



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 22-003
Date: March 2, 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, February 2, 2022

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Roman Caruk, Sharon Gibbons, Ann McKay, Jessica Merolli, Cora Muis, Gary Rogerson, Cathy Sutherland, Kevin Vander Meulen, Christine Yachouh, Councillor Esther Pauls

Absent with

Regrets: Jeff Axisa, Kate Berry, Jane Jamnik, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Oates/Sutherland)

That the agenda of the February 2, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

3. DECLARATIONS OF INTEREST

C. Ritsma is on the Executive Board of Directors for Bike Share Inc. and declared a conflict of interest for Item 8.2 (City of Hamilton Bikeshare Report) and will be abstaining from voting.

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) HCyc Meeting Minutes - January 5, 2022 (Item 4.1)****(McKay/Rogerson)**

That the minutes of the January 5, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**5. COMMUNICATIONS****(Oates/Caruk)**

That the communication items be received:

(i) HCyc Membership Update (Item 5.1)

City staff informed committee members that Clerks is in the process of recruiting and filling recent vacancies. Members asked how quorum is impacted while members are being recruited. Staff will follow up with the committee when that information is available.

(ii) School Street Project Update (Item 5.2)

The committee was provided a written update on the School Streets Project. Members asked about timelines and what the closure/project is going to look like. Staff advised that each school may look different from one another and are still coordinating those details with the school and/or councillor. Committee members also offered to assist with schools within their wards that are taking part in the program.

CARRIED**6. DISCUSSION ITEMS****(i) Planning and Project Update (Item 8.1)**

Staff provided members with an update on current and planned projects. Members asked questions related to:

- Kitty Murray Lane: staff will follow-up on the planned infrastructure for this project; temporary bicycle lanes are noted.
- Dundas Street multi-use path: staff will follow-up on potential opportunities for consultation and/or engagement on this project.

- North Waterdown Drive, Hamilton: staff will follow-up and advise on status of design and if it can be shared/viewed by committee to better understand the connections to Parkside Drive and Avonsyde Boulevard.
- Active Transportation Fund: staff will be submitting an application to this Federal grant opportunity. Staff will seek feedback from committee members on potential projects that could be included.
- York Blvd, Hamilton: with future construction works planned on York Blvd because of LRT, any future road works (i.e. repaving, patch work) has been put on hold until a plan is determined.

(ii) City of Hamilton Bikeshare Report (Item 8.2)

A portion of the City of Hamilton “Public Bike Share Program Phased Procurement Process Sustainable Operations Model and Funding (PED20109(d))” report was read. Overall financial commitment was outlined and discussed as well as the potential for future expansion in other parts of the City.

(Merolli/Muis)

Suspend the rules of procedure in regard to a notice of motion.

CARRIED

(Oates/Muis)

That the Hamilton Cycling Committee support Report PED20109(d)) respecting the Public Bike Share Program Phased Procurement Process Sustainable Operations Model and Funding.

The above motion was amended to read as follows:

(Vander Meulen/Merolli)

That the Hamilton Cycling Committee support the concept of a partnership between the City of Hamilton and the bikeshare operator.

CARRIED

(iii) Claremont Art Project (Item 8.3)

Placemaking, Public Art and Projects is seeking a Hamilton Cycling Committee member to take part in an advisory committee for the Keddy Access Trail Street Art Project.

(Rogerson/Oates)

That J. Merolli be appointed to the Keddy Access Trail Street Art Project Advisory Committee as a representative of the Hamilton Cycling Advisory Committee.

CARRIED

(iv) 2022 HCyc Workplan (Item 7.4)

Committee members reviewed and discussed their 2022 workplan and noted that it is forecasted to include year 1 of each new committee term. The workplan is a working document and will be updated as projects progress and expenses incur. Members were advised that any expenses will still require committee members approval.

(v) Cycle Hamilton - Movie Night Funding Request (Item 8.5)

Committee members reviewed and discussed the funding request proposal from Cycle Hamilton. Committee members identified an informal limit of \$500 for previous and future requests to ensure its fairness for other organizations, while also understanding the challenges with spending the budget in years past. Members also identified that Cycle Hamilton received funding in 2021 for a research project which has not been completed.

(McKay/Muis)

That up to \$1,125 from "Special Projects" within the 2022 Cycling Committee budget, be allocated to Cycle Hamilton - Movie Night request and that the Hamilton Cycling Committee being identified as a co-sponsor.

CARRIED

(Merolli/Rogerson)

That the discussion items be received

CARRIED

7. NOTICE OF MOTION

(Vander Meulen/Oates)

That the motion be deferred to a future meeting:

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 9.1)

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.

CARRIED

(ii) Bike Lane Asphalt (Item 9.2)**(Ritsma/Merolli)**

That the motion be deferred to a future meeting:

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.

CARRIED**8. GENERAL INFORMATION / OTHER BUSINESS**

- (i)** Staff shared that D.Bender has retired and D. Pimentel is the new Project Manager, Active Transportation.
- (ii)** Staff will provide the committee with an update on Bike Month plans/events.

9. ADJOURNMENT

(Merolli/Oates)

That, there being no further business, the meeting adjourned at 7:38 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development

City of Hamilton - Bike Month 2022

The Sustainable Mobility Team has partnered with Cycle Toronto again to help promote Hamilton's Bike Day/Month. Cycle Toronto is in collaboration with graphic designers to create a new logo that will be agreed upon by the Bike Month Advisory Committee (BMAC). These logos will be tailored to our marketing efforts and printed on our t-shirt give-aways. It is unknown whether or not we will host an in-person event yet, but we will adapt either way.

Program Coordinator - Sustainable Mobility

Project Details

Project Boundary: Baldwin St to Dundas St
Phase: Design (2022 Install)

Funding Source: On-street Cycling 2021
Project Length: 240 m
Ward: 13

Key Map



Description

On the south side of Cootes Dr between Baldwin St and Thorpe St implement a 3.0m bicycle path adjacent to the sidewalk and between Thorpe St and Dundas St implement a 3.0m multi-use path (remove sidewalk). Baldwin St to become a bicycle boulevard with the addition of signage and pavement markings.

Precedent Images and Visualizations



Governor's Rd, Dundas
Bicycle path



Cootes Dr, Dundas
Multi-use path

Potential Impacts

HSR Route/Area	Impacts
5 (Delaware)	Bus shelter and amenities modification
52 (Dundas Local)	

Parking Review	Impacts
Private parking lot	Private parking encroaches into right-of-way and will need to be removed to accommodate MUP
Baldwin St	Formalize “No Stopping Anytime” along north curb beside Mediacom Park

Rationale

Baldwin St is a direct connection between the existing multi-use path on Cootes Dr and downtown Dundas via Hatt St (bicycle lanes added in 2021); and a connection to Ogilvie (future lanes) and Creighton (2021 lanes).

The proposed new segment of cycling facility on Cootes Dr (separate from the roadway) is justified due to existing volumes on Cootes Dr and direct connectivity to existing facilities on the south side.

Cycling Facilities Nomograph Alignment (OTM Book 18)

Not required. Baldwin St is a low volume local street, with no existing count data.

Strategic Alignment

Capital Plan

There are no plans for any roadworks along this segment within the next 5 years.

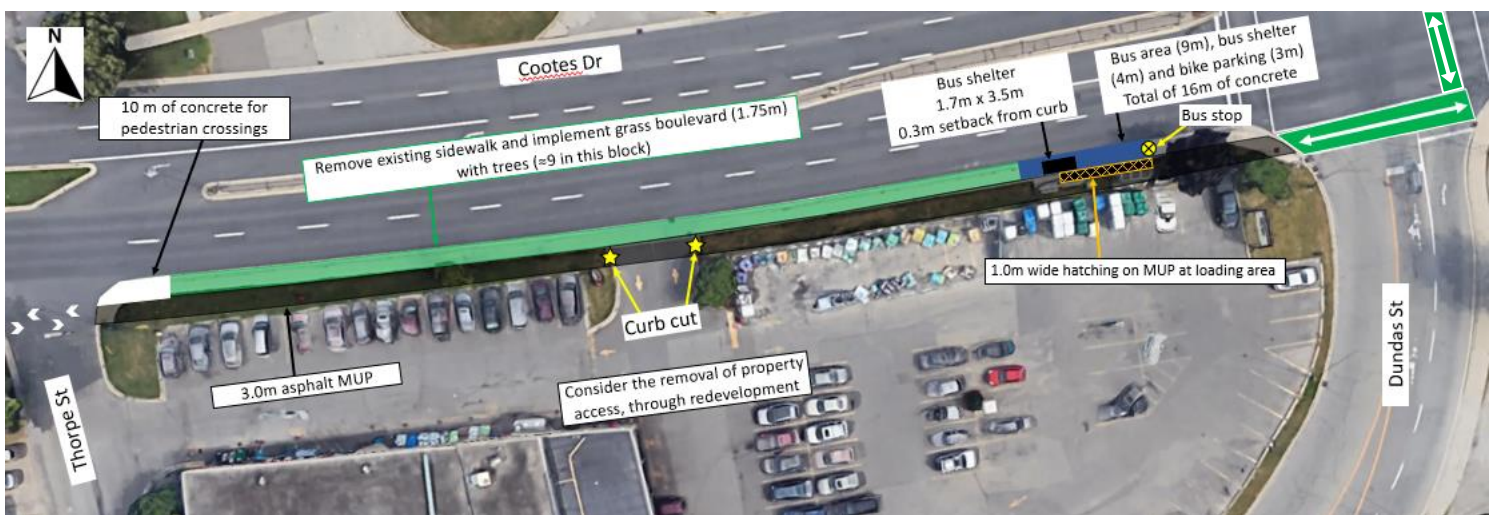
Transportation Master Plan

Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure
Facilitate Pandemic Response through active transportation

