



City of Hamilton

HAMILTON CYCLING COMMITTEE REVISED

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

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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

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

2022 Proposed Budget

| Item | Budget |
|--|-----------------|
| Social Media Campaign | \$500 |
| Special Projects | \$5,000 |
| Tourism Promotions (Supporting Ontario by Bike) | \$500 |
| Supporting Community Events to Raise Awareness for Cycling | \$3,000 |
| Special Committee Cycling Events | \$2,000 |
| Training, Conferences and Memberships | \$2,000 |
| Meeting Expenses | \$1,000 |
| TOTAL | \$10,000 |
| Funds from Levy | \$10,000 |
| Funds from Reserve | \$4,000 |



October 29, 2021

Dear Hamilton Cycling Committee

Bike for Mike is a non-profit organization with the mission of making Hamilton a more cycle-friendly city by creating and empowering a new generation of riders. The initial goal of Bike for Mike was to 100% of students to bike to school. Our approach was to identify and eliminate barriers to biking. The main thing we heard from families was that they didn't have access to bikes. So over the course of 5 years, we provided over 2500 bikes to students and their parents at elementary schools in Hamilton.

After 5 years, we had learned that access to bikes was not the only barrier to biking to school. Safety and behaviour change are also important elements - not just for cyclists, but for all students using active transportation in their neighbourhood. To reach our aspiration, a more comprehensive approach was required. So, we created the Daily School Route (DSR), an active transportation system for kids with the aspiration of enabling 100% of students to walk, bike, scooter, or use any human powered form of movement to get to school.

This past August we were awarded the Hamilton Community in Motion award for pedestrian friendly organization, and this fall the HWCDSB added us to their website as their Active Transportation System ([Active Transportation \(hwcdsb.ca\)](https://www.hwcdsb.ca)). We are currently working with five pilot schools on different projects to learn how we can effect behaviour change towards more walking and wheeling. At the same time, we're scaling our main engagement platform (www.dailyschoolroute.org) to 26 new elementary schools thanks to generous funding from the Patrick J. McNally Foundation.

We have two projects that are nearly ready for implementation, and are requesting financial contribution to cover the cost of supplies.

- 1) The first project designating routes to school with wayfinding signs. School communities have indicated to us that designated routes to school will help support active school travel. Designating routes can help new walkers identify common routes, and they can increase the visibility, and thus safety, of students by having more of them travel along the same route together. Moreover, signs that indicate travel times can encourage new walkers and wheelers by showing them that it is 'not as far as they think' to walk to school. This will help support the goal of getting more students walking/wheeling to school. We have been working with each school community (students and parents) to identify the optimal sign locations. We have support from the City on this project and

have provided them with a detailed package of sign locations and rationale at our first school, which we will do for the other 5. The signage will be installed this spring.

- 2) The second is an alleyway project. A main route to school for St. Ann (Hamilton) CES in ward three is through an alleyway. The principal and school community have identified this as an opportunity for getting students involved in community projects in their neighbourhood. Our vision is to turn the alleyway into a 'student street' by making it safe and attractive for students to travel through. To this point we have cleaned up the alley with students and their families, and have engaged property owners along the alleyway for permission. The next step is to walk the alley with students and have them envision how the space could be used. Then, they implement some of their ideas. This project will also be integrated with the signage project at this school. Planning will be done in the fall while implementation will occur in early 2022.

Reporting back

Core to our approach is measuring the effectiveness of our projects. Before, during, and after implementation we will be measuring how many students are walking/wheeling to school. We will also collect qualitative data from the school and families. We would love to report this back to the Cycling Committee to show how the funds have been used.

