



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 23-001
Date: January 4, 2023
Time: 5:45 p.m.
Location: Room 264, 2nd Floor, City Hall (hybrid) (CC)
71 Main Street West

Danny Pimentel, Project Manager, Active Transportation (905) 546-2424 ext. 4581

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Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, December 7, 2022

5:45 p.m.

Room 264, 2nd Floor, City Hall

Hybrid Meeting

Present: Chair: Chris Ritsma
Vice-Chair:
Members: Kate Berry, Roman Caruk, Sharon Gibbons, Jane Jamnik,
Marko Maric, Ann McKay, Kevin Vander Meulen, Cora
Muis, William Oates, Gary Rogerson

**Absent with
Regrets:** Jeff Axisa, Dan van den Beukel, Jessica Merolli, Cathy Sutherland,
Christine Yachouh

Also Present: Evan Nopper, Active Transportation Technologist, Active Transportation
Danny Pimentel, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility
Julia Hamill, Program Manager, Everyone Rides Initiative

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Caruk/Muis)

That the agenda of the December 7, 2022 meeting of the Hamilton Cycling
Committee be approved.

CARRIED

3. DECLARATIONS OF INTEREST

C. Ritsma is on the board of directors for Hamilton Bikeshare and will not vote on any motion related to funding of Hamilton Bikeshare.

C. Muis would be the preferred vendor related to the Cycling Without Ages funding request and will not vote on the funding request, but may provide comment/insight into the request.

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

**(i) Hamilton Cycling Committee Meeting Minutes - September 7, 2022
(Item 4.1)**

(Jamnik/Maric)

That the minutes of the September 7, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS

(i) 2023 Procedural Handbook for Citizen Appointees (Item 5.1)

Committee members were provided the draft 2023 procedural handbook for their review and comment. Staff indicated that comments are due to Clerks by January 31, 2023. This item will be included as a discussion item at the January committee meeting.

(ii) Commercial E-Scooter Update (Item 5.2)

Committee members were advised that the Commercial E-Scooter Pilot Program Request for Proposals has been completed and Bird Canada Inc. has been awarded the contract. Staff are working with the vendor to develop a launch plan for Spring 2023. Additional details will be shared as plans are finalized.

6. PUBLIC HEARINGS / DELEGATIONS

(i) Hamilton Bike Share's Everyone Rides Initiative - 2022 Updates (Item 6.1)

J. Hamill provided an update on Hamilton Bike Share's Everyone Rides Initiative which included the adaptive bike program, rider handbook, sponsorship opportunities and surveying users. Committee members asked questions related to time of year cycling most often occurs, Gage Park adaptive bike (electric step through) program availability (April to December only), sponsorship opportunities and how city funding supports Hamilton's Bikeshare program.

(Maric/Rogerson)

That the delegation from Hamilton Bike Share, Everyone Rides Initiative, be received:

CARRIED**7. DISCUSSION ITEMS****(Caruk/Maric)**

That the following discussion items be received:

(i) 2023 Draft Cycling Workplan (Item 8.1)

Staff provided the Committee with a list of 2023 cycling projects for their review and feedback. Staff indicated that a report is being prepared to be included in a January Council meeting. Committee members asked questions regarding the following:

- Hatt St (King St to Market St): capital works project includes new raised cycle tracks. Existing separated bicycle lanes (John St to Main St) will see the same application when capital works occurs
- Highway 8 (Fifty Rd to Region of Niagara): was recently resurfaced and paved shoulders were not included. Staff will look into this and follow up with the committee
- North Waterdown Dr: update on status of project and potential of seeing the proposed design. Staff will follow up with the committee with additional information

(ii) Cycle Hamilton - Project 529 Sticker Request (Item 8.2)

Committee members reviewed and discussed a funding request proposal from Cycle Hamilton for the purchase of 55-60 stickers at a cost of \$300. Committee members asked questions regarding how this program compares to the Police one as well as how well known the initiative is. Staff will advise if bike theft prevention information can be placed and made available on the City's website.

(Muis/Maric)

That \$300 from "Supporting Community Events to Raise Awareness for Cycling" within the 2022 Cycling Committee budget, be allocated to purchase 55-60 tamper proof stickers for Project 529.

CARRIED**(iii) Cycling Without Ages Funding Request (Item 8.3)**

Committee members reviewed and discussed a funding request proposal from Cycling Without Ages for a \$10,000 financial contribution towards the purchase of a Trishaw bicycle. It was noted that the bicycle would be used for multiple years, serving multiple people.

(Berry/Oates)

That up to \$2,000 from “Special Projects” within the 2022 Cycling Committee budget, be allocated to cover cost of equipment, contingent on an invoice(s) being provided prior to the end of 2022.

CARRIED

8. MOTIONS (Item 19)

(Vander Meulen/Rogerson)

That the motion respecting Upper Wellington Environmental Assessment Network Connectivity, be deferred until a public consultation is made possible.

CARRIED

(i) Upper Wellington Environmental Assessment Network Connectivity (Item 10.1)

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 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.

9. NOTICE OF MOTIONS

(i) Bay Street North

WHEREAS Bay Street North remains a truck route on the new Truck Route Masterplan;

WHEREAS the Hamilton Cycling Committee passed a motion previously that curbs and other protection be used where truck routes must remain beside bicycle infrastructure;

WHEREAS curbs improve safety, comfort and reduce bicycle lane blockage;

WHEREAS the City of Hamilton declared a Climate Emergency;

WHEREAS the City of Hamilton declared a goal of Vision Zero; and,

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) That the bicycle lanes on Bay Street, north of Cannon Street to Strachan be protected by precast curbs.
- (b) Move the bicycle lane behind parked vehicles as opposed to the current configuration which requires vehicles to cross the bicycle lane to park.
- (c) Bicycle lanes that are well used or show growth potential in the immediate term have concrete curbs added, such as Creighton

(ii) Bicycle Friendly Streets

WHEREAS the OTM Book 18 nomograph indicates in most cases that a “shared operating space” should have a maximum speed of 40km/h (note: where operating speeds diverge from posted speed limits, 95th percentile operating speeds should be used);

WHEREAS the Hamilton Complete Streets Design Manual suggests: On lower-speed streets where shared facilities are appropriate, neighbourhood bikeways may be implemented. These are a connected network of low-traffic streets that create continuous cycling routes. They often feature wayfinding signage, pavement markings, and speed management measures, and traffic diverters that prevent continuous use by motor vehicle traffic;

WHEREAS the City of Hamilton has an increasing number of injuries and deaths of cyclists and pedestrians;

WHEREAS narrowing of lane widths, intersections, turning radii and road diets have been shown to improve safety without adversely impacting automobile throughput;

WHEREAS the City of Hamilton declared a Climate emergency;

WHEREAS the City of Hamilton declared the goal of Vision Zero; And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) That the City of Hamilton change the speed limits of “Signed On-Street Routes” to 40km/h or 30km/h where possible.
- (b) Narrow automobile lanes along these streets to the minimum lane width (2.7m – 3.0m) when there are painted lanes.
- (c) Utilize a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs and modal filters to disallow automobile traffic and allow active transportation
- (d) Install bicycle lanes where road width allows.