Detailed Maps



Baldwin St: to include bicycle boulevard markings and signage

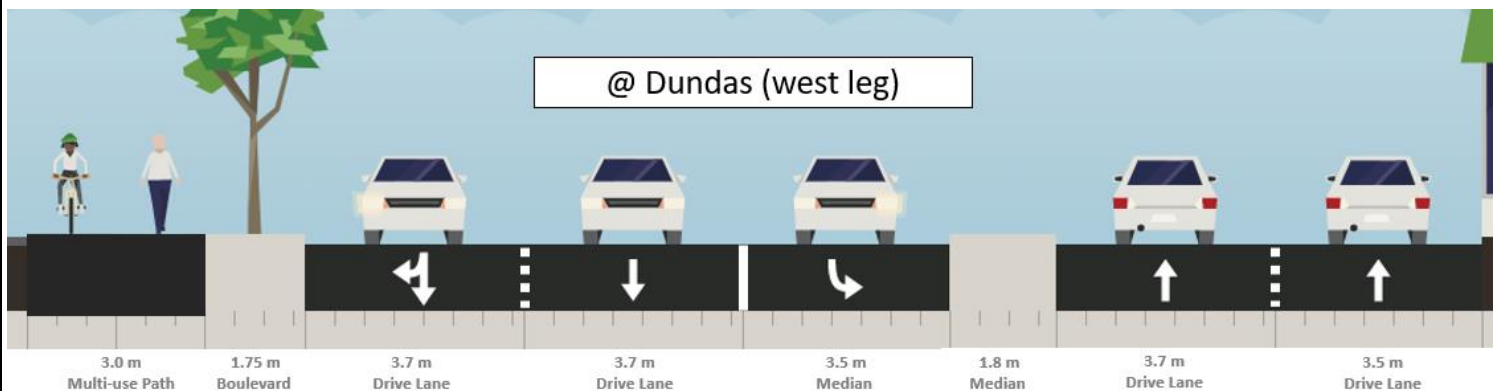
Cross Section Details

@ Baldwin to Thorpe



3.0m bicycle path adjacent to sidewalk

@ Dundas (west leg)



3.0m multi-use path

Project Contacts

Project Feasibility and Outreach

Danny Pimentel, Project Manager, Active Transportation: danny.pimentel@hamilton.ca

Project Design and Implementation

Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: bakir.fayad@hamilton.ca

Project Details

Project Boundary:	Arbour Rd to Upper Red Hill	Funding Source:	Stone Church MUP
Phase:	Design (2022 Install)	Project Length:	700 m
		Ward	6,9

Key Map



Description

Implement a 3.0m asphalt multi-use path (MUP) on the south side behind the curb and add painted buffer to existing bicycle lanes, between Arbour Rd and Upper Red Hill Valley Pkwy. Include 4 crossrides at 3 existing/planned signals; Arbour Rd (west and south legs), Pritchard Rd, and Upper Redhill Valley Pkwy.

Precedent Images and Visualizations



Cootes Dr, Dundas
Multi-use path



Stone Church Rd, Hamilton
Multi-use path (west of Arbour Rd)

Potential Impacts

HSR Route/Area	Impacts
21 – Upper Kenilworth	No impact (no transit stops within project limits)
22 – Upper Ottawa	No impact (no transit stops within project limits)
43 – Stone Church	Bench modifications expected with MUP

Parking Review

No on-street parking along corridor.

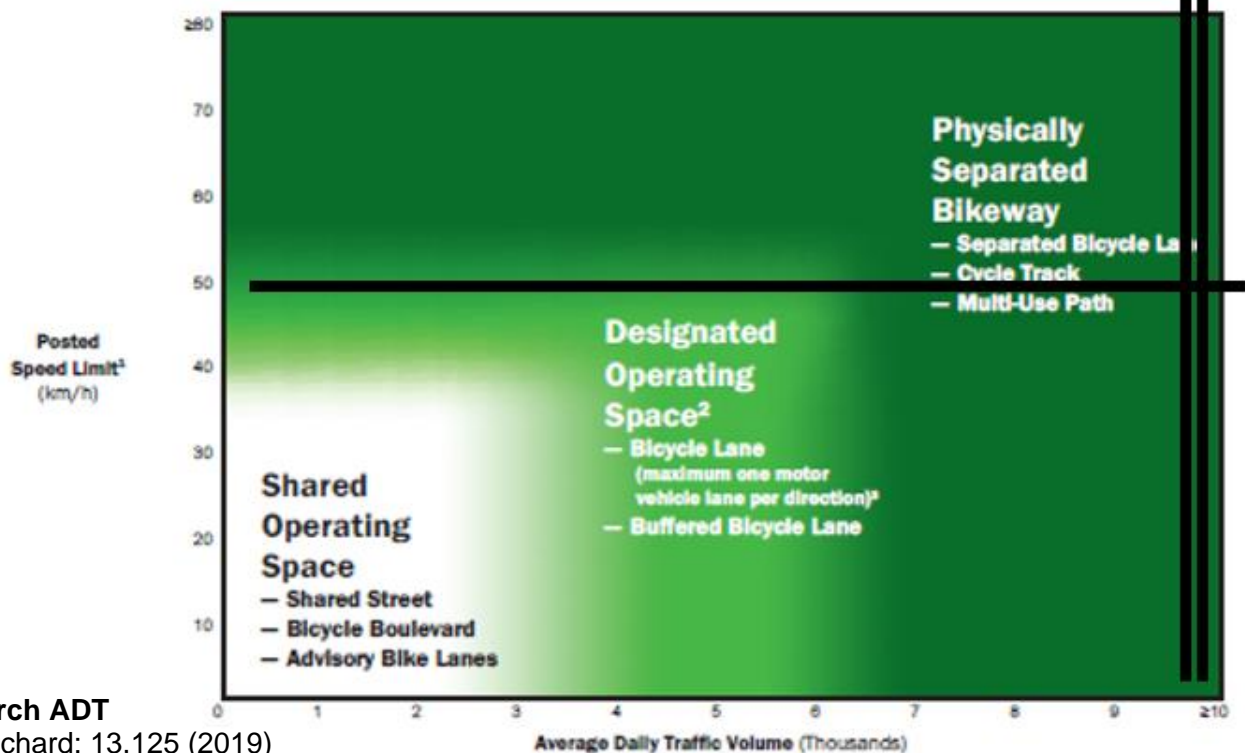
Rationale

Stone Church Rd is a contiguous cycling route that runs east-west from Ancaster to Stoney Creek. By upgrading the existing bicycle lanes to include a buffer, it will encourage more cycling on Stone Church Rd as well as increase user comfort. Additionally, a multi-use path on the south side will provide a higher-order connection between the existing multi-use path west of Arbour Rd and the multi-use path on Upper Red Hill Pkwy.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this arterial road should have a designated cycling operating space with a buffer from auto traffic, which will be marked by paint. The MUP is also included for continuity of the MUPs westerly & easterly of study area.

Cycling Facilities Nomograph Alignment (OTM Book 18)

Urban/Suburban Context



Stone Church ADT

West of Pritchard: 13,125 (2019)
 East of Pritchard: 18,980 (2019)

Strategic Alignment

Capital Plan

There are no plans for any roadworks along this segment.

