



**City of Hamilton**  
**HAMILTON CYCLING COMMITTEE**  
**AGENDA**

**Meeting #:** 23-003  
**Date:** March 1, 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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<b>2. APPROVAL OF AGENDA</b> (Added Items, if applicable, will be noted with *)	
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<b>4. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>	
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5.1 Staff Follow-up: Bicycles Yield at Stop Signs (Idaho Stop) (no copy)	
<b>6. PUBLIC HEARINGS / DELEGATIONS</b>	
6.1 2023 Ontario Bike Summit - Cycling Connects (no copy) Janet O'Connell, Managing Director, Share the Road Cycling Coalition Eleanor McMahon, Founder and Board Member, Share the Road Cycling Coalition	
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Hamilton

## HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

**Wednesday, February 1, 2023**

5:45 p.m.

Room 264, 2<sup>nd</sup> Floor, City Hall

Hybrid Meeting

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**Present:** Chair: Chris Ritsma  
Vice-Chair:  
Members: Kate Berry, Jane Jamnik, Marko Maric, Ann McKay, Kevin Vander Meulen, Cora Muis, Gary Rogerson, Jessica Merolli

**Absent with Regrets:** Jeff Axisa, Dan van den Beukel, Cathy Sutherland, Christine Yachouh, Roman Caruk, Sharon Gibbons, William Oates

**Also Present:** Evan Nopper, Active Transportation Technologist, Active Transportation  
Danny Pimentel, Project Manager, Active Transportation  
Juby Lee, Sustainable Mobility Coordinator, Sustainable Mobility  
Bakir Fayad, Project Manager, Pedestrian and Cycling Engineering

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### 1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

### 2. APPROVAL OF AGENDA

**(Muis/Rogerson)**

That the agenda of the February 1, 2023 meeting of the Hamilton Cycling Committee be approved.

**CARRIED**

### 3. DECLARATIONS OF INTEREST

None

**4. APPROVAL OF MINUTES OF PREVIOUS MEETINGS**

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

**(Maric/Merolli)**

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

**CARRIED**

- (ii) **January 4, 2023 – Notes (Item 4.2)**

**(Maric/McKay)**

That the Notes of the January 4, 2023 meeting of the Hamilton Cycling Committee be approved, as presented.

**CARRIED**

**5. COMMUNICATIONS**

- (i) **2023 Ontario Bike Summit - City of Hamilton (Item 5.1)**

Committee members were advised that the City of Hamilton was chosen to host the 2023 Ontario Bike Summit on May 1<sup>st</sup> and 2<sup>nd</sup>. Staff discussed what the Ontario Bike Summit is and how the Cycling Committee can help by attending or volunteering on May 1<sup>st</sup> and 2<sup>nd</sup>, 2023. A representative will be at the next Cycling Committee meeting to provide more information and answer any questions.

Committee members discussed how they may get involved in either attending or volunteering, as well as different cycling groups they could collaborate with.

**(Merolli/Maric)**

That the Communication item be received.

**CARRIED**

**6. STAFF PRESENTATIONS**

- (i) **Winter Commute Month, Juby Lee – Sustainable Mobility  
Coordinator, Planning and Economic development (Item 6.1)**

J. Lee provided information on Winter Commute Month, Community in Motion Awards and Winter Bike Day (Friday February 10).

**(Jamnik/Maric)**

That the staff presentation be received.

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

That the following discussion items be received:

**(i) Committee Code of Conduct Review and Feedback (Item 7.1)**

Committee members were asked to provide comments on the code of conduct, which included:

- It was not clear what changes have been made from the previous version
- Overall, it is vague and unclear for people to understand and comprehend
- Additional details on what restrictions there are in terms of what committee members can and cannot say should be provided
- Committee members are treated and held to the same standard as city staff, but don't have the same level of influence
- Should be less strict; if so rigid, then it needs to be more clearly written
- Committee members are limited in their ability to have the influence that this code of conduct suggests
- These are complicated procedural rules and resources are not being put to the advisory committees in order to meet the high level of expectations set out in the code of conduct
- More support needed from clerks on how to properly do things. Clearly identify how do we accomplish the goals via motions, committee reports
- Integrity commissioner does not provide clear advice when members ask questions related to the code of conduct
- The chair is being held to a different standard, including potential fines if things go wrong
- Handbook is not specific enough. Is not written for lay people and therefore difficult to understand. Examples of what can and can't be said along with clarity on specific penalties, would be a suggested addition
- Should give information/guidance on how to accomplish goals through motions or citizen committee reports.

**(Maric/Berry)**

That the Code of Conduct for Local Boards, be received.

**CARRIED**

**(ii) Planning and Project Update (Item 7.2)**

Staff provided the Committee with an update on cycling projects for their review and feedback. Committee members asked questions regarding the following:

- Kent Street Bicycle Boulevard: project was paused in December 2022 due to construction related issues and will commence in spring of 2023.
- Open Streets Updates: J. Lee noted that this event is planned for Sunday June 18, 2023 on King St between John St and Gage Ave. The city will be working with different external organizations, as well as internal divisions to plan and implement activities.
- Victoria Avenue: D. Pimentel spoke about three floating bus bays that were recently installed on Victoria Ave. Committee members asked if traffic signals are active yet. Staff indicated a request has been made to remove the bags covering the existing bike signals.
- Accelerating the Cycling Master Plan: Staff indicated that council passed a motion for staff to report back on impacts of accelerating the implementation of the cycling master plan.

**(McKay/Muis)**

That the Planning and Project Update, be received.

**8. MOTIONS**

**(i) Bicycle Yield at Stop Signs (Idaho Stop) (Added Item 8.1)**

**(Ritsma/Maric)**

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:**

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.