(iii) Bicycle Oriented Corridor

WHEREAS the City of Hamilton has utilized Transit Oriented Zoning to encourage redevelopment that attracts transit riders in preparation for a large-scale transit project to bring riders and increase tax revenue;

WHEREAS the City of Hamilton has specified the need to move transportation away from single occupancy private automobiles;

WHEREAS the City of Hamilton is trying to attract investment and residents into infill opportunities to reduce urban boundary expansion;

WHEREAS the City of Hamilton has declared a Climate Emergency;

WHEREAS the City of Hamilton has declared the goal of Vision Zero; and

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

That the City of Hamilton institute a “Cycling Oriented Corridor” along identified corridors in the Cycling Masterplan where cycling-oriented zoning would increase cycling activity and encourage the reduction of automobile use including:

- (a) Piloting a cycling-oriented corridor on Cannon Street from Queen Street North to Ottawa Street.
- (b) 6-storey allowance for new construction within 100m of the cycling corridor.
- (c) Minimum parking ratio of 0.00 within 100m of the cycling corridor.
- (d) Maximum parking ratio of 0.75 unless less than 3 units.
- (e) Bicycle parking must be on ground floor of buildings.
- (f) Commercial units must provide exterior bicycle parking or city bicycle parking.
- (g) Working with developments with reductions in charges if there are active transportation options provided to future tenants including: HBSI hub/micromobility hub and bikes, car share space, transit pass included in rent/fees.
- (h) Introduce modal filters at quiet intersections to limit uncontrolled access to Cannon Street across the bicycle tracks/lanes.

(iv) Cycling Plan and Budgetary Items

WHEREAS the Cycling Budget is currently 00% of the capital budget;

WHEREAS the City of Hamilton defers multiple cycling projects every year;

WHEREAS bike share systems provide first and last mile connections to existing infrastructure like transit, better utilizing and increasing ridership on transit;

WHEREAS the City of Hamilton is attempting to encourage use of bicycles and other active transportation instead of automobile use;

WHEREAS the Bike Share network utilizes funded and currently build bicycle infrastructure;

WHEREAS bicycle lanes in Hamilton are regularly blocked;

WHEREAS infrastructure built by the city is being blocked in such a way to defeat the purpose of the built infrastructure;

WHEREAS the City of Hamilton declared a Climate Emergency;

WHEREAS the City of Hamilton declared the goal of Vision Zero; and

WHEREAS the current speed of implementation of the Cycling Masterplan does not match the urgency of the above issues.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) The Cycling Masterplan completion be expedited prioritizing gaps, schools, working trips and spots without infrastructure.
- (b) The Cycling Budget be increased to in line with per capita spending of other nearby cities to fund the expansion.
- (c) Funding for bike share be increased:
 - (i) Stable operational that does not decrease if the system is more successful and funding that dynamically increases with increased services.
 - (ii) Stable capital funding that accounts for the age of the bikes and allows for expansion of the service area into wards beyond the currently served
- (d) Remove exemptions to parking in the bike lane, except by permit where alternative arrangements have been made, for accessibility purposes and emergency vehicles
- (e) Increase fine for parking in bicycle lane in line with other municipalities and similar fines for blocking automobile lanes.
- (f) Hire staff or reallocate staff to enforce fining and advising individuals blocking the bike lane.

(v) Bicycle Yield at Stop Signs (Idaho Stop)

WHEREAS dangerous operation of a bicycle is already an enforceable policy;

WHEREAS the Idaho stop allows for cyclists to slow and still stop if required, but allows continuation of momentum;

WHEREAS the City of Hamilton is trying to encourage use of bicycles and other modes of transportation and reduction of the use of personal automobiles;

WHEREAS the City of Hamilton has declared a Climate Emergency; and;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To encourage citizens to cycle instead of drive.
- To educate on the benefits and necessities of cycling.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

(a) The City of Hamilton request the police to discontinue enforcement of requiring cyclists to make a full stop at stop signs.

(b) The City of Hamilton correspond with the province to encourage the enactment of a law where cyclists can yield at stop signs, known as an "Idaho" stop.

(vi) James Street Complete Streets

WHEREAS other similar commercial corridors meant for active transportation have lower speed limits to encourage shopping, comfort and safe use of the street both on the sidewalk and on a bike (Locke Street, Ottawa Street, Kenilworth Avenue);

WHEREAS the Complete Streets Manual that the City of Hamilton adopted indicates James Street to be most similar to a Main Street, which has a targeted speed of 30-40km/h

WHEREAS the OTM Book 18 indicates a shared on street cycling facility as per the Complete Streets Design Manual indicates for a Main Street should have a maximum speed of 40km/h;

WHEREAS James Street is a popular pedestrian and cycling street with venues, restaurants and stores that encourage the use of bicycles or parking a bicycle and walking around;

WHEREAS the City of Hamilton has declared a Climate Emergency; and,

WHEREAS the City of Hamilton has declared the goal of Vision Zero.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

(a) Lower the speed limit on James Street to 40km/h

(b) Install a speed camera on the street

10. GENERAL INFORMATION / OTHER BUSINESS

- Committee members requested an update on the recent School Streets Project in 2022. Staff noted that it was quite successful and was supported by Police and school children/parents.
- Dundas Rides will be hosting their annual Yule Tide Ride on December 16th @ 6:00 pm in Dundas.
- Members were advised that recruitment for citizens to the City of Hamilton advisory committees is scheduled to take place in late Q1 2023. #When the recruitment is launched, current members will be required to reapply if they are interested. #
- Committee members were advised that going forward E. Nopper will be the staff liaison for the cycling committee.

11. ADJOURNMENT

(Caruk/Oates)

That, there being no further business, the meeting adjourned at 7:33 p.m.

CARRIED

Respectfully submitted,

Chris Ritsma

**Hamilton Cycling Advisory Committee
Minutes**

**December 7, 2022
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Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development

Authority: Item,
Report (FSC21081 (A))
CM:
Ward: City Wide

Bill No.