Transportation Master Plan

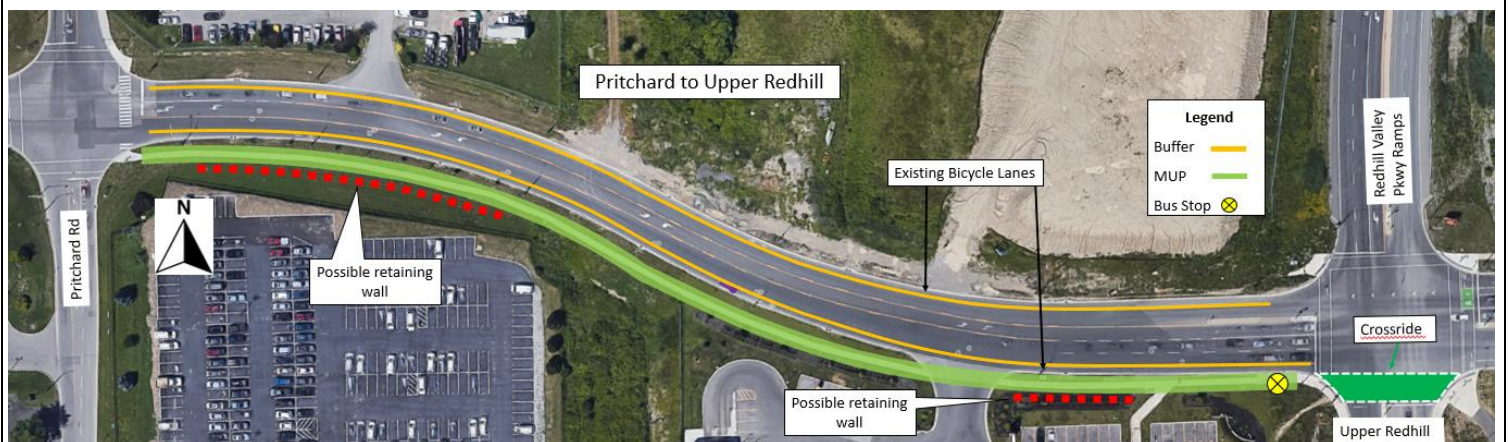
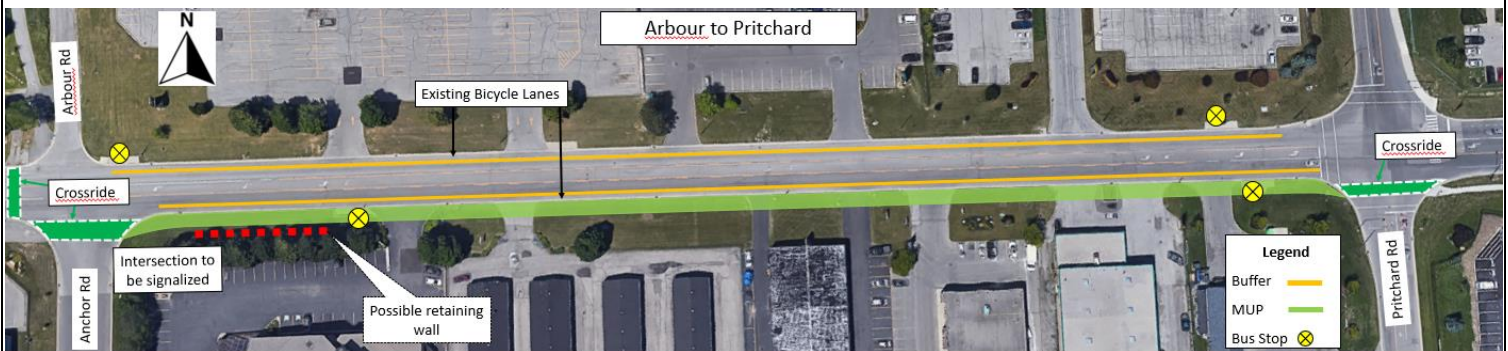
Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure

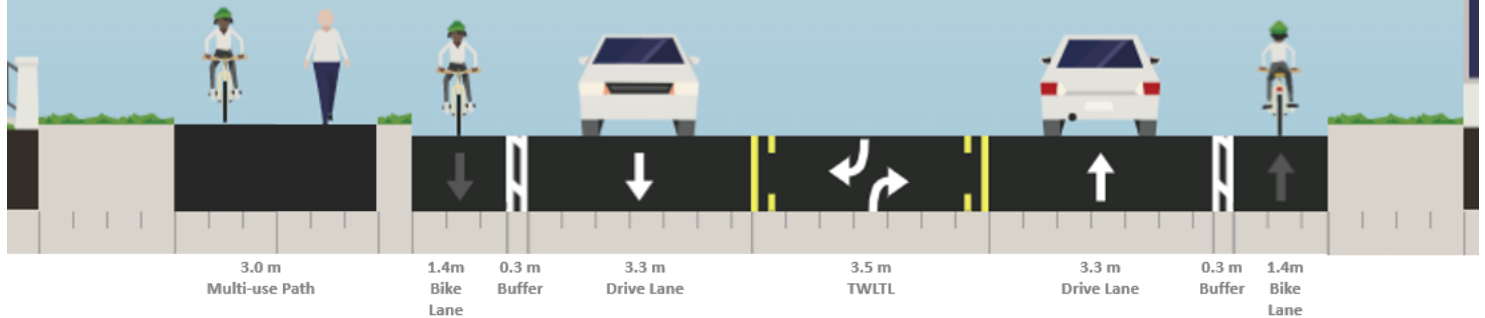
Facilitate Pandemic Response through active transportation

Detailed Maps



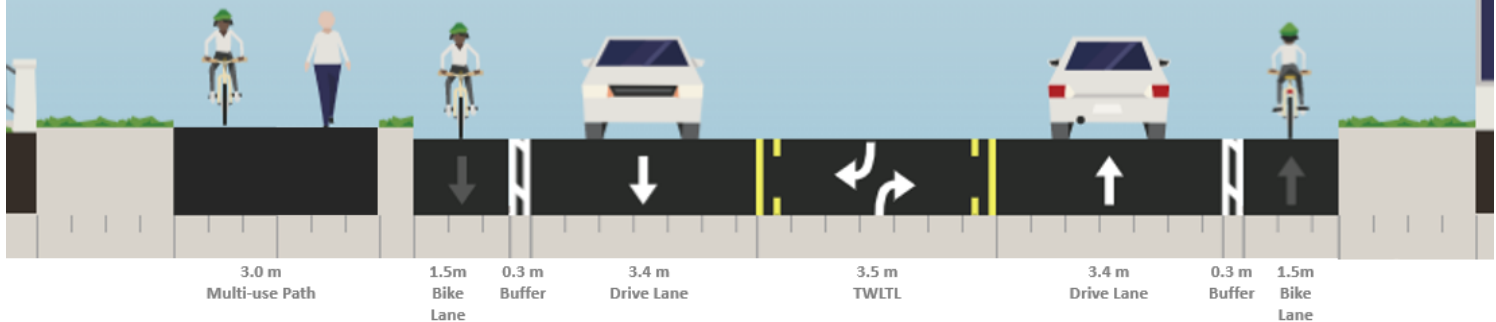
Cross Section Details

Arbour to Pritchard



3.0m MUP on south side
Add buffer to existing bicycle lanes

Pritchard to Upper Redhill



3.0m MUP on south side
Add buffer to existing bicycle lanes

Project Contacts

Project Feasibility and Outreach

Danny Pimentel, Project Manager, Active Transportation: danny.pimentel@hamilton.ca

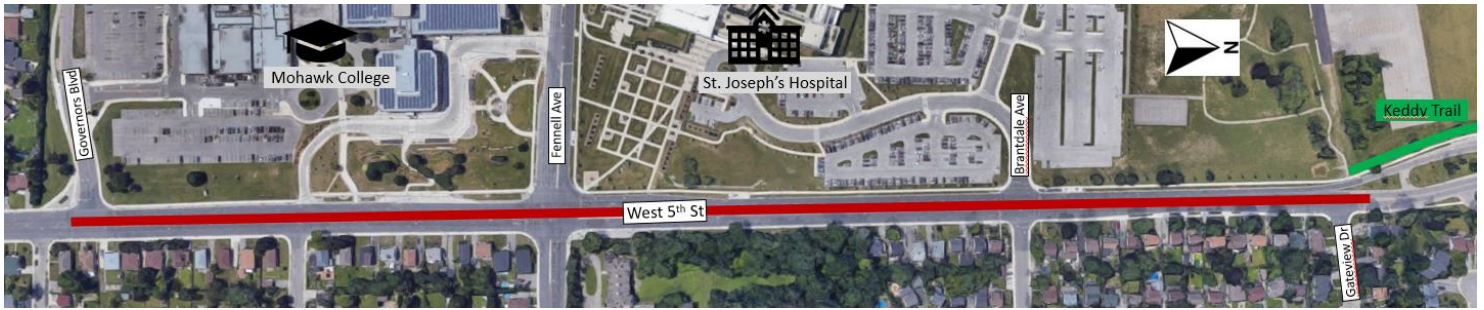
Project Design and Implementation

Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: bakir.fayad@hamilton.ca

Project Details

Project Boundary:	Gateview Dr to Governor's Blvd (Keddy Trail to Mohawk College)	Funding Source:	ICIP - AT Connections
Phase:	Design (consultant)	Project Length:	850m
Project #/ CMP #:	21-004/ 13 & 79	Ward:	8

Key Map



Description

Construct a two-way bicycle path along the west side of West 5th St behind the existing sidewalk; to connect the existing Keddy Trail to existing bicycle sharrow on West 5th St at the south edge of Mohawk College Campus. The project includes modifications at 3 signals.