**CARRIED**

- (ii) Support for the Cycling Master Plan (Added Item 8.2)

**(Rogerson/Jamnik)**

That the Hamilton Cycling Committee supports the acceleration of the Cycling Master Plan.

**CARRIED**

**9. NOTICES OF MOTION**

**(ii) Bay Street North**

C. Ritsma introduced the following Notice of Motion, which will be included on the next agenda:

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) That bicycle lanes be located behind parked vehicles as opposed to the current configuration which requires vehicles to cross the bicycle lane to park; and
- (c) That Bicycle lanes that are well used or show growth potential in the immediate term have concrete curbs added

**(iii) Bicycle Friendly Streets**

C. Ritsma introduced the following Notice of Motion, which will be included on the next agenda:

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) That Narrow automobile lanes along these streets be kept to the minimum lane width (2.7m – 3.0m) when there are painted lanes;
- (c) That a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs and modal filters to disallow automobile traffic and allow active transportation, be utilized; and
- (d) That bicycle lanes be installed where road width allows.

**(iv) Bicycle Oriented Corridor**

C. Ritsma introduced the following Notice of Motion, which will be included on the next agenda:

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.

**(v) Cycling Plan and Budgetary Items**

C. Ritsma introduced the following Notice of Motion, which will be included on the next agenda:

WHEREAS the Cycling Budget is currently 2% 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 City's Cycling Budget be increased to be in line with per capita spending of other nearby cities to fund the expansion;
- (c) That an increase in funding for the City of Hamilton Bike Share program be increased to :

- (i) Stable operational budget 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) That exemptions to parking in the bike lane, except by permit where alternative arrangements have been made, for accessibility purposes and emergency vehicles, be removed;
- (e) That fines for parking in bicycle lanes and for blocking automobile lanes, be increased to reflect fines in similar municipalities, and
- (f) That staff numbers are increased, to enforce fining and advising individuals blocking the bike lane

**(Morelli/Jamnik)**

That a member of the cycling committee attends the General Issues Committee (Budget) on February 6, 2023, as a delegate to voice the support of accelerating the implementation of the cycling master plan.

**CARRIED**

**(vi) James Street Complete Streets**

C. Ritsma introduced the following Notice of Motion, which will be included on the next agenda:

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 North to 40km/h; and
- (b) That a speed camera be installed on the James Street.

**10. ADJOURNMENT**

**(Maric/Jamnik)**

That, there being no further business, the meeting adjourned at 7:53 p.m.

**CARRIED**

Respectfully submitted,

Chris Ritsma  
Chair, Hamilton Cycling Committee

Evan Nopper  
Active Transportation Technologist, Active Transportation  
Planning & Economic Development



ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
2023 Projects									
22-015	Stonehenge Rd	Southcote Dr to Stone Church Rd	12	Design	2.5	Buffered bicycle lanes, with seasonal flexposts at key intersections	Deferred to 2023. Island modifications at Stone Church to be completed in 2023.	58	City Cycling
20-017	Pearl - Kent Bicycle Boulevard & Study	York to Amelia	1	Paused - 2023	1.77	Various traffic calming interventions	Under construction	N/A	City Cycling
22-027	Breadalbane St	King St to Jones St	1	Construction	0.58	Convert roadway into a bicycle boulevard	Under construction	NA	Bicycle Boulevards 2020
22-114	Southcote Dr	Hwy 403 to Garner Rd	12	Construction	1.2	MUP along east side	Under construction	NA	Construction
22-106	Highland Rd	Winterberry Dr to Glenhollow Rd	9	Implementation	0.5	repainting with resurfacing	2023 implementation	NA	Construction
22-107	Highland Rd	Glenhollow Rd to First Rd	9	Implementation	1.4	repainting with resurfacing	2023 implementation	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 complete. Implementation 2023	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	Design	0.3	3.0m multi-use path	Preliminary design in progress.		ICIP (Federal Funds)
22-019	Centennial Pkwy MUP	Confederation Dr to Goderich Rd	5	Design	0.85	3m multi-use path; existing segment on QEW bridge completed by MTO	Preliminary design in progress.	74	City Cycling
22-010	Charlton Ave MacNab St	MacNab St to James St Charlton Ave to Herkimer St	2	Design	1.0	Charlton Ave: add barriers to existing contra-flow bicycle lane and a planter in existing buffered bicycle lanes (WB) btwn MacNab/James MacNab St: add NB buffered bicycle lane on the east side to connect Herkimer/Charlton	Detailed design in progress.	NA	City Cycling
22-017	Emerson St/ Whitney Ave	Main St to Whitney Ave Emerson St to Main St	1	Detailed design	0.70 1.50	Emerson - barrier seperated bicycle lanes; west side cycle track from Sussex/Main Whitney - barrier seperated bicycle lanes, with accomodations 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.	South of Hunter under detailed design/tendering.	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)
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 2023 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	Complete	0.95	3m asphalt multi-use path	Complete	169	Dev Eng & City Cycling
21-110	Dewitt Rd	Barton to Midway St	10	Tender	1.4	New Painted lanes with buffer, temporary barriers and flexposts	Deferred to 2023.	111	City Rehab

ProjectID	Project Name	Segment	Ward	Phase	Length (km)	Description	Current Status	CMP #	Funding
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	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 2023		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 2023/2024		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 2023/2024		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 2023		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 2023/2024		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		
22-037	Sherman Ave	Burlington St to Barton St	0	Planning	1	Additional information required	Planning		



## Inverness Ave

### Project Details

Project Boundary:	Inverness Ave (Tanner St to East 8 <sup>th</sup> St) East 8 <sup>th</sup> St (Inverness Ave to Queensdale Ave) Queensdale Ave (E 8 <sup>th</sup> St to Up Wellington St)	Funding Source:	On-street cycling 2021
Phase:	2023 Design/Install	Project Length:	1.2 km
Project #:	22-039	Ward:	8

### Key Map



### Description

This project proposes the connection of the existing Keddy Access Trail from the west, to the existing “signed on-street bicycle route” on Queensdale Ave E to the east. A combination of uni-directional bicycle lanes, as well as bicycle boulevards a proposed to link this east-west gap in cycling infrastructure.