**CITY OF HAMILTON
BY-LAW NO.**

To ESTABLISH A CODE OF CONDUCT FOR LOCAL BOARDS

WHEREAS sections 8, 9 and 10 of the Municipal Act, 2001 authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes; and

WHEREAS subsection 223.2(1) of the Municipal Act, 2001 requires the City of Hamilton to establish a code of conduct for members of its local boards;

NOW THEREFORE the Council of the City of Hamilton enacts the following Code of Conduct for Local Boards:

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The Code of Conduct for Local Boards shall be as set forth in Schedule 1 to this By-law.
2. This By-law comes into force on the day it is passed.

PASSED this _____, 2022.

F. Eisenberger
Mayor

Andrea Holland
City Clerk

Schedule 1

CITY OF HAMILTON CODE OF CONDUCT FOR LOCAL BOARDS

Part 1

General Introduction, Framework, and Interpretation
Guiding Principles

- 1: Avoidance of Conflicts of Interest
- 2: Gifts, Benefits and Hospitality
- 3: Confidential Information
- 4: Use of City Resources
- 5: Election Campaigns
- 6: Improper Use of Influence
- 7: Business Relations
- 8: Member Conduct
- 9: Media Communications
- 10: Respect for the Town By-laws and Policies
- 11: Respectful Workplace
- 12: Conduct Respecting Staff
- 13: Reprisals and Obstructing
- 14: Acting on Advice of Integrity Commissioner

Part 2

Adjudicative Boards

- 15: Additional Requirements for Members of Adjudicative Boards
- 16: Communications with Parties
- 17: Independent Nature of Adjudicative Tribunals

Part 3

Complaint Protocol

Consequences of Failure to Adhere to Code of Conduct

Part 1

General Introduction, Framework, and Interpretation

This document is a Code of Conduct for members of Local Boards, both adjudicative and non-adjudicative. Local Boards, sometimes referred to as committees or tribunals, are as defined in s.223.1 of the Municipal Act and as identified by the municipality.

This Code of Conduct is to be given broad, liberal interpretation in accordance with applicable legislation and the definitions set out herein. Commentary in this Code is illustrative and not exhaustive.

Members shall seek to serve the public interest by upholding both the letter of the law and the spirit of the laws and policies established by the Federal parliament, Ontario legislature, and by City Council. The provisions of this Code are intended to be applied in concert with existing legislation and go beyond the minimum standards of behaviour set out in current federal and provincial statutes.

Guiding Principles

Members shall act with honesty and integrity, serving in a diligent manner, and performing their duties in a manner which promotes public confidence.

Members are expected to perform their duties as a member of the Local Board and arrange their private affairs in a manner that promotes public confidence and will bear close public scrutiny.

Members shall serve the public in a conscientious and diligent manner.

Members should be committed to performing their functions with integrity, impartiality and transparency.

Members shall perform their duties in office and arrange their private affairs in a manner that promotes public confidence and will bear close public scrutiny.

There is a benefit to municipalities when Members have a broad range of knowledge and continue to be active in their own communities, whether in business, in the practice of a profession, in community associations, and otherwise.

Definitions:

"Adjudicative Board" means a Local Board that functions as a tribunal

"Council" means the Council of the City of Hamilton

"Family" includes "child", "parent" and "spouse" as those terms are defined in the *Municipal Conflict of Interest Act*, and also includes

- step-child and grand-child;
- siblings and step-siblings;

- aunt/uncle, and niece/nephew
- in-laws, including mother/father, sister/brother, daughter/son
- any person who lives with the Member on a permanent basis.

"Local Board" means a Local Board as defined in s.223.1 of the *Municipal Act*, or s. 1 of the *Municipal Conflict of Interest Act*, and includes citizen advisory committees and other bodies established by Council whose members are appointed by Council;

"Member" means a member of a City of Hamilton Local Board;

"Staff" includes employees, seasonal and contract workers, and volunteers of the City of Hamilton and/or of a City of Hamilton Local Board;

Rule 1: Avoidance of Conflicts of Interest

In this Rule:

1. A disqualifying interest is an interest in a matter regarding which a reasonable person fully informed of the facts and circumstances would conclude that the Member could not participate impartially in the decision-making process related to the matter either because to do so would not be in compliance with the Municipal Conflict of Interest Act, or, because the Member's relationship to persons or bodies involved in the matter or affected by the decision is so close, a reasonable person would conclude that the Member could not effectively carry out their public duty with impartiality.

2. A non-disqualifying interest is an interest in a matter that, by virtue of the relationship between the Member and other persons or bodies associated with the matter, is of such a nature that a reasonable person fully informed of the facts and circumstances would conclude that the Member could still participate impartially in the decision-making processes related to the matter only so long as:

The Member fully discloses the interest so as to provide transparency about the relationship; and

The Member states why the interest does not prevent the Member from making an impartial decision on the matter.

3. Members shall not participate in the decision-making processes associated with their role or position when they have a disqualifying interest in a matter. Participation includes attempting to influence an outcome, whether the decision to be made is to be made by the Local Board or a member of staff with delegated authority or operational responsibility.

4. Members may participate in the decision-making process related to a matter in which they have a non-disqualifying interest provided they file at their earliest opportunity a Transparency Disclosure in a form and manner established by the City Clerk acting in consultation with the Integrity Commissioner.

5. Members shall avoid participating in or influencing a proceeding when the member, or another person with whom the member has a close personal or professional relationship, has a financial or other private interest that may be affected by the proceeding or its outcome.
6. Members shall not appear before their Local Board on their own behalf or as a representative on behalf of any party.
7. Members shall not contract with the Local Board for the sale, rental or purchase of supplies, services, material or equipment, and shall not engage in the management of a business or otherwise profit directly or indirectly from a business that relies on an approval from the Local Board.

Commentary

Members of BIAs will frequently have an interest in common with other members of the BIA in matters that come before the Board, and as such would be exempted from the obligation to declare a disqualifying interest. Care should be taken however to recognize the existence of a disqualifying interest when the Member stands to gain or otherwise benefit in a manner that can be differentiated from others in the BIA. For example, while all members of the BIA would similarly benefit from the holding of a festival, any BIA member who supplies goods or services to the festival at a profit or loss would have a disqualifying interest in the event. The display of merchandise or the promotion of services at an event would not amount to a disqualifying interest.

Where a Member contributes to an event 'at cost', a disqualifying interest would not arise.

Rule 2: Gifts, Benefits and Hospitality

No Member shall accept any fee, gift or benefit that is connected, directly or indirectly, with the performance of the Member's duties, except as permitted by one or more of the exceptions listed below:

- compensation authorized by law;
- such gifts or benefits that can be considered incidental mementos or tokens of appreciation

Rule 3: Confidential Information

Confidential information includes any discussion that takes place between members of the Local Board when it is in a closed meeting; and includes information in the possession of, or received in confidence by, that the board or the City is either prohibited from disclosing, or is required to refuse to disclose, under the *Municipal Freedom of Information and Protection of Privacy Act* ("MFIPPA").

