



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 22-001
Date: January 5, 2022
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, December 1, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Kate Berry, Roman Caruk, Sharon Gibbons,
Jane Jamnik, Jessica Merolli, Cora Muis, Gary Rogerson,
Kevin Vander Meulen, Christine Yachouh,

Absent with

Regrets: Joachim Brouwer, Yaejin Kim, Ann McKay, Cathy Sutherland, Councillor
Esther Pauls, Councillor Terry Whitehead.

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

1. APPROVAL OF AGENDA

(Caruk/Oates)

That the agenda of the December 1, 2021 meeting of the Hamilton Cycling
Committee be approved, as presented.

CARRIED

2. DECLARATIONS OF INTEREST

C. Ritsma declared a conflict of interest for Item 7.3.1, Hamilton Bike Share Inc. -
Everyone Rides Initiative, and will be abstaining from voting.

3. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) November 3, 2021 (Item 3.1)****(Jamnik/Gibbons)**

That the minutes of the November 3, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**4. CONSENT ITEMS****(i) All Advisory Committee Meeting Minutes - Sep 27, 2021 (Item 5.1)****(Yachouh/Caruk)**

That the All Advisory Committee Meeting minutes of September 27, 2021 be received, as presented.

CARRIED**5. PUBLIC HEARINGS / DELEGATIONS****(i) Gender in Cycling Research Final Report (Item 6.1)**

Delegation has withdrawn.

6. DISCUSSION ITEMS**(Merolli/Axisa)**

That the discussion items be received and approved as follows:

(i) Terms of Reference Review (Item 7.1)

Committee members reviewed the Terms of Reference (TOR) and the mandate of the committee. Members noted that the committee mandate is not part of the TOR. Other items noted were, minimum age of members, adding scooters/e-scooters, term limits, appointment process, date/time of, and membership composition.

(Kate/Roman)

That the existing TOR remain and be further reviewed at a later date.

CARRIED

(ii) Member Attendance (Item 7.2)

Time commitment and attendance requirements were reviewed by committee members, in order to assess the potential removal of a member(s). Staff will provide additional information to the committee on the process for removing a committee member(s).

(iii) 2021 Budget (Item 7.3)

The committee discussed the remaining 2021 budget and allocated expenses to the following items:

- Hamilton Bike Share Inc. - Everyone Rides Initiative (Item 7.3.1)
- Velo Canada Membership (Item 7.3.2)

(Yachouh/Muis)

That up to \$1,000 from “Supporting Community Events to Raise Awareness for Cycling” within the 2021 Cycling Committee budget, be allocated to the Hamilton Bike Share Inc. - Everyone Rides Initiative request.

CARRIED**(Merolli/Rogerson)**

That up to \$200 from “Special Projects” within the 2021 Cycling Committee budget, be allocated to a yearly membership with Velo Canada.

CARRIED**(Oates/Berry)**

That remaining funds from the 2021 Cycling Committee budget be allocated into the reserve, to the upmost allowable amount.

CARRIED**(iv) Planning and Project Update (Item 7.4)**

Staff provided committee members with a digital update on the status of 2021 cycling infrastructure projects. Members asked questions related to York Blvd implementation, other completed projects and maintenance of bicycle lanes.

(v) Citizen Committee Report - Barton and Fifty EA (Item 7.5)**(Jamnik/Caruk)**

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 AND RECOMMENDED:

(a) That Barton Street East cycling lanes be separated and protected and make connections to the local schools in the area;

(b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;

(c) That Fifty Road cycling lanes cross the QEW bridge and connect to Winona; and,

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

(Merolli/Jamnik)

That the Citizen Committee Report respecting the Barton and Fifty Environmental Assessment be endorsed, subject to updates to the dates.

CARRIED

7. 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 AND RECOMMENDED:

- (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.

(Vander Muellen/Rogerson)

That the motion be deferred to a future meeting.

CARRIED

(ii) 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 AND RECOMMENDED:

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.

(Ritsma/Muis)

That the motion be deferred to a future meeting.

CARRIED

8. GENERAL INFORMATION / OTHER BUSINESS

(i) Appointment of Chair and Vice-Chair

Committee members were asked to consider a chair or vice-chair role in 2022. Both positions will be selected/voted on at next committee meeting in January.

(ii) Truck Route Master Plan Update

Members inquired about an update or status of the Truck Route Master Plan. Staff indicated that it has been sent back to staff for further study and consultation.

(iii) Dundas Rides Event

Dundas Rides is hosting a bicycle ride in Friday December 10, 2021 beginning at Dundas Driving Park. Registration is required to participate.

(iv) Hamilton Bike Share Inc (HBSI)

C. Ritsma noted that a motion will be coming forward at a future meeting with recommendations on funding of HBSI.

9. ADJOURNMENT**(Merolli/Oates)**

That, there being no further business, the meeting adjourned at 7:23 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

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

2022 Meeting Dates - Hamilton Cycling Committee		
Meeting Date	Time (pm)	Location
Wednesday, January 5, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, February 2, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, March 2, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, April 6, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, May 4, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, June 1, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, July 6, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, August 3, 2022	5:45 - 7:45	Virtual - YouTube
Wednesday, September 7, 2022*	5:45 - 7:45	Virtual - YouTube
Wednesday, October 5, 2022*	5:45 - 7:45	Virtual - YouTube
Wednesday, November 2, 2022*	5:45 - 7:45	Virtual - YouTube
Wednesday, December 7, 2022*	5:45 - 7:45	Virtual - YouTube

*subject to change

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: 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.