### Precedent Images and Visualizations



**Stone Church Rd, Hamilton**  
Uni-directional Bicycle Lanes with Painted Buffers

## Potential Impacts

HSR Route/Area	Impacts
HSR Route 27	Bus stop integration
Parking Items	Impacts
Inverness Ave (Upper James St to East 8th St)	Consolidate Parking to 1 side of street

## Rationale & Strategic Alignment

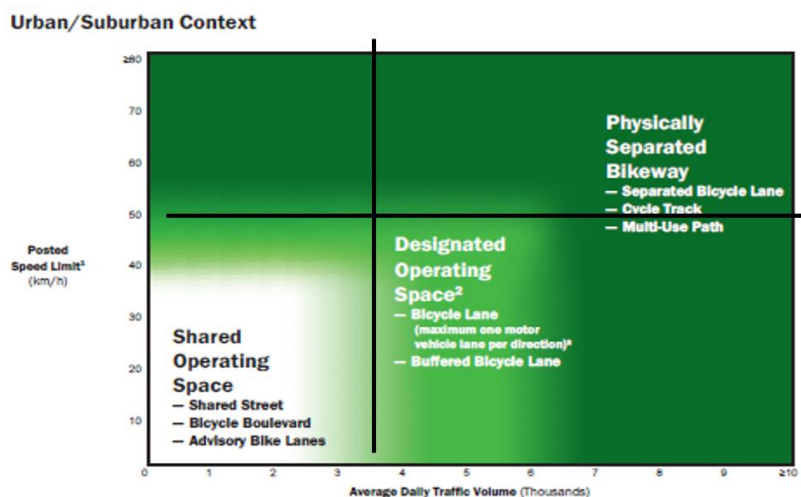
Inverness Ave is a collector roadway with relatively low traffic volumes and a 12.1m roadway width. Inverness Ave provides the desired east-west connectivity for cyclists who are travelling to and from the existing Southam Park Trail to the west (which connects to the Keddy Access Trail via lower Hamilton).

Additional streets shall be utilized as “bicycle boulevards” (Tanner St, Inverness Ave W, East 8<sup>th</sup> St and Queensdale Ave E). This will help to make the final connection to the existing “signed on-street bicycle route” on Queensdale Ave E (east of Upper Wellington St). Queensdale Ave E (Upper Wellington St to Upper Ottawa St) has been identified for future bicycle lanes, as per the City’s Cycling Masterplan.

\*Please note that the preferred Upper Wellington St crossing was determined to be Queensdale Ave E. This was chosen over the intersection at Inverness Ave E, due to a more direct crossing for cyclists. Additional costs related to the need for a multi-use path at Inverness Ave E/Upper Wellington St, also helped to determine Queensdale Ave E as the preferred crossing.