No Member shall disclose or release by any means to any member of the public, any confidential information acquired by virtue of their office, in either oral or written form, except when required by law, or authorized to do so by the Local Board or, if applicable, by Council.

No Member shall use confidential information for personal or private gain, or for the gain of relatives or any person or corporation, either directly or indirectly.

Rule 4: Use of City Resources

No Member should use municipal equipment , or permit the use of Local Board or City land, facilities, equipment, supplies, services, staff or other resources (for example, Local Board or City-owned materials, websites, Local Board and City transportation delivery services,) for activities other than the business of the Local Board or the City; nor should any member obtain personal financial gain from the use or sale of Local Board or City-developed information, intellectual property (for example, inventions, creative writings and drawings), computer programs, technical innovations, or other items capable of being patented, since all such property remains exclusively that of the Local Board or City.

Rule 5: Election Campaigns

No member, while identifying themselves as a member of a Local Board, shall undertake any election campaign or election-related activities or work on, fund-raise, endorse or otherwise contribute to the election campaign of any person running in the municipal election for the municipality where the member serves on the Local Board.

Rule 6: Improper Use of Influence

No member shall use the influence of his or her position for any purpose other than the duties as a member of the Local Board.

Rule 7: Business Relations

No member shall allow the prospect of future employment by a person or entity to affect the performance of his/her duties as a member of the Local Board.

Rule 8: Member Conduct

Members shall conduct themselves with decorum at all times.

Members shall maintain proper control over meetings demonstrating respect for everyone who is involved in the meeting.

Members are expected to attend all meetings of the Local Board. If a member misses more than three consecutive (3) meetings during their term, the Chair, after hearing and considering any explanation provided by the member, may ask the member to resign, or request that Council remove the member.

Commentary

Members recognize the importance of cooperation and shall endeavour to create an atmosphere that is conducive to solving the issues before the Board, listening to various points of view and using respectful language and behaviour in relation to all those in attendance.

Rule 9: Media Communications

Members shall accurately communicate recommendations and proceedings of their Local Board.

If a member is contacted directly by the media, the member should refer the media to the Chair, or in the absence of the Chair, to the Vice-Chair.

Commentary

A Member may state that they did not support a decision, or voted against the decision, however a Member must refrain from making disparaging comments about other Members or staff, or about the Board's processes and decisions, in doing so.

When communicating with the media, a Member should at all times refrain from speculating or reflecting upon the motives of other Members in respect of their actions on the Board.

Members who engage in social media should recognize that the rules around decorum and respect apply regardless of the communications medium used. Because social media posts attract participation by others, Members hosting such sites or accounts should consider articulating and posting their own policy of addressing how frequently they will monitor the site for the purpose of identifying and removing disparaging, abusive or hateful comments.

Rule 10: Respect for the Town By-laws and Policies

Members shall adhere to and encourage public respect for the Local Board, the municipality and its by-laws, policies and procedures.

Commentary

A Member must not encourage disobedience of a City by-law in responding to a member of the public, as this undermines confidence in the City and in the Rule of Law.

Rule 11: Respectful Workplace

Members are governed by the workplace harassment and workplace violence policies in place for staff, recognizing that integrity commissioner is responsible for the administration and investigation of complaints.

All Members have a duty to treat members of the public, one another and staff appropriately and without abuse, bullying or intimidation and to ensure that their work environment is free from discrimination and harassment.

Rule 12: Conduct Respecting Staff

Members shall be respectful of the role of staff to advise based on political neutrality.

Members shall respect the professionalism of staff, and not exert undue influence on staff.

No Member shall maliciously or falsely impugn or injure the professional or ethical reputation or the prospects or practice of staff, and all Members shall show respect for the professional capacities of the staff of the City.

Commentary

It is inappropriate for a Member to attempt to influence staff to circumvent normal processes in a matter, or overlook deficiencies in a file or application. It is also

inappropriate for Members to involve themselves in matters of administration or departmental management which fall within the jurisdiction of the City Manager.

Rule 13: Reprisals and Obstructing

It is a violation of this Code of Conduct to obstruct the Integrity Commissioner in the carrying out of their responsibilities, or to engage in any activity in retaliation against any person because they made a complaint to or otherwise communicated with the Integrity Commissioner.

Rule 14: Acting on Advice of Integrity Commissioner

Any written advice given by the Integrity Commissioner to a Member binds the Integrity Commissioner in any subsequent consideration of the conduct of the Member in the same matter, as long as all the relevant facts known to the Member were disclosed to the Integrity Commissioner.

Members seeking clarification of any part of this *Code* should consult with the Integrity Commissioner.

Part 2

ADDITIONAL REQUIREMENTS APPLICABLE TO MEMBERS OF ADJUDICATIVE LOCAL BOARDS

Rule 15: In addition to the provisions applicable to Members of Non-adjudicative Local Boards, the following additional requirements are applicable with respect to the referenced rule:

Rule 2: Gifts, Benefits and Hospitality

Members should recuse themselves from any hearing, to avoid any perception of bias or conflict of interest which may arise as a result of a gift, benefit or hospitality which the Member may have received, from any of the parties or participants potentially affected by the decision of the Local Board.

Rule 5: Election Campaigns

Members of Adjudicative Local Boards are prohibited from fundraising for, endorsing, or otherwise contributing to the election campaign of any person running for a seat on Council.

Rule 9: Media Communications

Members of adjudicative boards should generally not comment to the media in relation to any decision made by the board or the rationale behind such decision. On the rare occasion when a comment may be appropriate, only the Chair shall serve as a media contact and all enquiries shall be referred to them.

Rule 16: Communications with Parties

Written communication to an adjudicative board shall take place only through the Secretary of the board or the appropriate municipal staff assigned to such board, and shall be copied to all

parties or their representatives as appropriate. Oral communications with the adjudicative board about current proceedings shall take place only in the presence of or with the consent of all parties.

Where a party is represented by a representative, all communication between the adjudicative board and the party shall be through the representative, with the exception of notices of hearing, which shall be served upon all parties and their representatives known to the adjudicative board as appropriate.

Rule 17: Independent Nature of Adjudicative Boards

The Chairs of adjudicative boards should ensure that the actions of any member, as well as Council members and staff attending adjudicative board meetings, are consistent with the arm's-length, quasi-judicial nature of the adjudicative board. Any actions compromising this position should be immediately dealt with by the Chair or panel chair.