Precedent Images and Visualizations



Cootes Dr, Hamilton
Multi-use path

Stone Church Rd, Hamilton
Multi-use path



Governor's Rd, Hamilton
Bicycle path



Potential Impacts

HSR Route/Area	Impacts
20 - A Line Express	Minimal impacts at access to terminal (new crossing)
21 - Upper Kenilworth	
33 - Sanatorium	
35 - College	

Parking Review

Parking Review	Impacts
Hospital parking lot	Approximately 3 stalls to be removed
On-street parking	There is no on-street parking along corridor

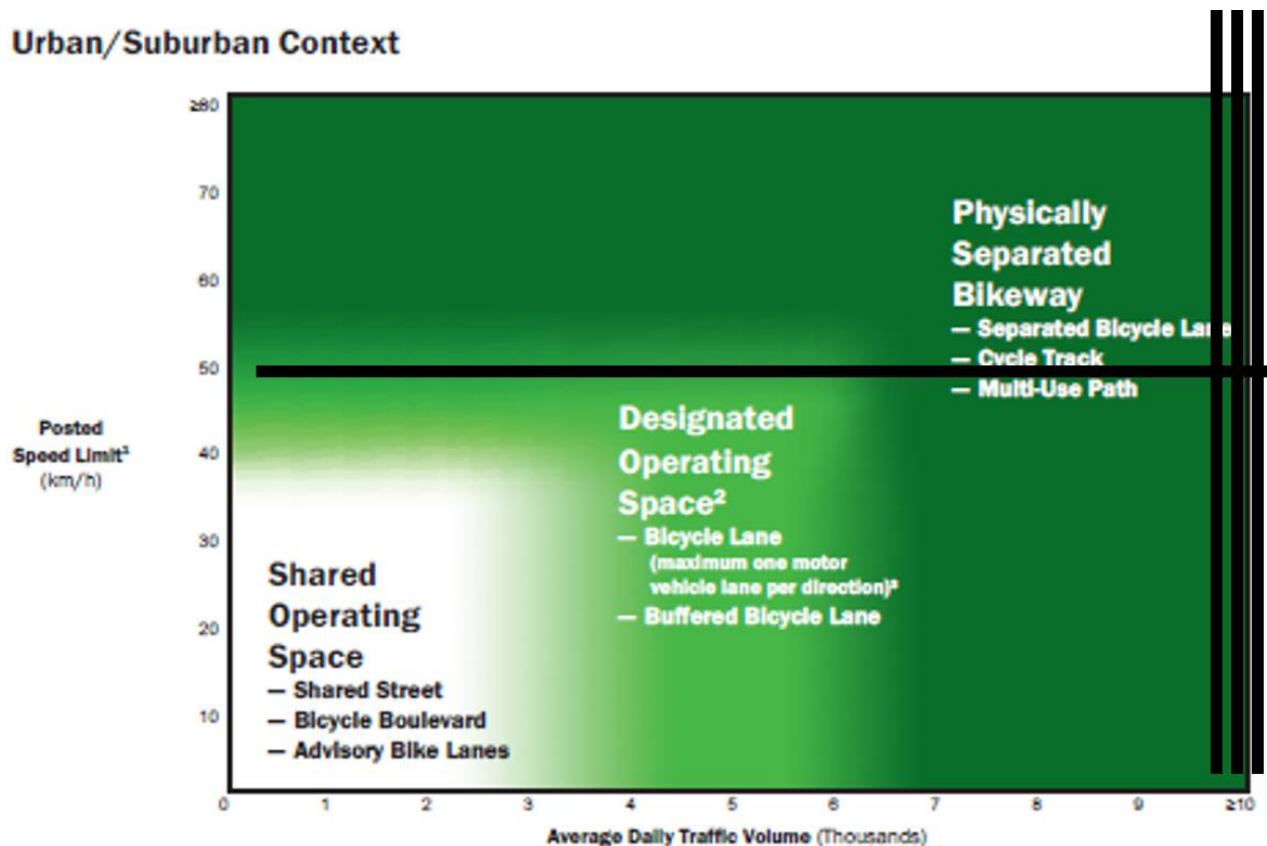
Rationale

The newly-constructed Keddy Trail allows safe and direct cycling and pedestrian travel from downtown to the top of the escarpment. This West 5th bicycle path will allow cyclists to connect from the top of the Keddy across to Mohawk College, St Joseph's Hospital, and existing lanes south of West 5th and Governors.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this arterial street should have a designated cycling operating space, which will be constructed as a bicycle path behind the sidewalk.

Cycling Facilities Nomograph Alignment (OTM Book 18)

Urban/Suburban Context



Strategic Alignment

Capital Plan

There are no plans for any roadworks along the corridor as the street was recently rehabilitated.

Transportation Master Plan

Action 15 - As part of the implementation of the cycling network, undertake an evaluation of Alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City

Sustainable Mobility KPI's and Cycling Master Plan

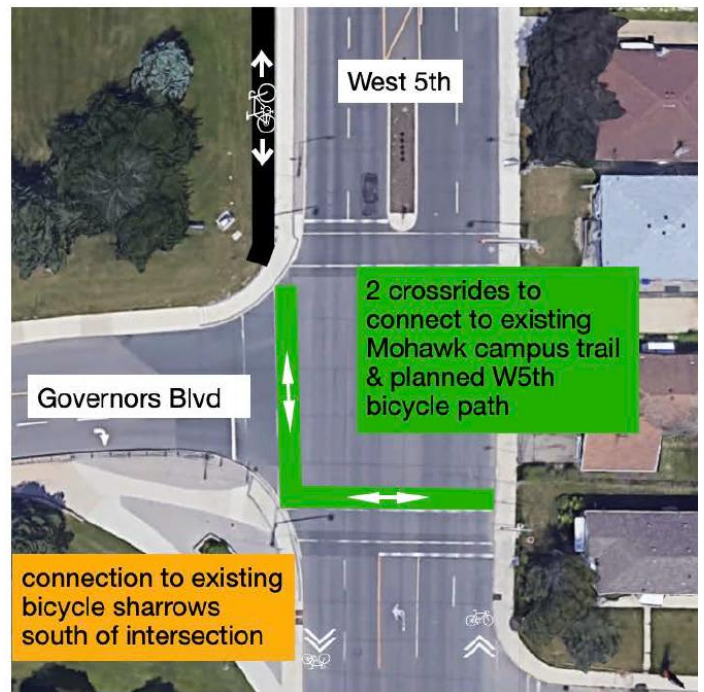
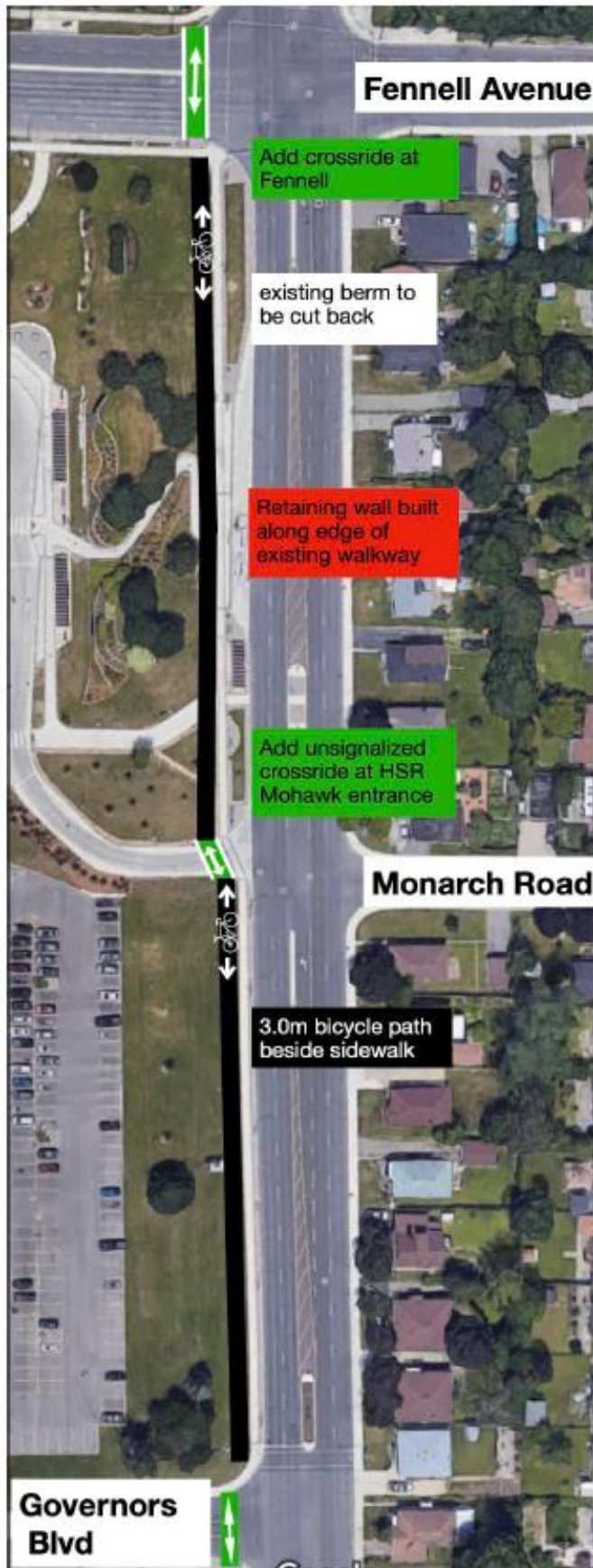
Increase kilometers of cycling infrastructure