## Cycling Facilities Nomograph Alignment

### Inverness Ave E (Upper James St To East 8<sup>th</sup> St) ADT: 3504 (Fall 2022)



### Strategic Alignment

#### Capital Plan

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

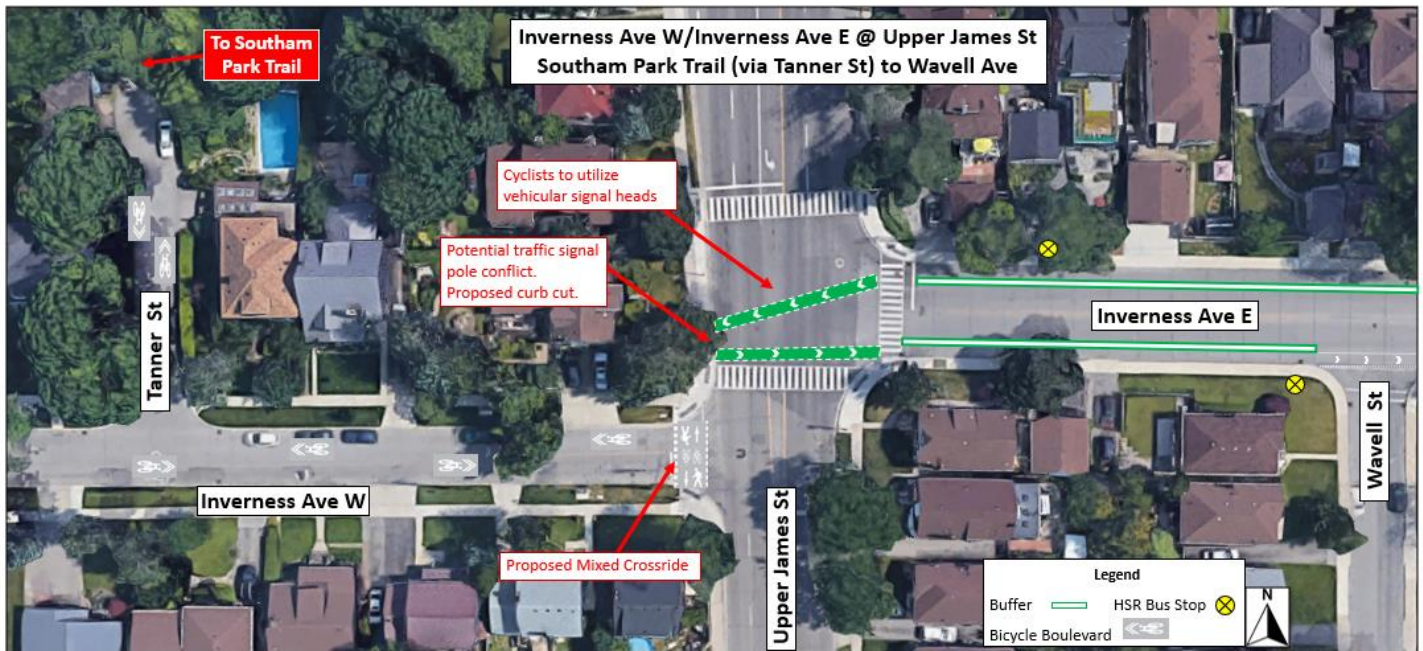
#### Transportation Master Plan

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

### Detailed Maps

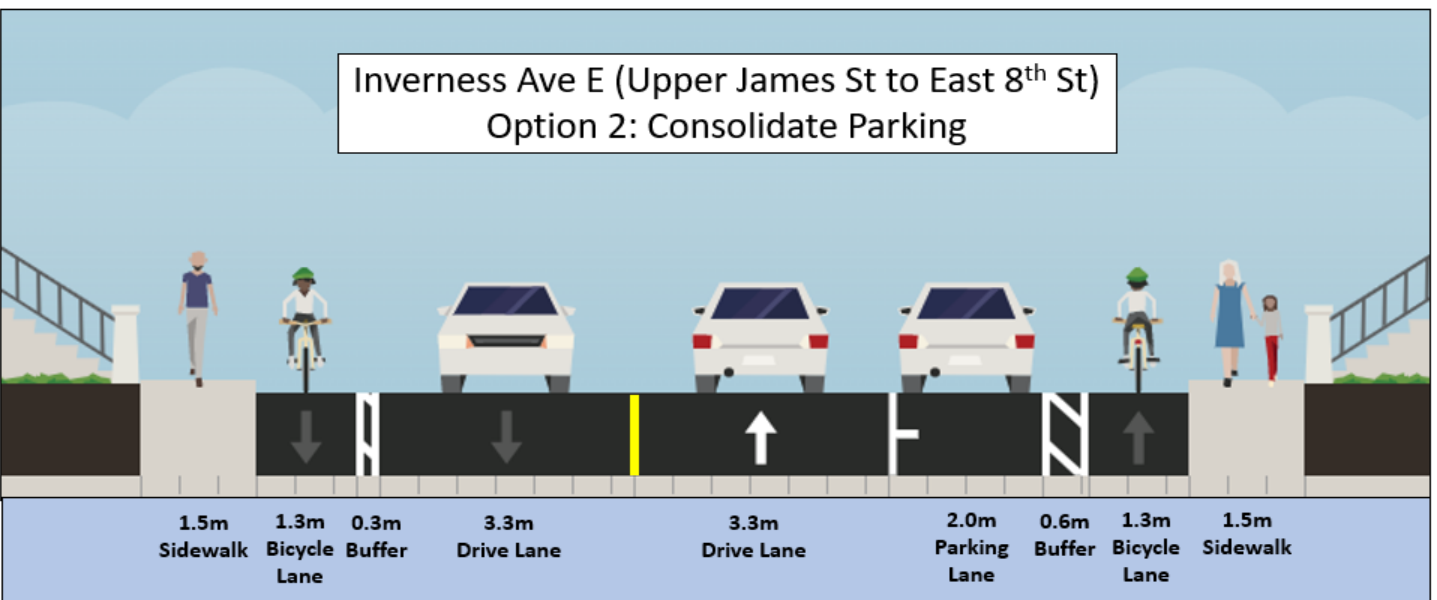
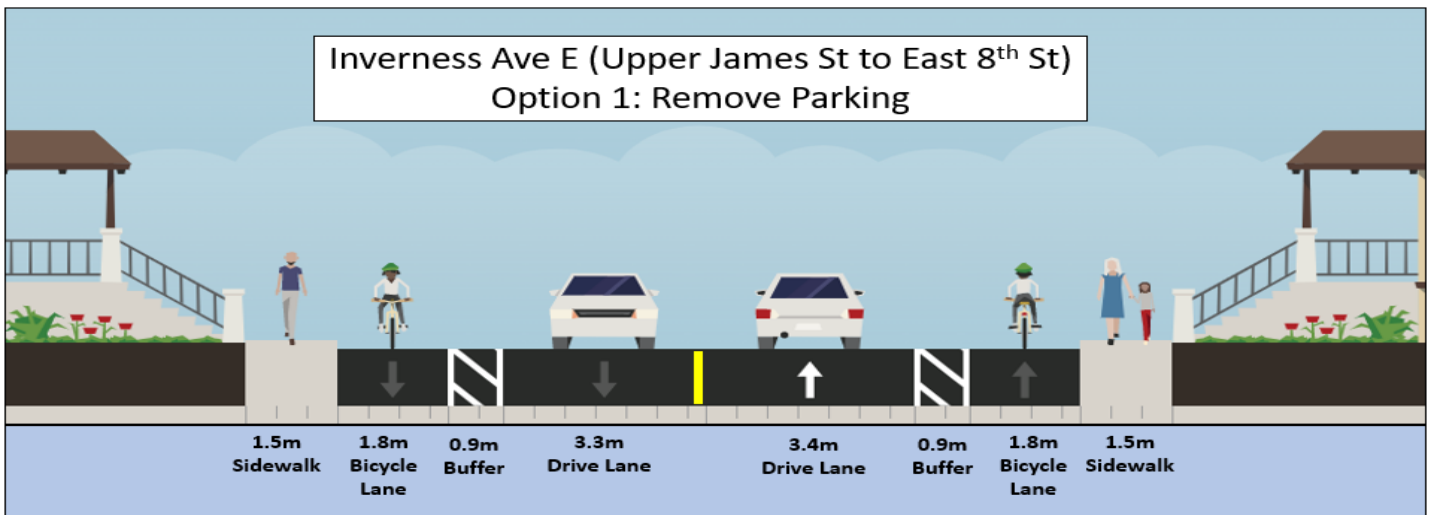