An adjudicative board is required by the applicable laws to operate at arm's-length from and independently of Council. Members should therefore not request members of Council to intervene on applications considered by the adjudicative board. Members should refrain from seeking advice on their roles and responsibilities from Council members. In clarifying their roles and responsibilities, members should seek advice from appropriate staff.

Part 3

COMPLAINT PROTOCOL

The Complaint Protocol contained in the Council Code of Conduct applies with necessary modifications to complaints regarding members of Local Boards.

CONSEQUENCES OF FAILURE TO ADHERE TO CODE OF CONDUCT

Members who are found by the Integrity Commissioner to have failed to comply with the Code of Conduct for Local Boards may be subject to the following sanctions:

- (a) a reprimand; or
- (b) suspension of remuneration paid to the member in respect of his or her services as a member of the Local Board (if any).

Members may also be subject to such other remedial actions recommended by the Integrity Commissioner that directly flow from the action or behaviour of the member of the Local Board.

Members are subject to removal from the Local Board, or removal as Chair of the Local Board, by Council.

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	Complete	0.65	Precast concrete curbs and flexposts. Lane designation modifications @ Mohawk Rd	Implemented	N/A	City Cycling
21-002	Delaware-Maplewood	Full length of both streets, spanning Wentworth St to Gage Ave.	3	Complete	1.7	Install flexposts at each intersection along the bike lanes on Delaware and Maplewood	Implemented	150	City cycling
22-022	Locke St	Main St to Hunter St	1	Complete	0.23	Add additional physical separation for bicycle lanes. Include flexposts and planters where possible	Implemented	NA	Ward 1 Locke St Funds
21-016	Shamrock Park Bicycle Path	Ferguson to Young	2	Complete	0.2	Bicycle path beside existing sidewalk through park and small piece at Corktown Park	Construction of pathway to begin in coming weeks	4	Ward 2 Funds
22-015	Stonehenge Rd	Southcote Dr to Stone Church Rd	12	2023	2.5	Buffered bicycle lanes, with seasonal flexposts at key intersections	Deferred to 2023. Island modifications at Stone Church to be completed late 2022.	58	City Cycling
20-017	Pearl - Kent Bicycle Boulevard & Study	York to Amelia	1	Paused - 2023	1.77	Various traffic calming interventions	Tender being finalized	N/A	City Cycling
22-027	Breadalbane St	King St to Jones St	1	Construction	0.58	Convert roadway into a bicycle boulevard	Tender being finalized	NA	Bicycle Boulevards 2020
22-102	King St	Stoney Brook Dr to Hwy 8	10	Complete	1.3	Road diet with separated bicycle lanes	Construction to begin in September	NA	Construction
22-114	Southcote Dr	Hwy 403 to Garner Rd	12	Construction	1.2	MUP along east side	Tender being finalized	NA	Construction
22-106	Highland Rd	Winterberry Dr to Glenhollow Rd	9	2023	0.5	repainting with resurfacing	Tender being finalized	NA	Construction
22-107	Highland Rd	Glenhollow Rd to First Rd	9	2023	1.4	repainting with resurfacing	Tender being finalized	NA	Construction
21-021	John St	Guise St to Strachan St	2	Partial completion	0.97	Cycle track on west side of street, as per design south of Burlington St. Add precast/flexposts btwn Burlington/Strachan where possible	Design in progress. Planned September/October implementation.	152	Dev Eng & City Cycling
22-021	Cootes MUP (Hatt Phase 2)	Baldwin St to Dundas St	13	Detailed design	0.24	Bicycle boulevard on Baldwin St; MUP on 2 blocks of Cootes Dr	Detailed design and tendering 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. 2023 planned implementation	N/A	City Cycling
21-004	West 5th - Keddy Trail Connector	Brow to Fennell Ave	8	Detailed design	0.6	3.0m multi-use path	Detailed design and tendering in progress.	79	ICIP (Federal Funds)
22-030	West 5th MUP (South)	Fennell Ave to Governor's Blvd (Mohawk College)	8	Planning	0.3	3.0m multi-use path	Preliminary design in progress. 2023 planned implementation		ICIP (Federal Funds)
22-019	Centennial Pkwy MUP	Confederation Dr to Goderich Rd	5	Planning	0.85	3m multi-use path; existing segment on QEW bridge completed by MTO	Preliminary design in progress. 2023 planned implementation	74	City Cycling
22-031	Charlton Ave/ MacNab St	MacNab St to James St/ Charlton Ave to Herkimer Ave	2	2023	1.0	Add planters on Herkimer/Charlton; include barriers on Charlton contra-flow bicycle lane. Add northbound dedicated bicycle lane on MacNab	Planters have been installed. Other work is in design	NA	City Cycling
22-026	Cannon St	James St to Sherman Ave	2, 3	Complete	2.5	Replace existing rubber stops with precast concrete curbs	James-Victoria nearly complete Victoria-Sherman: planned summer implementation	N/A	City Cycling
22-017	Emerson St/ Whitney Ave	Main St to Whitney Ave Emerson St to Main St	1	2023	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	Detailed design ongoing. Planned 2023 implementation	N/A	City Cycling
22-006	Victoria Ave (south)	Cannon St to Stinson St	3	Partial completion	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.	Detailed design complete. Planned for September implementation	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	Functional design in progress.	N/A	Ward 1 Funds
22-032	Dundurn St Crossing	Baker St and Lamoreaux Ave	1	Design	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.	Functional design in progress.	NA	City Cycling
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	Functional design in progress.	NA	ICIP (Federal Funds)