Facilitate pandemic response through active transportation

Detailed Maps



Detailed Maps



Cross Section Details



North of Brantdale and south of Fennell: bicycle path adjacent to sidewalk on west side of street, avoiding existing trees.



Between Brantdale and Fennell: bicycle path follows edge of sidewalk, plants will be removed/relocated.

Project Contacts

Project Feasibility and Outreach

Danny Pimentel, Project Manager, Active Transportation: danny.pimentel@hamilton.ca

Project Design and Implementation

Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: bakir.fayad@hamilton.ca

Project Details

Project Boundary:	Confederation Dr to Goderich Rd	Funding Source:	Centennial Bridge over QEW-Path
Phase:	Design (2022 Install)	Project Length:	1.1 km
		Ward	5

Key Map



Description

Create a new multi-use path (MUP) along the west side of Centennial Parkway from existing MUP in Confederation Beach Park to Goderich Rd intersection/GO Station.

Precedent Images and Visualizations



Cootes Dr, Hamilton
Multi-use path



Avonsyde Blvd, Waterdown
Multi-use path

Potential Impacts

HSR Route/Area

Impacts

44 (Rymal)

No impacts anticipated

56 (Centennial)

No impacts anticipated

Parking Review

No on-street parking along corridor.

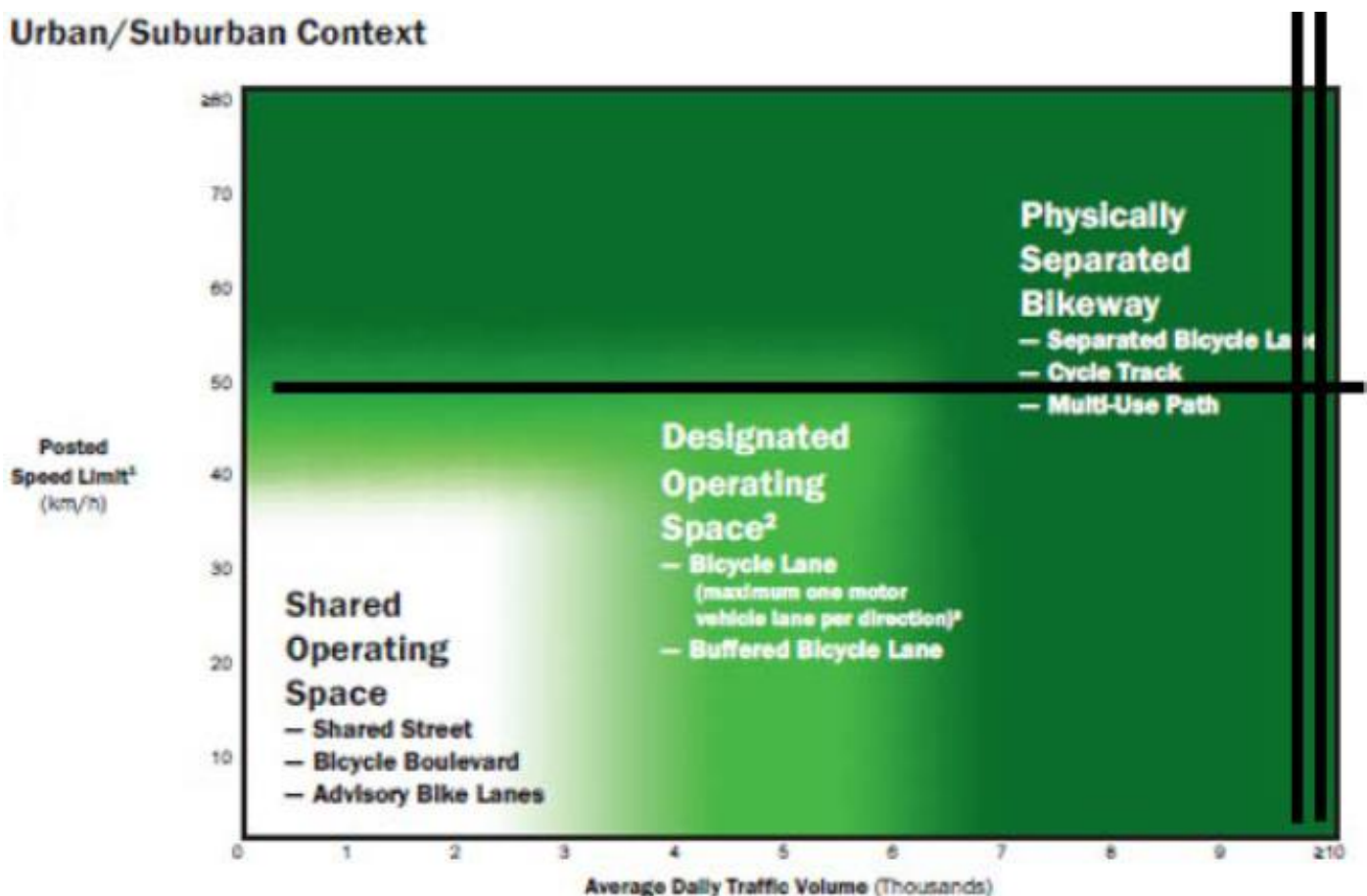
Rationale

The MUP along Centennial Pkwy will provide a safer, accessible route between existing infrastructure along the waterfront and the existing and expanding Stoney Creek GO Station. Ultimately it will also connect Kenora area residents, commercial areas, and Beach Strip residents.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this major arterial street should have a physically separated bikeway, which is proposed to be behind the west curb.

Cycling Facilities Nomograph Alignment (OTM Book 18)

Urban/Suburban Context



ADT: North of QEW: 18,500
 South of SSR: 38,500

Strategic Alignment

Capital Plan

There are no scheduled roadworks on Centennial Pkwy in the next 5 years.

