and Gender

Trends and Findings from Low-Cycling Countries

Women typically represent one third of cyclists in countries like Canada that have low levels of cycling, whereas women represent over 50% of cyclists in high-cycling countries like The Netherlands and Denmark (Garrard et al., 2012; Pucher et al., 2011). Many studies have documented lower rates of cycling among women compared to men (*inter alia*, see (Bourke et al., 2019; Heesch et al., 2012; Shaw et al., 2020). The gender split tends to be less disparate among bike share users compared to private bike use (Fishman, 2016), as has been found among SoBi members (Hamilton Bike Share Inc., 2018). **It is important to address gender differences in cycling because increases in overall cycling levels or mode share do not necessarily mean that more women or more diverse groups are cycling** (Aldred et al., 2016; Pucher et al., 2011)**.**

It has been suggested that "gender equity in cycling is an indicator of cycling-friendly environments" (Garrard et al., 2012) which has prompted researchers and transportation planners to understand women's cycling needs and to address real and perceived barriers. The gender gap in cycling has been increasingly studied over the past decade, especially since 2015. **Most studies rely on data collected at one point in time in one location (Ravensbergen et al., 2019), which can limit generalizability, and typically only involve women who currently cycle and are of working age.** The influence of other personal factors such as age, ability, and race on women's cycling levels and behaviour has been studied less in cycling research. Qualitative studies that explore women's perceptions or experiences of cycling are growing, but still less common in the literature. Finally, researchers are also trying to understand differences in barriers between women who do and do not cycle (Fowler et al., 2017).

Common trends from the literature on cycling and gender are reported in Figure 1. See Appendix A for a summary of peer-reviewed studies, local research, and policy documents.

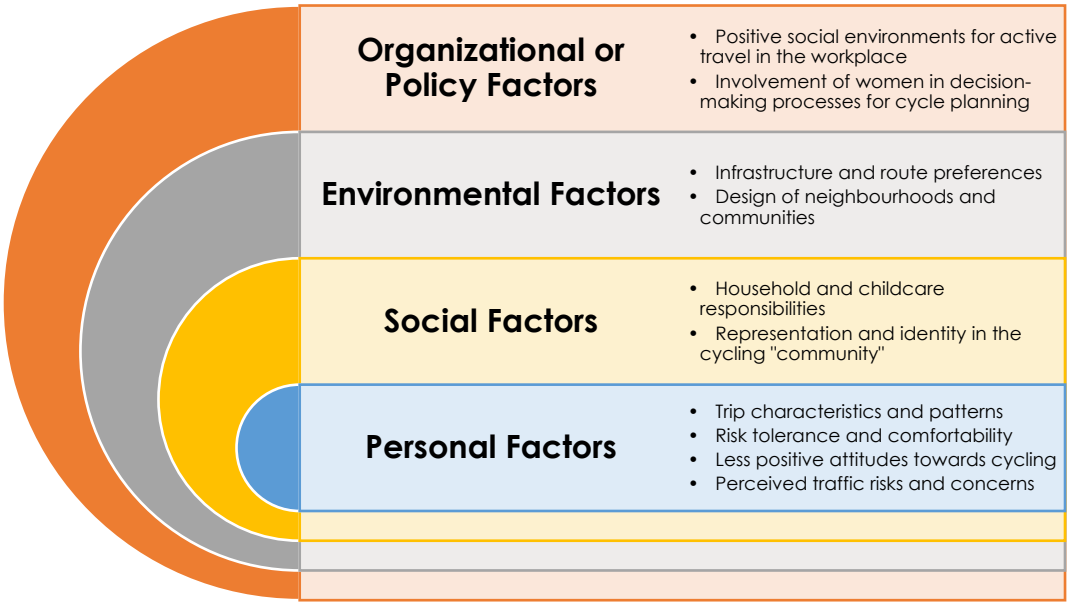

Figure 1. Gender differences in personal, social, and environmental factors can help to explain the gender gap in cycling. Women's representation in the cycling community and involvement in cycle planning may be indirect influences on cycling levels.

The evidence consistently suggests that lower risk tolerance and concerns about traffic, as well as household and childcare responsibilities, can explain differences in cycling levels and behaviour between men and women. Women have a strong preference for protected or off-road infrastructure (*inter alia,* Aldred & Dales, 2017; Copenhagenize Design Co., 2021; Sustrans, 2018; Winters & Zanotto, 2017) likely due to perceived traffic risks and safety barriers (Copenhagenize Design Co., 2021; Garrard et al., 2012). Women have been found to cycle by choice not necessity (Bonham & Wilson, 2012; Le et al., 2019; Singleton & Goddard, 2016) and to make more household trips and trips with children than men (Craig & van Tienoven, 2019). While women often commute to work by bike less than men, they are more likely to make other utilitarian or social trips by bike (Damant-Sirois & El-Geneidy, 2015). The involvement of women in planning and decision-making processes may help to ensure that the design of infrastructure or routes and cycle planning tools address the barriers women face (see Xie &

Spinney, 2018). Finally, women who cycle may have different personal factors (Singleton & Goddard, 2016) and perceived barriers (Fowler et al., 2017) than those who don't. **Additional research is needed to understand the processes that enable and reinforce gendered travel patterns and mobility differences (Ravensbergen et al., 2019) in order to address personal and social factors that discourage or prevent more cycling among women.**

Figure 2: "Risk iceberg" for women who cycle (adapted from Garrard et al, 2012).

Strategies to Achieve Gender Parity in Cycling

The vast majority of the literature on this topic comes from low-cycling countries because they are most interested in increasing the participation of women in cycling to be on par with high-cycling countries. Australia and the United Kingdom have conducted most of this research, which means that identified recommendations to achieve gender parity in cycling are likely to be relevant and applicable to Hamilton and other Canadian cities.

Several strategies have been identified or discussed in the literature or policy reports to increase the percentage of women who cycle. These actions are recommended by researchers and transport planners based on evidence (Aldred et al., 2016, 2017; Garrard et al., 2012; International Transport Forum, 2011) or experience developing cycling programs for women (League of American Bicyclists, 2013, 2015).

Build a dense grid of protected and separated infrastructure. Non-riding women are more likely to identify safety barriers than riding women.	**Broaden the focus of promotion of cycling beyond commuting to work.** Promote a ***utilitarian*** cycling culture that normalizes travel by bicycle.	**Ensure that promotional images or campaigns of cycling feature a variety of bicycle designs that may appeal to a diversity of women.**	**Dispel common myths about cycling, address perceived risks (see Figure 2), and highlight convenience and enjoyment of cycling.**

Compile useful data to understand gender differences in cycling. **Explore the needs and preferences of under-represented groups in the cycling community.**	**Involve women in cycle planning and decision-making processes.** Ensure that cycling outreach targets diverse groups in the community.	**Implement mentorship and social programs that encourage and support women to adopt cycling.**	**Focus on the 5 C's:** **Comfort** **Convenience** **Confidence** **Consumer Products** **Community**

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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: 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.