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
22-025	Gage Ave	Beach Rd to Lawrence Rd	3	Deferred	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	Tender	0.5	Signed route from Ferguson easterly across Wellington to/from bike cage at hospital	Reviewed plan with hospital. Signage being manufactured. Planned 2022 implementation.	N/A	Ward 2 & 3 Funds
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
21-209	Pipeline Trail	Grace to Brampton	4	Design in works	0.6	improvement to existing (2021 construction) Construction timing is dependent on resolving encroachments.	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	On-Hold	0.7		Design in works.	190	City Trails
20-120	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	Dalglish/ Terryberry	Bellagio to Reg Rd 56	9	Implementation	0.95	3m asphalt multi-use path	In progress.	169	Dev Eng & City Cycling
21-110	Dewitt Rd	Barton to Midway St	10	2023	1.4	New Painted lanes with buffer, temporary barriers and flexposts	Deferred to 2023.	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	Rousseau St to Filman Rd	12	Complete	3.2	Buffer enhancement with resurfacing	Construction in progress	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 Mt Albion Rd	3 - 4	Planning	3.5	Enhance existing bicycle lanes with precast concrete curbs and flexposts	Feasibility plan on going. Design in 2022		City Cycling
23-006	Kentley-Nashdale Cycling Improvements	Barton St MUP (RHVP-Nash) 240m Nash Rd MUP (Barton-Bancroft) 500m Bancroft St BB (Nash-Confederation GO) 660m Kenora Ave BB (Bancroft-Kentley) 1.1km	0	Planning	2.5	Barton St (240m): MUP on north side Nash Rd (500m): bicycle boulevard or MUP Bancroft St BB (Nash-Confederation GO) 660m Kenora Ave BB (Bancroft-Kentley) 1.1km - 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
21-025	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) - 150m King St (Lawrence Rd to Pottruff Rd) - 475m	5	Planning	0.63	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)
22-029	Ferrie St/ Wellington St (Healthcare Connector)	Victoria Ave to Wellington St/ Ferrie St to Simcoe St	3	Planning	0.33	Implement a bicycle path on the north side of Ferrie St (205m) and the west side of Wellington St (125m) - 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	1.2	Additional information required; request from GM indicated bicycle lanes (design only)	Planning		

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
22-037	Sherman Ave	Burlington St to Barton St	0	Planning	1	Additional information required	Planning		

Bay Street North; Truck Route

Recommendation

- 1) That the bicycle lanes on Bay Street, north of Cannon Street to Strachan be protected by precast curbs.
- 2) Move the bicycle lane behind parked vehicles as opposed to the current configuration which requires vehicles to cross the bicycle lane to park.
- 3) Bicycle lanes that are well used or show growth potential in the immediate term have concrete curbs added, such as Creighton

Background

WHEREAS Bay Street North remains a truck route on the new Truck Route Masterplan;

WHEREAS the Hamilton Cycling Committee passed a motion previously that curbs and other protection be used where truck routes must remain beside bicycle infrastructure;

WHEREAS curbs improve safety, comfort and reduce bicycle lane blockage;

WHEREAS the City of Hamilton declared a Climate Emergency;

WHEREAS the City of Hamilton declared a goal of Vision Zero,

And,

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

Analysis/Rationale

Bay Street is a well-connected bicycle lane utilized by commuters to the West Harbour Go Station which recently increased service and lacks bus connections. It is also utilized by leisure and recreational cyclists in the summer and winter alike to get to the Bayfront.

It connects directly to the Cannon Street Cycle Track and the protected Section of Bay Street cycle track which also connects to the Hunter Street Cycle track, while also connected with the newly built Strachan MUP.

This bicycle lane is also well suited to bring cyclists from the future Pier 8 redevelopment in addition to continued development at Jamesville, and around the Go station.

The street remains open to large truck traffic as a result of the few industrial facilities that remain among the streets of Barton and Tiffany, which use the street semi-regularly and often cut into the bicycle lanes or drive adjacent to cyclists and families on bikes without any separation by paint.

Other streets like Creighton allow students to bicycle to school, and other such streets are key locations for students, families and commuters alike to get to and from their destinations.

Separated, protected bicycle lanes have been shown to reduce the risk of injury crashes for all road users; cyclists, pedestrians and automobile drivers.

References:

[NEW YORK, NY 10007 MEMORANDUM To: Interested Parties From: Howard Wolfson Subject: Bike Lanes Date](#)

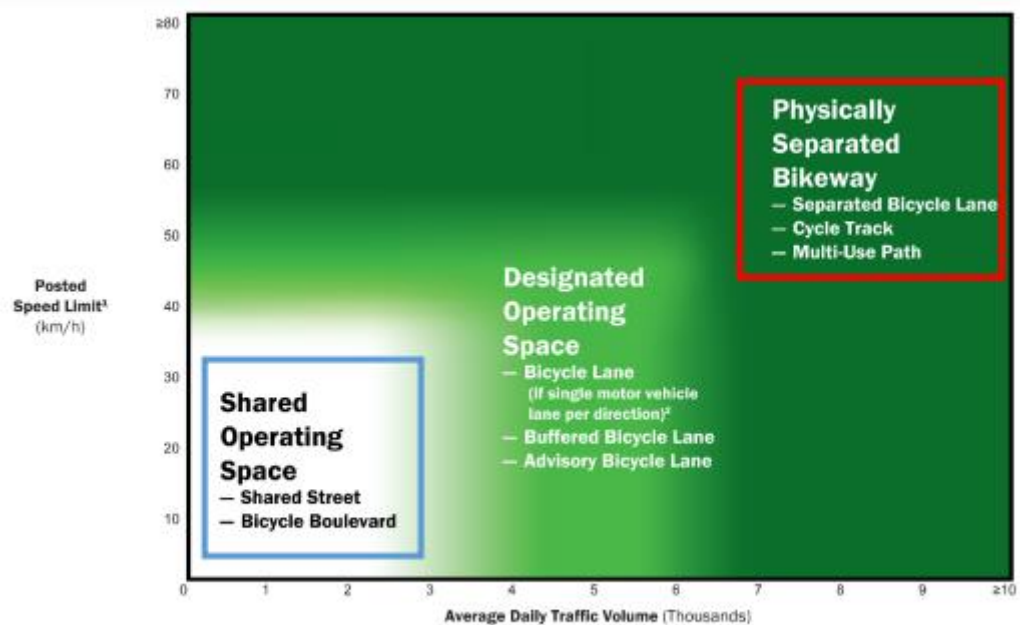
Bicycle Friendly Streets

Recommendation

- 1) That the City of Hamilton change the speed limits of “Signed On-Street Routes” to 40km/h or 30km/h where possible.
- 2) Narrow automobile lanes along these streets to the minimum lane width (2.7m – 3.0m) when there are painted lanes.
- 3) Utilize a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs and modal filters to disallow automobile traffic and allow active transportation.
- 4) Install bicycle lanes where road width allows.

Background

WHEREAS the OTM Book 18 nomograph indicates in most cases that a “shared operating space” should have a maximum speed of 40km/h (*note: where operating speeds diverge from posted speed limits, 95th percentile operating speeds should be used*).