# Feasibility Plan: Inverness Ave





Cross Section Details – 2 Options





### Project Details

Project Boundary:	Charlton (MacNab to Ferguson) John (Charlton to St. Joseph's) MacNab (Charlton to Herkimer)	Funding Source:	On-street Cycling 2022
Phase:	Design (2022 Install)	Project Length:	1 km
Project #/ CMP #:	22-010/ 52	Ward:	2

### Key Map



### Description

**Charlton Ave:** add barrier separated bicycle lanes between MacNab St and Walnut St; add painted bicycle lanes between Walnut St and Ferguson Ave.  
**John St:** add a short connection (left turn lanes for bicycles) from Charlton Ave to St. Joseph's Dr.  
**MacNab St:** add NB buffered bicycle lane between Charlton Ave and Herkimer St.

### Precedent Images and Visualizations



Hunter St, Hamilton  
Flexposts and precast curbs



Locke St, Hamilton  
Green skip lines (for loading zone area)

## Potential Impacts

HSR Route/Area	Impacts
22 (Upper Ottawa)	Minimal impact anticipated to all HSR routes.
23 (Upper Gage)	
24 (Upper Sherman)	
25 (Upper Wentworth)	
26 (Upper Wellington)	
27 (Upper James)	

## Parking Review

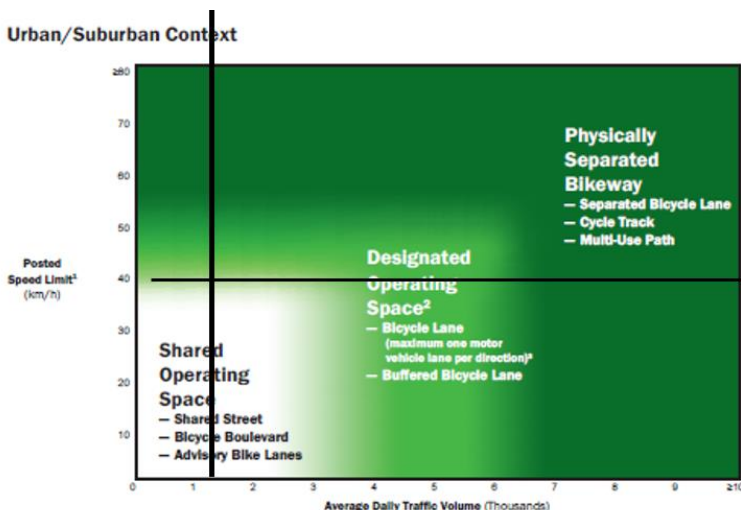
Existing metered on-street parking on Charlton Ave between James St and John St to be removed to accommodate separated bicycle lanes. Existing loading zone on the north side, west of Hughson St to be accommodated.

## Rationale

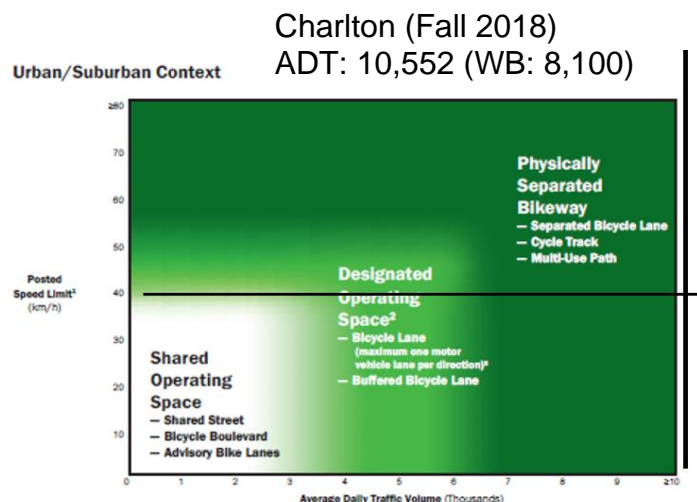
This segment completes the connection between Herkimer/Charlton and Ferguson Ave, connecting the Durand and Corktown neighbourhoods. It also provides a connection to the Keddy Trail (via St. Joseph's Dr) as well as serving the hospital and adjacent medical buildings along Charlton Ave.

According to the cycling facilities nomograph (OTM Book 18), Charlton Ave should have a separated cycling operating space, which will be marked with precast concrete curbs, flexposts and painted buffers. Additionally, John St should have a separated cycling operating space. The ultimate design of John St includes an off-road 3.0m path along the east side between Charlton Ave and St. Joseph's Dr.

## Cycling Facilities Nomograph Alignment (OTM Book 18)



MacNab (one way NB)  
1,250 (June 2001)



Charlton (Fall 2018)  
ADT: 10,552 (WB: 8,100)

John  
ADT (Sep 2018): 21,308 (NB: 15,580)  
As John St is a 4-lane cross section, OTM Book 18 recommends a separated facility, as per the ultimate design



## Strategic Alignment

### Capital Plan

Charlton Ave, John St and/or MacNab St are not planned for any capital works within the next 5 years.