Cost breakdown

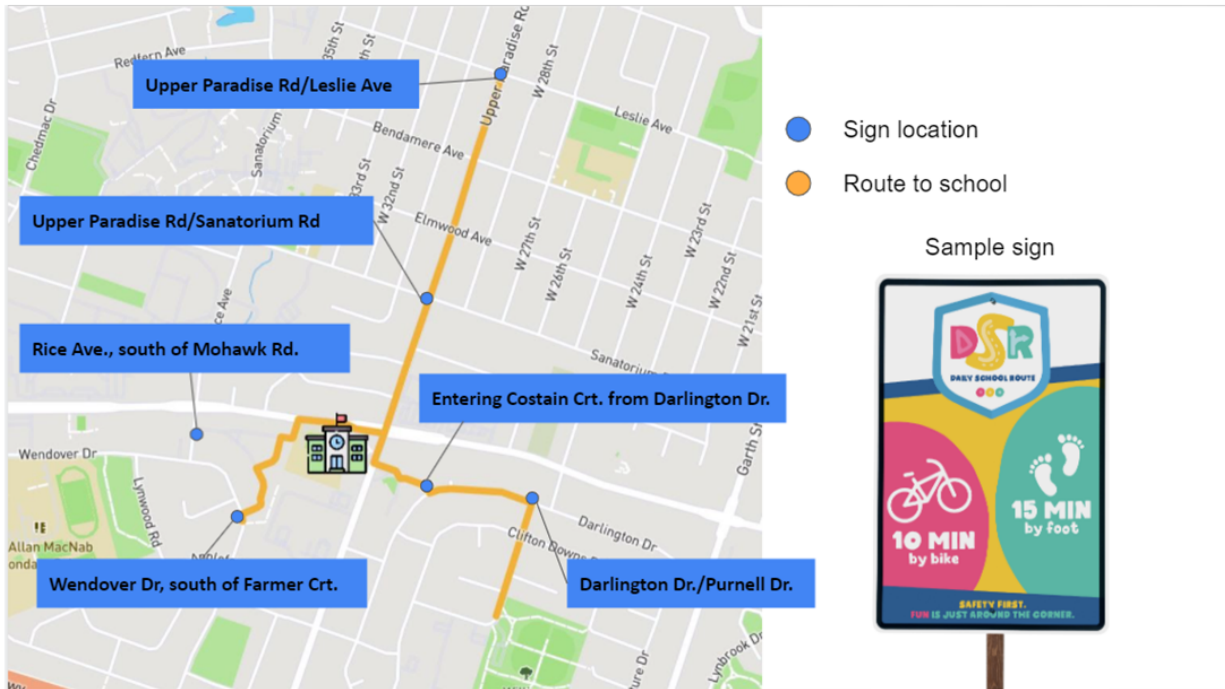
| Project | Supplies | Cost |
|------------------|---|----------------------|
| Wayfinding signs | 6 signs each at 5 schools (see attached image of sample sign) | Approx \$1000 |
| Alleyway project | <ul style="list-style-type: none"> - Plywood, paint - Possibly building a planter box - Possibly ground stencils | Approx \$1000 |
| | | Total: \$2000 |

Thank you for reaching out to assist with this project. If you have any questions, please let us know.

Regards,

Mark Chamberlain
 Founder, Bike for Mike
 mjchamberlain@gmail.com

Daniel Chong
 Bike for Mike/Daily School Route
 dan@dailyschoolroute.org



Sample sign and locations at a pilot school. Actual signs will have school logo and City of Hamilton logo



Photo of alleyway cleanup

October 18, 2021



Dear Hamilton Cycling Committee

Cycling Without Age is a 100% volunteer non-profit organization that takes the elderly and less able citizens out for free bike rides in specialized 3-wheel bicycles called trishaws. This program has grown rapidly across Canada and throughout the world. Details of the program can be found online at <https://cyclingwithoutage.ca/>

The Cycling Without Age (CWA) Hamilton and Burlington Chapter was started in 2021 and is based out of New Hope Community Bikes (NHCB). NHCB is a registered charity and social enterprise that seeks to get more people on affordable, reliable bicycles and provide employment and job training opportunities for youth. Since August 2021 our Hamilton chapter has been providing rides to seniors at the Welcome Inn Community Centre on Wood Street East.

On October 7, 2021 the Hamilton Spectator featured us on the frontpage: <https://www.thespec.com/news/hamilton-region/2021/10/09/cycling-without-age-gives-hamilton-seniors-a-breath-of-fresh-air-during-a-hard-time.html>. Since that date we have received inquiries from over 40 Hamiltonians who wish to train to become pilots! We will continue to offer rides at the Welcome Inn this fall, and work on our plans to expand next spring, which include offering the program to the residents of 500 McNab (a CityHousing building that has recently reopened), which is also nicely situated near the Waterfront Trail.

To continue and expand our program we request a financial contribution to cover the cost of an additional battery* - allowing us to provide a full day of rides for seniors, and a fitted blanket* - allowing us to extend the riding season comfortably into the colder weather. These items would go a long way to providing as many seniors as possible the opportunity to benefit from the mobility, social engagement, and mental health benefits that being in nature provides. In total these items cost approximately \$1889.50.

Thank you for your anticipated assistance with this request. Should you have any questions, please contact one of us directly.

Sincerely,

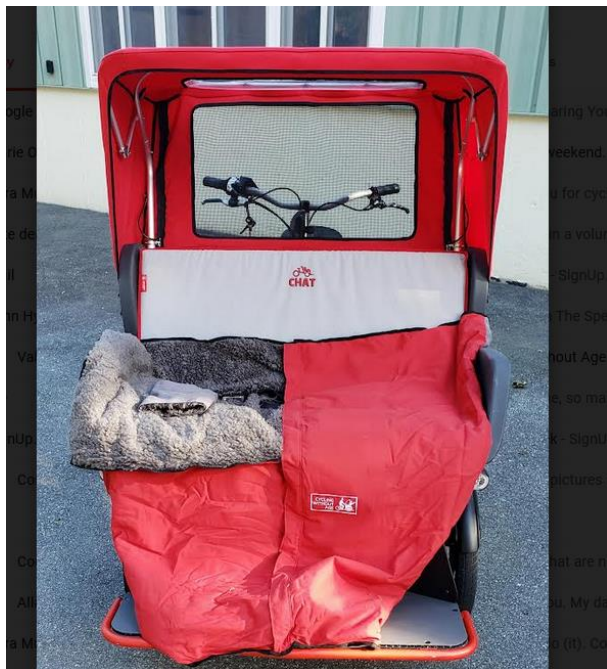
Nancy Gray
Co Founder
Hamilton & Burlington Chapter
Cycling without Age
<https://cyclingwithoutage.ca/>