Transportation Master Plan

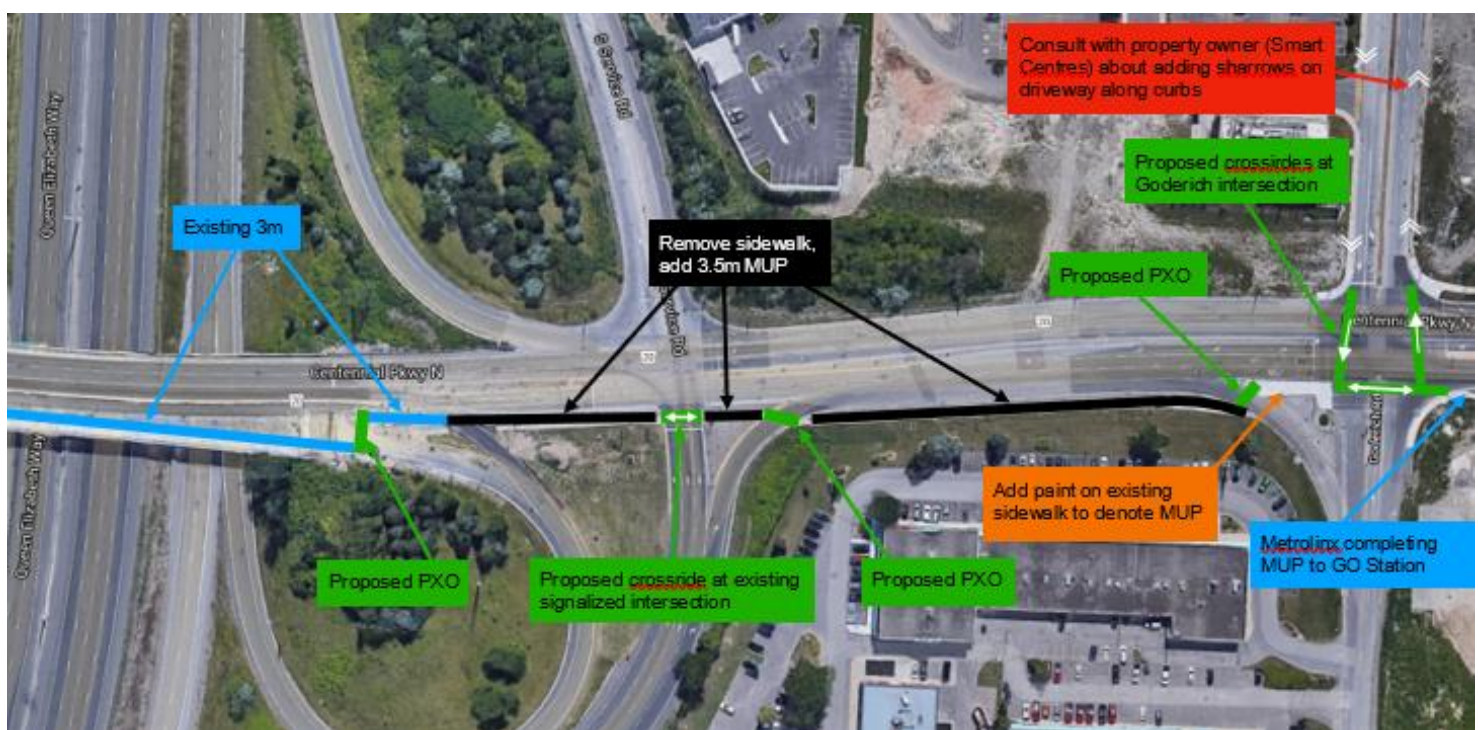
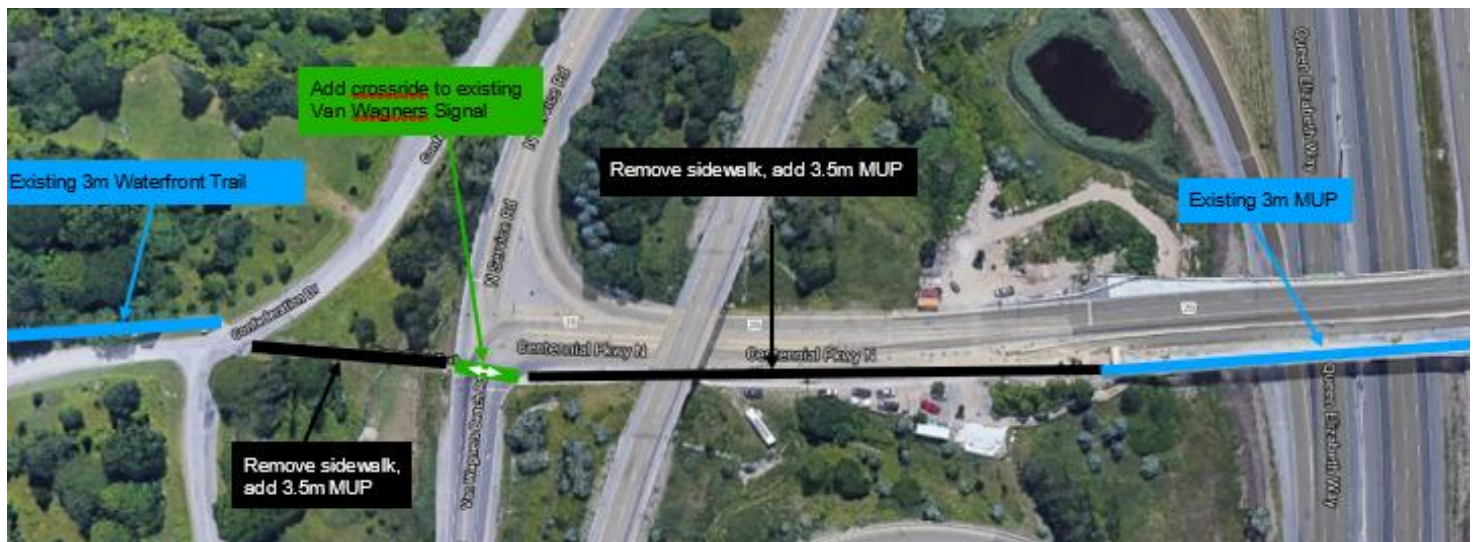
Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure

Facilitate Pandemic Response through active transportation

Detailed Maps



Cross Section Details



Project Contacts

Project Feasibility and Outreach

Danny Pimentel, Project Manager, Active Transportation: danny.pimentel@hamilton.ca

Project Design and Implementation

Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: bakir.fayad@hamilton.ca

**HAMILTON CYCLING COMMITTEE
TERMS OF REFERENCE**

Committee Type:	Advisory Committee	Reports To:	Public Works Committee
Meeting Schedule:	1st Wednesday of each month from 5:45 to 7:45 p.m.	Composition:	2 Members of Council Up to 15 members of the public
Duration:	4 years, aligning with the term of Council		

1. COMMITTEE PURPOSE:

The Hamilton Cycling Committee (HCC) advises City Council on:

- a. all matters related to cycling
- b. monitors the implementation of the Hamilton Cycling Master Plan
- c. encourages and participates in planning for bicycling facilities
- d. encourages citizens to cycle instead of drive
- e. educates the public about the benefits and necessities of cycling
- f. integrates the work of area municipal bicycle committees

2. COMMITTEE GOALS:

- a. Review progress in implementing the Cycling Master Plan and to take action to influence progress if necessary
- b. Ensure community input on specific details associated with implementing the Cycling Master Plan
- c. Ensure that cycling needs are emphasized in all transportation related decisions
- d. Encourage legislation and policy changes that are supportive of cycling
- e. Promote cycling for transportation and recreation through relevant events
- f. Educate the public on the benefits, necessities and safety aspects of cycling
- g. Assist in establishing secure, adequate bicycle parking facilities;
- h. Represent the cycling community at City of Hamilton sponsored functions/events;
- i. Encourage the formation of, and liaise with other municipal cycling committees
- j. Foster a mutual respect between cyclists and other road users.

3. MEMBERSHIP

- a. The Hamilton Cycling Committee is comprised of up to 15 citizens members;
- b. Serve a 4 year term, coinciding with the term of Council
- c. All members shall reside in the City of Hamilton
- d. Have a demonstrated interest in cycling issues
- e. It is desirable (although not required) for the committee to include:
 - faculty, staff or student from McMaster University
 - faculty staff or student from Mohawk College
 - employee from the Hamilton-Wentworth District School Board
 - employee from the Hamilton-Wentworth Catholic District School Board
 - a representative from the bicycle retail industry
 - one member from each of the City wards
 - diversity in:
 - i. cycling skill levels

- ii. gender
- iii. ethnicity
- iv. age
- f. All applicants must complete an application form available from the City and be subject to an interview by a Selection Sub-committee. Vacancies will be advertised when appropriate and the Selection Sub-committee will recommend candidates to City Council.
- g. Members who are absent (or not represented by an alternate) for 3 consecutive meetings (without advanced notification) may be removed from the committee.
- h. A chair and vice-chair will be appointed by the voting membership of the committee.

4. **MEMBER RESPONSIBILITIES**

- a. Voting members are expected to commit a minimum of 6 hours per month to committee meetings and projects
- b. Members must choose to work on at least one project during their term
- c. Members are encouraged to create a bicycle users group, or trip reduction program at their place of employment
- d. Participate in committee public events
- e. Contribute to bicycling newsletter(s)
- f. Represent the committee at public meetings and/or media events.
- g. It is the member's responsibility to read agendas and minutes prior to meetings and to keep themselves well informed of committee projects.
- h. To liaise with City Councillors to keep them informed of committee projects.