- 1 Where operating speeds diverge from posted speed limits, 95th percentile operating speeds should be used.
- 2 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

WHEREAS the Hamilton Complete Streets Design Manual suggests:

On lower-speed streets where shared facilities are appropriate, neighbourhood

bikeways may be implemented. These are a connected network of low-traffic streets that create continuous cycling routes. They often feature wayfinding signage, pavement markings, and speed management measures, and traffic diverters that prevent continuous use by motor vehicle traffic;

WHEREAS the City of Hamilton has an increasing number of injuries and deaths of cyclists and pedestrians;

WHEREAS narrowing of lane widths, intersections, turning radii and road diets have been shown to improve safety without adversely impacting automobile throughput;

WHEREAS the City of Hamilton declared a Climate emergency;

WHEREAS the City of Hamilton declared the goal of Vision Zero;

And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

Analysis/Rationale

The City of Hamilton has enacted a Complete Streets Design Manual, and is a city that attempts to follow the NACTO guidelines. updated Ontario Traffic Manual provides suggested facility design, however the he City of Hamilton does not currently follow the NACTO guidelines nor does the city follow the manuals for all On-Street Bicycle Routes.

Many On-Street Bicycle Routes do not have the design of a neighbourhood street in the way the facility is supposed to have, and speeds on these streets are faster than is safe or comfortable for a majority of riders.

The City of Hamilton has declared a Climate Emergency, therefore action should be implemented to encourage Hamilton residents to ride bicycles to address that emergency, the speed reduction and budget put toward that goal should be appropriate to an emergency level.

The City of Hamilton declared a Vision Zero goal: these steps would move the city closer to that goal. Dropping the speed limit on many shared streets from 50km/h to 40km/h would reduce the risk of severe injury of pedestrians and cyclists in a collision from ~50% to 25% and risk of death from ~25% to ~10%. If speeds are lowered to 30km/h the risk of severe injury decreases further to 10% and risk of death decreases below 10%.

Individuals “struck by a motor vehicle travelling at 50km/h are 8 times more likely to die, compared... at 30k/h” (WHO: World Report on Road Traffic Injury Prevention).

References:

<https://www.peoplepoweredmovement.org/can-reducing-speed-limits-reduce-fatal-bicycle-and-pedestrian-crashes/#:~:text=Speeds%20and%20Collision%20Data%20for%20Bicyclists&text=At%2030%20mph%2C%20the%20risk,to%20decline%20after%2035%20mph>.

https://link-springer-com.libaccess.lib.mcmaster.ca/chapter/10.1007/978-90-481-2743-6_4

<https://www.who.int/publications/i/item/world-report-on-road-traffic-injury-prevention>

Bicycle Oriented Corridor

Recommendation

That the City of Hamilton institute a “Cycling Oriented Corridor” along identified corridors in the Cycling Masterplan where cycling-oriented zoning would increase cycling activity and encourage the reduction of automobile use including:

- 1) Piloting a cycling-oriented corridor on Cannon Street from Queen Street North to Ottawa Street.
- 2) 6-storey allowance for new construction within 100m of the cycling corridor.
- 3) Minimum parking ratio of 0.00 within 100m of the cycling corridor.
- 4) Maximum parking ratio of 0.75 unless less than 3 units.
- 5) Bicycle parking must be on ground floor of buildings.
- 6) Commercial units must provide exterior bicycle parking or city bicycle parking.
- 7) Working with developments with reductions in charges if there are active transportation options provided to future tenants including: HBSI hub/micromobility hub and bikes, car share space, transit pass included in rent/fees.
- 8) Introduce modal filters at quiet intersections to limit uncontrolled access to Cannon Street across the bicycle tracks/lanes.

Background

WHEREAS the City of Hamilton has utilized Transit Oriented Zoning to encourage redevelopment that attracts transit riders in preparation for a large-scale transit project to bring riders and increase tax revenue;

WHEREAS the City of Hamilton has specified the need to move transportation away from single occupancy private automobiles;

WHEREAS the City of Hamilton is trying to attract investment and residents into infill opportunities to reduce urban boundary expansion;

WHEREAS the City of Hamilton has declared a Climate Emergency;

WHEREAS the City of Hamilton has declared the goal of Vision Zero.

And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

Analysis/Rationale

Transit Oriented Zoning was instituted by the City of Hamilton to encourage growth, investment and automobile-free residents living adjacent to a future LRT line; the B-Line LRT Project. By utilizing a similar process to encourage bicycle ridership by encouraging growth, investment and automobile-free residents adjacent to the most well-used bicycle lane in the city, Hamilton could reduce dependence on vehicles, improve the investment in a bicycle lane, and take advantage of existing infrastructure to reduce the cost to taxpayers on road maintenance and continued urban boundary expansion.

Cannon Street offers a good pilot for this project as it is already a successful bicycle lane, and similar to how the Transit Oriented Corridor Zoning will be expanded when the project is completed, the Cycling Oriented Corridor Zoning could expand outward to encapsulate the bicycle network that is connected and likely to see increased use, or it can leap-frog to a new area in Stoney Creek, Ancaster, Dundas, Waterdown or the Mountain to see similar results and expanded bicycle usage.

Hamilton could lead and be one of the first to provide incentives to development that encourage riding a bicycle.

Cycling infrastructure is cheaper to deliver and maintain than driving infrastructure, therefore the reduction in development charges for developments which include facilities that promote active transportation will be offset by decreased infrastructure cost surrounding the development.

Cycling Plan and Budgetary Items

Recommendation

- 1) The Cycling Masterplan completion be expedited prioritizing gaps, schools, working trips and spots without infrastructure.
 - a. The Cycling Budget be increased to in line with per capita spending of other nearby cities to fund the expansion.

- 2) Funding for bike share be increased.
 - a. Stable operational that does not decrease if the system is more successful and funding that dynamically increases with increased services.
 - b. Stable capital funding that accounts for the age of the bikes and allows for expansion of the service area into wards beyond the currently served

- 3) Remove exemptions to parking in the bike lane, except by permit where alternative arrangements have been made, for accessibility purposes and emergency vehicles.
 - a. Increase fine for parking in bicycle lane in line with other municipalities and similar fines for blocking automobile lanes.
 - b. Hire staff or reallocate staff to enforce fining and advising individuals blocking the bike lane.

Background

WHEREAS the Cycling Budget is currently 00% of the capital budget;

WHEREAS the City of Hamilton defers multiple cycling projects every year;

WHEREAS bike share systems provide first and last mile connections to existing infrastructure like transit, better utilizing and increasing ridership on transit;

WHEREAS the City of Hamilton is attempting to encourage use of bicycles and other active transportation instead of automobile use;

WHEREAS the Bike Share network utilizes funded and currently build bicycle infrastructure;

WHEREAS bicycle lanes in Hamilton are regularly blocked;

WHEREAS infrastructure built by the city is being blocked in such a way to defeat the purpose of the built infrastructure;

WHEREAS the City of Hamilton declared a Climate Emergency;

WHEREAS the City of Hamilton declared the goal of Vision Zero;

WHEREAS the current speed of implementation of the Cycling Masterplan does not match the urgency of the above issues.