### Transportation Master Plan

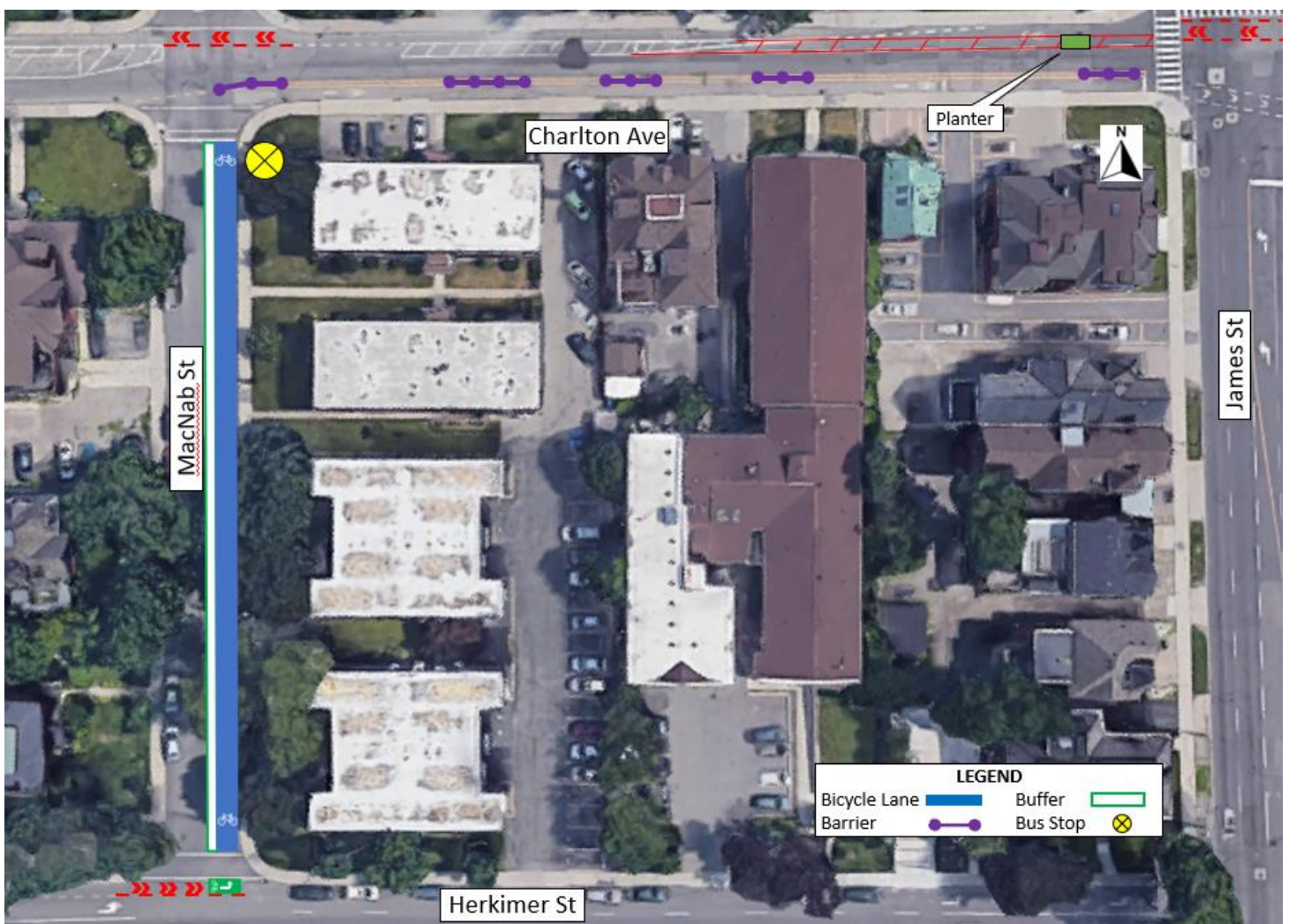
Action 15 - As part of the implementation of the cycling network, undertake an evaluation of altern alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City