5. **STAFF SUPPORTS**

- a. A representative from the City of Hamilton's Transportation Planning and Parking Department shall be the staff liaison to the committee
- b. Staff liaison will be responsible for posting (online) and distributing agendas and minutes for each meeting
- c. Representatives from other City Departments, may be called upon, as required

6. **MEETINGS**

- a. Held monthly, typically the first Wednesday of each month
- b. 12 meetings each year, unless the committee votes to eliminate a specific (i.e. December) monthly meeting
- c. All meetings are open to the public and/or media
- d. Joint meetings with surrounding municipal cycling committees, can constitute a standard committee meeting
- e. Quorum must be achieved for a formal meeting to occur and be recorded; quorum is 50% of the current membership plus one (ex. 15 members - 8 quorum)

7. **REPORTING**

- a. The Hamilton Cycling Committee shall report to Public Works Committee

Hamilton Cycling Committee Workplan
 Version: 1 Date: 31-Jan-22

The purpose of the Hamilton Cycling Committee is to:

1. Advise Council	2. Monitor implementation	3. Participate in planning	4. Encourage cycling	5. Educate the public	6. Integrate other CyCs	Action	When	Who	Budget (\$)	Budget Category	Notes
2022											
						Monthly Committee Meetings	Monthly	All		Meeting expenses	Likely not needed in 2022
						Google Subscription (Email, Drive, Google Meets etc.)			\$ 150	Meeting expenses	
						Velo Canada	Yearly		\$ 200	Training, Conferences, and Memberships	
						Meetings with Councillors to discuss cycling infrastructure/issues in their ward	As required		\$ -		
						Support the Ontario by Bike website – inviting local businesses to join			\$ 500	Tourism Promotions - Support for Ontario By Bike	
						Annual Presentation to Public Works Committee	February		\$ -		
						Attend Annual Regional Meeting of municipal Cycling Committees	Summer?				
						Distribute Share the Road Magnets and Bells					Do we need to make any purchases this year? What do we have left in stock?
						Bicycle Light Giveaway(s)	October/November			Special Committee Cycling Events	Enough lights for 2022 year
						Attend the Ontario Bike Summit + report back	April		\$ 1,000	Training, Conferences, and Memberships	Two delegates?
						Janes Ride (HamBur Loop) - organised in partnership with Burlington CyC	May		\$ 500	Supporting Community Events to raise awareness for cycling	
						Bike Month Movie Screening	June		\$ 500	Supporting Community Events to raise awareness for cycling	Maybe we can still use discovery centre?
						Greg's Ride	September		\$ 400	Supporting Community Events to raise awareness for cycling	
						Other Community events to raise cycling awareness			\$ 600	Supporting Community Events to raise awareness for cycling	
						Advertise Cycling Committee events on social media			\$ 500	Social Media Campaign	
						Sponsor Area/Ward bike rides to raise awareness	July	All	\$ 1,000	Special Committee Cycling Events	
						Attract and sponsor a larger cycling related event			\$ 500	Special Committee Cycling Events	
						Other Special Cycling Events			\$ 500	Special Committee Cycling Events	
						AAA review of master plan and report to Council/Committee			\$ -		
						International Cycling Safety Conference	November		\$ 200	Training, Conferences, and Memberships	
						Literature review on cycling equity/gender	March/April			Special Projects	
						Enhanced Cycling Accommodations Policy			\$ -		
						Modernize the role, mandate and goals of the committee			\$ -		
						Bike Buddy/Bike trains					
									TOTAL	\$ 6,550	
2023											
						Monthly Committee Meetings	Monthly	All	\$ 850	Meeting expenses	
						Google Subscription (Email, Drive, Google Meets etc.)			\$ 150	Meeting expenses	
						Janes Ride (HamBur Loop) - organised in partnership with Burlington CyC	May			Supporting Community Events to raise awareness for cycling	
						Greg's Ride	September			Supporting Community Events to raise awareness for cycling	
						Bicycle Light Giveaway(s)	October/November			Special Committee Cycling Events	
						Review the Cycling Masterplan and provide advice to improve					
2024											
						Monthly Committee Meetings	Monthly	All	\$ 850	Meeting expenses	
						Google Subscription (Email, Drive, Google Meets etc.)			\$ 150	Meeting expenses	
						Janes Ride (HamBur Loop) - organised in partnership with Burlington CyC	May			Supporting Community Events to raise awareness for cycling	
						Greg's Ride	September			Supporting Community Events to raise awareness for cycling	
						Bicycle Light Giveaway(s)	October/November			Special Committee Cycling Events	
2025											
						Monthly Committee Meetings	Monthly	All	\$ 850	Meeting expenses	
						Google Subscription (Email, Drive, Google Meets etc.)			\$ 150	Meeting expenses	
						Janes Ride (HamBur Loop) - organised in partnership with Burlington CyC	May			Supporting Community Events to raise awareness for cycling	
						Greg's Ride	September			Supporting Community Events to raise awareness for cycling	
						Bicycle Light Giveaway(s)	October/November			Special Committee Cycling Events	
2026											
						Monthly Committee Meetings	Monthly	All	\$ 850	Meeting expenses	
						Google Subscription (Email, Drive, Google Meets etc.)			\$ 150	Meeting expenses	
						Janes Ride (HamBur Loop) - organised in partnership with Burlington CyC	May			Supporting Community Events to raise awareness for cycling	
						Greg's Ride	September			Supporting Community Events to raise awareness for cycling	
						Bicycle Light Giveaway(s)	October/November			Special Committee Cycling Events	

NOTES:

Ful wording of the Mandate items:

- advise the City Government on all matters related to cycling
- monitor implementation of the Hamilton Cycling Master Plan
- participate in planning for bicycling facilities
- encourage citizens to cycle instead of drive
- educate the public on the benefits and necessities of cycling
- integrate the work of neighbouring municipal bicycle committees

Vision Zero 5 E's:

- Engineering
- Enforcement
- Engagement
- Education

Enforcement
 Engagement
 Education

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
2022 Projects									
21-020	Upper Paradise Rd at Mohawk Rd	Buckingham Dr to Lunner Ave	14	Design	0.65	Precast concrete curbs and flexposts. Lane designation modifications @ Mohawk Rd	Detailed design nearly complete. Planned for 2022 install.	N/A	City Cycling
21-002	Delaware-Maplewood	Full length of both streets, spanning Wentworth St to Gage Ave.	3	Design	1.7	Install knock down bollards at each intersection for 2m along the bike lanes on Delaware and Maplewood	Design complete. Planned for 2022 install	150	City cycling
22-022	Locke St	Main St to Hunter St	1	Design	0.23	Add additional physical separation for bicycle lanes. If precast concrete curbs cannot be accommodated (i.e. maintenance concerns), consider flush mount flexposts only	Design complete. CP review and ordering planters. Planned for 2022 install	NA	Ward 1 Locke St Funds
21-016	Shamrock Park Bicycle Path	Ferguson to Young	2	Design	0.2	Bicycle path beside existing sidewalk through park.	Detailed design complete; include in tender	4	Ward 2 Funds
22-015	Stonehenge Rd	Southcote Dr to Stone Church Rd	12	Design	2.5	Buffered bicycle lanes, with seasonal flexposts at key intersections	Preliminary design in progress. Planned for 2022 install.	58	City Cycling
20-017	Pearl - Kent Bicycle Boulevard & Study	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. Planned to be installed in 2022.	N/A	City Cycling
22-027	Breadalbane St	King St to Jones St	0	Design	0.58	Convert roadway into a bicycle boulevard	Preliminary design complete; detailed design in progress. Planned for 2022 install, with road resurfacing.	NA	Bicycle Boulevards 2020
22-038	Sydenham Hill	Glendrummond Dr to Livingstone Dr	13	Design	1.25	Upbound - separated (barriers) bicycle lane, as wide as possible. TBD if precast/flexposts or min-jersey barriers Downbound - buffered bicycle lane	Preliminary design in progress.	NA	CCBF
21-021	John St	Guise St to Strachan St	2	Design	0.97	Cycle track on west side of street, as per design south of Burlington St. Add precast/flexposts btwn Burlington/Strachan where possible	Feasibility Plan complete. Preliminary design in progress.	152	Dev Eng & City Cycling
22-021	Cootes MUP (Hatt Phase 2)	Baldwin St to Dundas St	13	Design	0.24	Bicycle boulevard on Baldwin St; MUP on 2 blocks of Cootes Dr	Preliminary design in progress.	NA	Cootes MUP (Hatt Phase 2)
21-003	Stone Church Rd	Arbour St to Upper Red Hill Valley Pkwy	6,9	Design	0.7	Install a 3.0m MUP on the south side. Maintain existing bicycle lanes	Preliminary design in progress.	N/A	City Cycling
21-004	West 5th - Keddy Trail Connector	Brow to Fennell Ave	8	Planning	0.6	3m asphalt bicycle path behind existing sidewalk	Preliminary design in progress.	79	ICIP (Federal Funds)
22-030	West 5th MUP	Fennell Ave to Governor's Blvd (Mohawk College)	8	Planning	0.3	3m asphalt bicycle path behind existing sidewalk	Preliminary design in progress.		ICIP (Federal Funds)
22-019	Centennial Pkwy MUP	Confederation Dr to Goderich Rd	5	Planning	0.85	3m asphalt bicycle path; existing segment on QEW bridge completed by MTO	Feasibility Plan complete. Staff consulting with MTO. Preliminary design in progress	74	City Cycling
22-010	Charlton Ave John St MacNab St	MacNab St to Ferguson Ave Charlton Ave to St. Joseph's Dr Charlton Ave to Herkimer St	2	Planning	0.75 0.15 0.10	Charlton Ave: add barriers to existing contra-flow bicycle lane and a planter in existing buffered bicycle lanes (WB) btwn MacNab/James; add buffered bicycle lanes btwn James/Walnut; add sharrows. John St: Add a short connector (left turn lanes for bicycles) to St Joseph's Dr. MacNab St: add NB buffered bicycle lane on the east side to connect Herkimer/Charlton	Feasibility plan on going.	NA	City Cycling
22-026	Cannon St	James St to Sherman Ave	2, 3	Planning	2.5	Add additional poured concrete curbs/barriers for approx. 50% (i.e. 1.25km) of full length	Feasibility Plan in progress.	N/A	City Cycling
22-017	Emerson St/ Whitney Ave	Main St to Whitney Ave Emerson St to Main St	1	Planning	0.70 1.50	Emerson - barrier separated bicycle lanes; west side cycle track from Sussex/Main Whitney - barrier separated bicycle lanes, with accommodations for on-street parking near park/school	Feasibility Plan complete. Preliminary design to begin	N/A	City Cycling
22-006	Victoria Ave (south)	Cannon St to Stinson St	3	Design	1	2 way curb separated cycle track on Victoria Ave. Multi-use path on Stinson St, parking protected two-way cycle track on Young and bicycle boulevard on West St.	Feasibility Plan complete. Preliminary design to begin	75	City Cycling
20-026	Longwood Rd	King St to Main St	1	Design	0.45	Redesign to create 2-way cycle track along east curb	Feasibility Plan complete. Preliminary design to begin	N/A	Ward 1 Funds
22-032	Dundurn St Crossing	Baker St and Lamoreaux Ave	1	Planning	0.1	Provide a crossing of Dundurn St that connects to Breadalbane BB. 4 options to be review by consultant outlining pros/cons (including cost) of each; TOM (Systems) to review prior to implementing a crossing.	Feasibility plan on going.	NA	City Cycling