Analysis/Rationale

Cycling Masterplan and Funding:

The Cycling Masterplan was designed before the current OTM and the Complete Street Manual, and therefore the design of the masterplan is out of date. Despite this, the implementation of the masterplan leaves multiple decades until its completion.

Considering the Climate Emergency declaration and the goal of Vision Zero, the City of Hamilton has been implementing the Cycling Masterplan that does not match the urgency of these two issues, and has been deferring projects multiple years into the future.

The cycling budget being increased will allow the city to more quickly implement the cycling plans on various streets, including pilots, road diets, improved cycling infrastructure which has improved bicycle lanes that already existed.

Bike Share Funding:

Cycling infrastructure is cheaper to deliver and maintain than driving infrastructure, therefore the cost to implement and expand bike share will be offset by decreased infrastructure cost surrounding the development.

The City of Hamilton already has many kilometres of bicycle infrastructure which is not at capacity, where growth in bike ridership can occur, and bike share is a well used mode in the city that can continue to grow.

Bike share has a much lower per rider subsidy than transit, so encouraging bicycle use instead of bringing transit to capacity is far cheaper than expanding transit service where bicycle ridership could take some of the load.

Bike share is a part of Hamilton's brand and image, and improving the service will bring economic benefits to the city in a natural and citizen led way, in addition to the existing and continuing work of other departments.

Increasing the number of cyclists can increase safety, through the doctrine of “safety in numbers” ridership hits a critical mass where motorists and other transportation expects cyclists and improves awareness of them.

Blocking Bicycle Lane:

Parking in the bicycle lane is a common issue in Hamilton that is reported by many cyclists to the city and seen posted regularly on social media channels. Hamilton currently allows parking in bicycle lane in many instances, and the cost to apply for a permit compared to the fine for blocking the bicycle lane does not encourage individuals to seek a legal means of blocking the bicycle lane which often provides safe alternatives for cyclists. Additionally, enforcement is minimal, meaning that there is very little reason to avoid blocking the bike lanes in Hamilton.

This is critical infrastructure that is built to keep cyclists and pedestrians safer, and in many circumstances having no alternative can be more dangerous, such as forcing cyclists to bicycle the wrong way on a one-way street or requiring them to dismount and cross where there is no signalized crossing.

Bicycles Yield at Stop Signs (Idaho Stop)

Recommendation

- 1) The City of Hamilton request the police to discontinue enforcement of requiring cyclists to make a full stop at stop signs.
- 2) The City of Hamilton correspond with the province to encourage the enactment of a law where cyclists can yield at stop signs, known as an “Idaho” stop.

Background

WHEREAS dangerous operation of a bicycle is already an enforceable policy;

WHEREAS the Idaho stop allows for cyclists to slow and still stop if required, but allows continuation of momentum;

WHEREAS the City of Hamilton is trying to encourage use of bicycles and other modes of transportation and reduction of the use of personal automobiles;

WHEREAS the City of Hamilton has declared a Climate Emergency;

And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To encourage citizens to cycle instead of drive.
- To educate on the benefits and necessities of cycling.

Analysis/Rationale

Most cyclists are observed to already treat stop signs as yield signs with no appreciable increase in injury to cyclists, pedestrians or motorists.

Reducing enforcement of this generally safe act will improve the efficiency of police forces to act on more significant issues, reducing unnecessary stops that could lead to biases inherent in an officer.

Enshrining this common action in law would allow motorists, pedestrians and cyclists to understand the actions of others in an intersection, allowing those involved to better understand the potential actions of each other.

Stop signs as they currently exist are designed only with motorists in mind, providing an unnecessary hinderance to cyclists where no significant danger exists, while a danger could possibly exist for an automobile. The average speed of bicycles is much slower than automobiles as well with far less mass. A compact automobile has a weight of 1400kg, while most bicycles with a

person on them weigh around 100kg. Bicycles also have far fewer blind spots and far more maneuverability than automobiles.

The Idaho Stop has been found to increase intersection safety as well, allowing cyclists to keep momentum rather than crossing an intersection at a slower pace. Places where this policy is implemented have universally seen a reduction in collisions through traffic studies.

References

[Bicyclist "Stop-As-Yield" Laws and Safety Fact Sheet | NHTSA](#)

[The Idaho Stop Law and the Severity of Bicycle Crashes: A Comparative Study](#)

<https://www.cycleto.ca/safeyieldlaw>

[Meggs, Jason N. Stops Harm Bikes Page 1 of 15 TITLE PAGE TITLE: Bicycle Safety and Choice: Compounded Public Cobenefits of the I](#)

James Street Complete Street

Recommendation

- 1) Lower the speed limit on James Street to 40km/h
- 2) Install a speed camera on the street

Background

WHEREAS other similar commercial corridors meant for active transportation have lower speed limits to encourage shopping, comfort and safe use of the street both on the sidewalk and on a bike (Locke Street, Ottawa Street, Kenilworth Avenue);

WHEREAS the Complete Streets Manual that the City of Hamilton adopted indicates James Street to be most similar to a Main Street, which has a targeted speed of 30-40km/h

WHEREAS the OTM Book 18 indicates a shared on street cycling facility as per the Complete Streets Design Manual indicates for a Main Street should have a maximum speed of 40km/h;

WHEREAS James Street is a popular pedestrian and cycling street with venues, restaurants and stores that encourage the use of bicycles or parking a bicycle and walking around;

WHEREAS the City of Hamilton has declared a Climate Emergency;

And,

WHEREAS the City of Hamilton has declared the goal of Vision Zero.

Analysis/Rationale

James Street has become synonymous with Hamilton's renewal, brought on by the use of the street by artists as a result of the low cost of entry, which gave rise to "art-crawl" and Supercrawl. The street is well suited to pedestrian and cycling uses and utilizes parking space to create patios during the warmer months. There are multiple pedestrian crossings where people are meant to wait for a gap in vehicles. There are Hamilton Bike Share stations on the road or just off the road beside vehicle traffic.

The default speed limit of 50km/h is not safe, comfortable or conducive to the level of pedestrian and cycling traffic the street receives. Intersecting with multiple busy vehicle thoroughfares leads to dangerous intersections. Add pedestrians moving from behind parked automobiles, people parking their

automobiles via parallel parking, and cyclists yielding to people crossing, traffic, bus traffic and other dangers.

Reducing the speed of James Street will not significantly reduce travel times of the street as most trips are not the entire length of the street and the majority of trips are between Hunter Street and York Boulevard a distance of only 650 metres. A 10km/h speed reduction would in theory only increase travel time between these two streets by an insignificant amount of time, having no appreciable change on traffic. With altered light timing it could improve traffic flow as slower roads can handle more vehicles.