### Sustainable Mobility KPI's and Cycling Master Plan

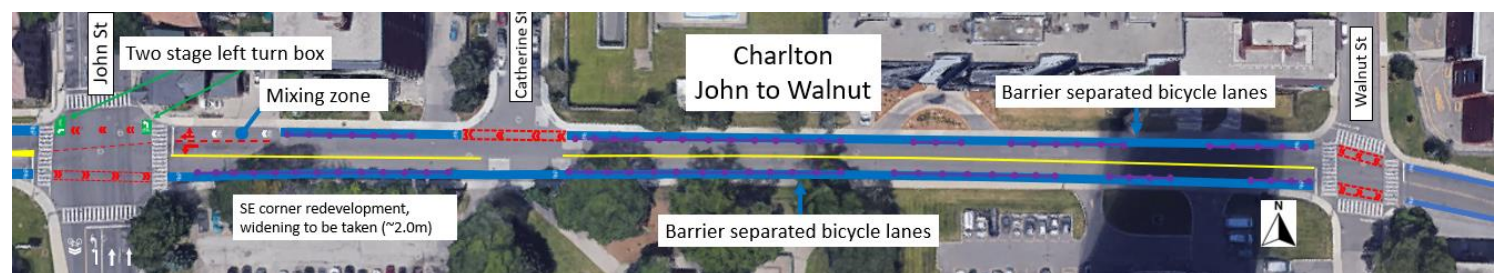
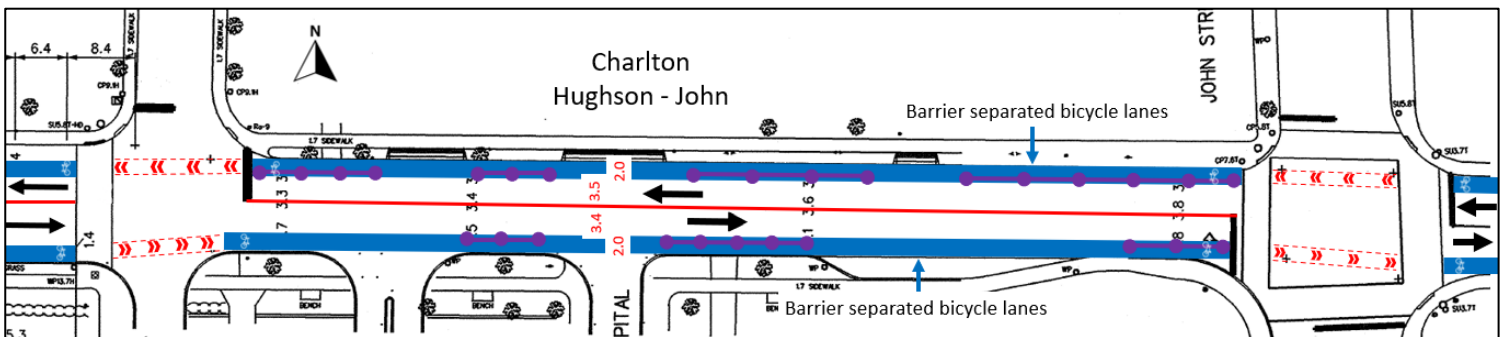
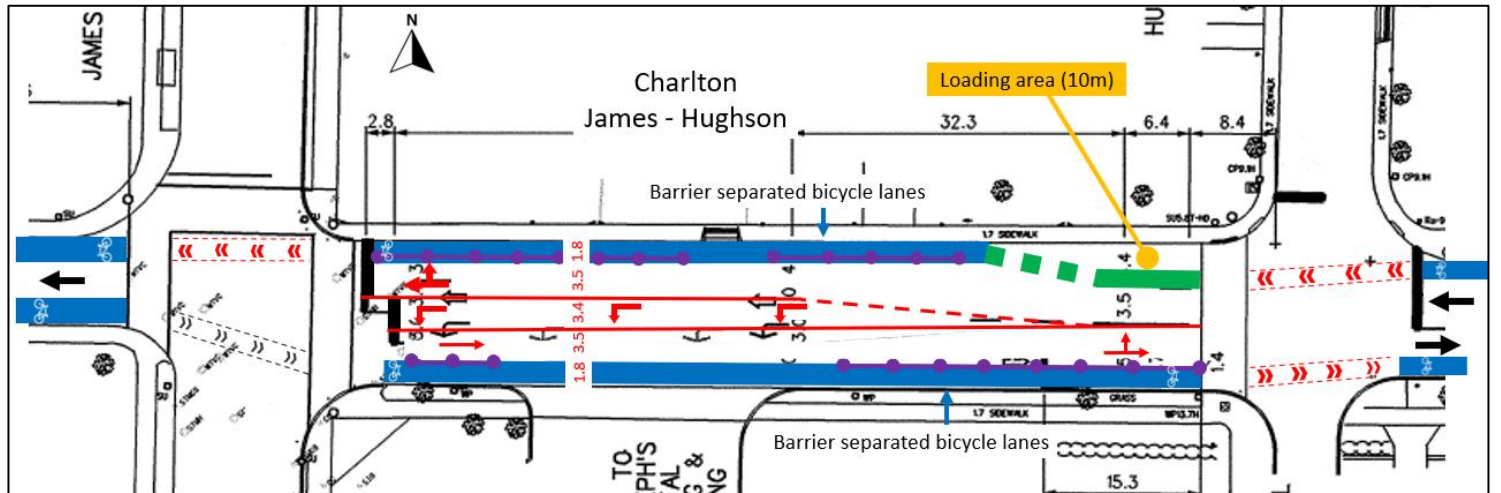
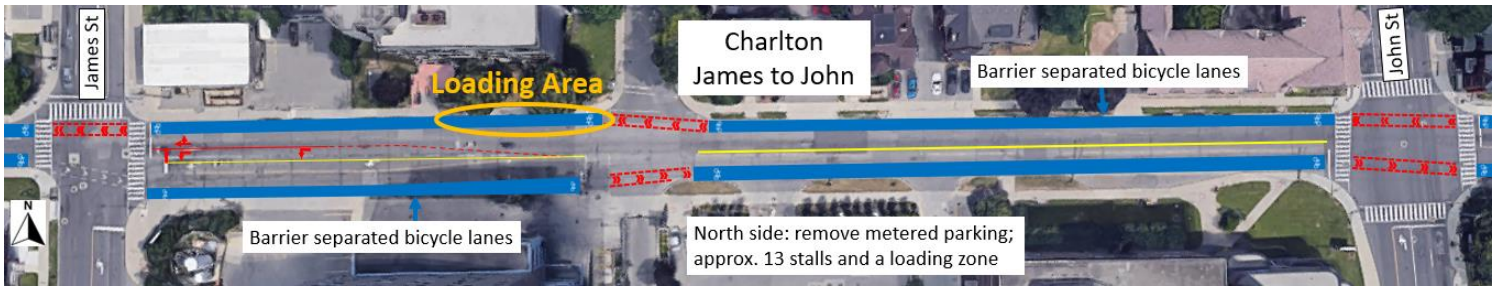
Increase kilometers of cycling infrastructure