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
22-024	Victoria Ave	Ferrie St to Birge St	3	Design	0.275	Convert existing NB buffered bicycle lane into a two-way cycle track	Feasibility Plan complete. Preliminary design to begin	NA	ICIP (Federal Funds)
22-031	Herkimer St/ Charlton Ave	Queen St to James St	2	Planning	1.6	Planters placed in key locations (approx 10 each street) in the buffer zone btwn parking and the bicycle lanes	Feasibility Plan in progress.	N/A	City Cycling
22-025	Gage Ave	Beach Rd to Lawrence Rd	3	Planning	0.56	Add additional physical separation for bicycle lanes. If precast concrete curbs cannot be accommodated (i.e. maintenance concerns), consider flush mount flexposts only	Feasibility Plan in progress.	N/A	City Cycling
20-022	Ferguson/ General Hosp connection	Ferguson to Victoria	2,3	Design	0.5	Signed route from Ferguson easterly across Wellington to/from bike cage at hospital	Reviewing plan with Hospital.	N/A	Ward 2 & 3 Funds
22-009	Dundas St (Waterdown)	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
21-209	Pipeline Trail	Grace to Brampton	4	Implementation	0.6	improvement to existing (2021 construction)	Design work in progress.	149	City Trails
21-025	Kenora Ave	Ellingwood Ave to Queenston Rd	5	Implementation	0.7	Bicycle Blvd signage and markings in conjunction with road works	Asphalt resurfacing ongoing.	73	City Rehab
21-202	Butler Hydro Corridor Trail	Thorner Dr to Limeridge Rd	0	Implementation	0.7		Design in works.	190	City Trails
20-020	Limeridge Rd	Bonaventure Dr to Hawkridge Ave	8,14	Design approved	1.6	Painted buffered bicycle lanes - pending road resurfacing	Tentatively planned for 2023 install	38	City Cycling
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
21-010	Dewitt Rd	Barton to Midway St	10	Design	1.4	Painted lanes with 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 St Hill	Rousseaux St to Filman Rd	12	Design in works	3.2	Buffer enhancement with resurfacing	Install postponed to 2022.	N/A	City Cycling
22-202	Garner Rd Trail	Shaver Trail to Garner Rd	12	Design in works	0.3	Paved multi-use trail	Design complete.	N/A	City Trails
21-012	Hwy 8 Dundas	CN Tracks to Bond	13	Implementation	0.5	2021 construction will add paved shoulders west of river bridge and bicycle lanes easterly.	Construction commenced, detour info posted.	59	City Rehab
22-020	North Waterdown Drive	Centre Rd to Avonsyde	15	Design in works	2.24	3m asphalt multi-use path along the south side of this new street.	Construction scheduled to commence for 2022	192	Dev Eng
	Centre Rd	N Waterdown Dr to Nesbitt	15	Design	0.5	Multi-use path connection	To confirm		Dev Eng
	East Mtn Trail Loop	URHP to Highland	9	Install	0.73	Asphalt multi-use path	Install with development planned for 2021/ 2022	174	Dev
21-214	Joe Sams Trail	Within park	15	Implementation	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
21-001	Lawrence Rd	Gage Ave to Huxley Ave	3 - 4	Planning	1.6	Enhance existing bicycle lanes with precast concrete curbs and flexposts - project is pending road resurfacing	Feasibility plan on going. Design in 2022		City Cycling
21-007	Nash\ Bancroft MUP or BB	Red Hill Valley Pkwy to Confederation GO station	5	Planning	1.2	- bicycle path on north side of Barton St (RHVP to Nash St - 240m) - bicycle boulevard on Nash St (Barton St to Bancroft St - 500m) - bicycle boulevard on Bancroft St (Nash Rd to south side of Confederation GO station - 600m)	Feasibility plan on going. Design in 2022		Bicycle Boulevards 2020
21-008	Kitty Murray Ln	Golf Links Rd to Garner Rd	14	Planning	4.8	Painted bicycle lanes	Feasibility plan on going. Design in 2022		City Cycling
21-009	Barton St MUP	RHVP to Centennial Pkwy	5	Planning	1.1	3.0m MUP or bicycle path (design will determine) on south side	Feasibility plan on going. Design in 2022		City Cycling
21-025	Kenora Ave	Ellingwood Ave to Queenston Rd	5	Planning	0.7	Bicycle Blvd signage and markings in conjunction with road works	Feasibility plan on going. Design in 2022		Bicycle Boulevards 2020
22-002	King Street @ Red Hill Improvements	Lawrence Rd (Mt Albion to King St) King St (Lawrence Rd to Pottruff Rd)	5	Planning	0.625	Implement a cycle track (east side on Lawrence and south side on King) along full length of both roadways	Feasibility plan on going. Design in 2022		City Cycling
22-011	Hwy 8 Stoney Creek	King St to Dewitt Rd	10	Planning	1.4	Unidirectional cycle tracks on each side. Some existing asphalt platform has been installed	Feasibility plan on going. Design in 2022		City Cycling
22-028	Dundas St MUP	Hwy 6 to Hamilton St	15	Planning	2.75	3.0m MUP on north side (design to confirm)	Feasibility plan on going. Design in 2022		ICIP (Federal Funds)

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
22-029	Ferrie St/ Wellington St	Victoria Ave to Wellington St/ Ferrie St to Simcoe St	3	Planning	0.31	Implement a bicycle path on the north side of Ferrie St (200m) and the west side of Wellington St (110m) - consider bicycle lanes on Ferrie St, with low existing vehicle volumes	Planning		City Cycling
22-039	Inverness Ave	Upper James St to Upper Wellington St	0	Planning	0.82	Additional information required; request from GM indicated bicycle lanes (design only)	Planning		Special Projects (30M)
22-037	Sherman Ave	Burlington St to Barton St	0	Planning	1	Additional information required	Planning		Special Projects (30M)

Total length of bicycle lanes/ paths 29.0 km

Total centreline length of trails/ paths 8.8 km

Additional Cycling Related Projects	Limits/Area	Description	Status	Review Date
Beasley Neighbourhood Road Safety Review	James St, Wellington St, Main St, and the CN rail line just north of Barton St.		Open House - March 24, 2022	
Rymal Rd EA	Upper James St to Dartnall Rd	The study will consider all modes of transportation and will focus on multi-modal safety (pedestrians, cyclists, and vehicles), capacity, traffic management and consistency with neighbouring road segments on Rymal Rd.	Public Information Centre - Tue. Mar. 29, 2022 (6-8 pm)	

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

Seconded:

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED:

- (a) That the Committee recommends all asphalt and/or concrete crossing the path of a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired/patched immediately after work is complete. All asphalt and/or concrete for these locations be repaired to the same quality regardless of whether the entire project is complete or in progress. The quality of the repair should be to the same quality or better than the adjacent untouched asphalt and/or concrete; and,
- (b) That the Committee recommends Public Works Committee take this motion and present it as direction to staff.