Tammy Heidbuurt
Director of Business Development and Community
Partnerships
Community
<https://www.newhopecommunitybikes.com/>

*Chat Battery for Trishaw – \$1339.05 (includes taxes and shipping)



* Chat Duffle (blanket) with Muff for hands (approximately \$550 cdn)



November 1, 2021

Hamilton Cycling Committee

Dundas Rides Vélo Dundas would like to request an amount of \$250 to support a group ride in Dundas on December 10th, 2021 at 6:30 pm. The ride would be a short, family friendly event to tour Dundas and see some of the Christmas lights. We will encourage the participants to decorate their bikes also.

Dundas Rides is a non-profit corporation (incorporated in Ontario in 2020) dedicated to the promotion of safe and fun cycling in Dundas.

The funds will be used for a variety of items for that ride:

advertising: e.g. posters, newspaper,

decorations: glow sticks for fun and safety of children involved

award for best decorated bike

refreshments post ride: hot chocolate and cookies

The money would be spent before the ride by the directors of Dundas Rides.

We will post pictures of the event on social media and hope to have a reporter from the Dundas Star attend.

Respectfully

William Oates
Director Dundas Rides





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: | Dr. Elizabeth Richardson, MD, MHSc, FRCPC Medical Officer of Health Public Health Services |
| SIGNATURE: | |

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 delivery¹.

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>

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.

**SUBJECT: Social Determinants of Health in COVID-19 (BOH20015) (City Wide) -
Page 2 of 3**

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 communities². Similar trends have been shown in Waterloo Region³ and in the City of Ottawa⁴.

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 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>

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>

**SUBJECT: Social Determinants of Health in COVID-19 (BOH20015) (City Wide) -
Page 3 of 3**

- 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 |
|---|----------|-------------|-------------|
|---|----------|-------------|-------------|

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 | |
|---|--------|--|--|

| 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 | | |

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.

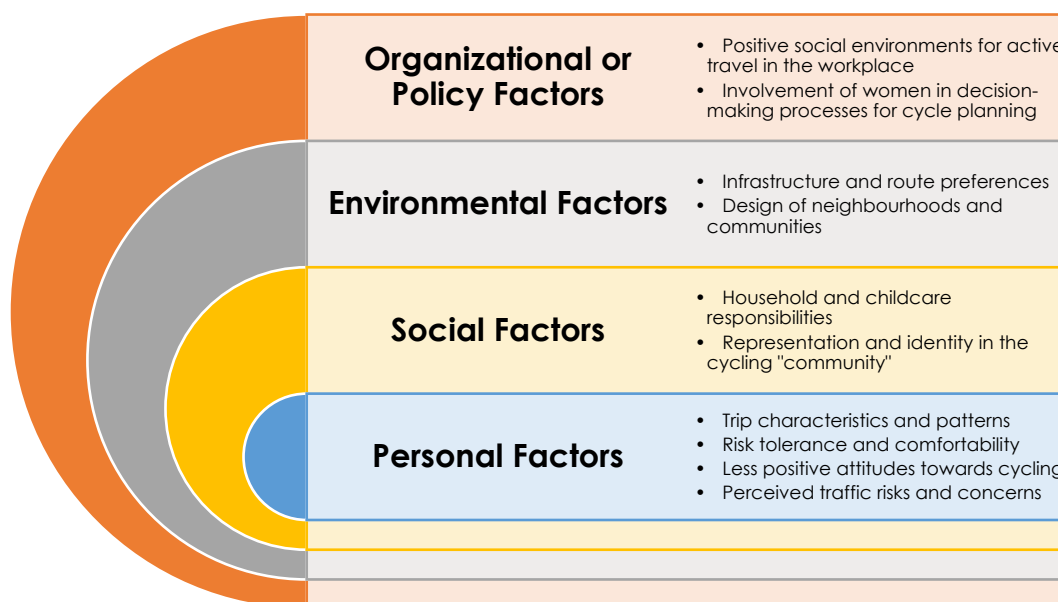


Figure 1. Gender differences in personal, social, and environmental factors can help to explain the gender gap in cycling. Women’s representation in the cycling community and involvement in cycle planning may be indirect influences on cycling levels.

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-Generdy, 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.**

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.



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

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).

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

Source: League of American Bicyclists



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

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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

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

Secunder:

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.