Facilitate pandemic response through active transportation

## Detailed Maps

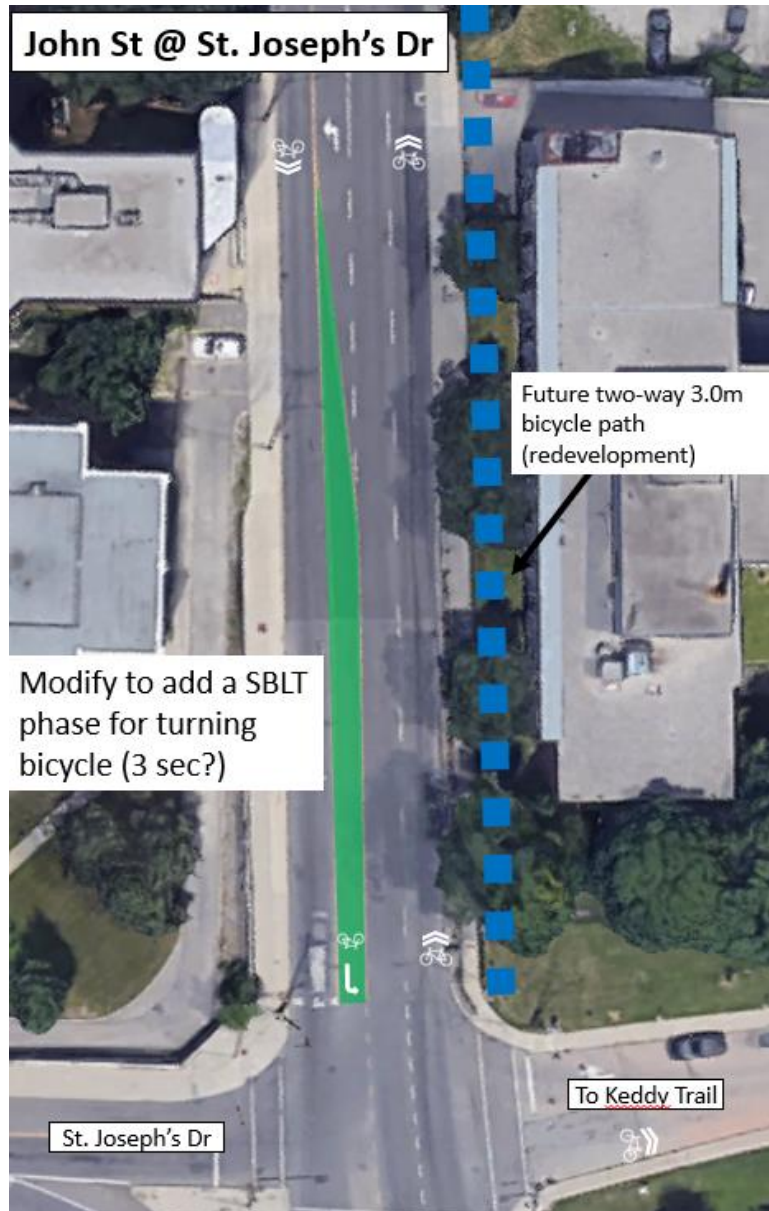


### Detailed Maps

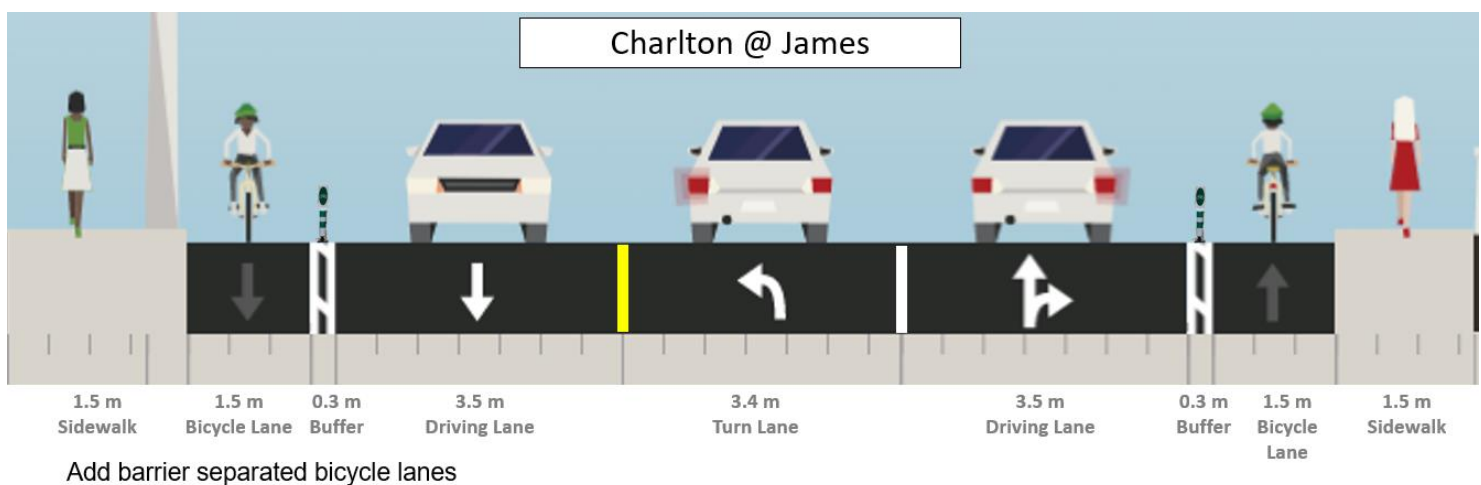
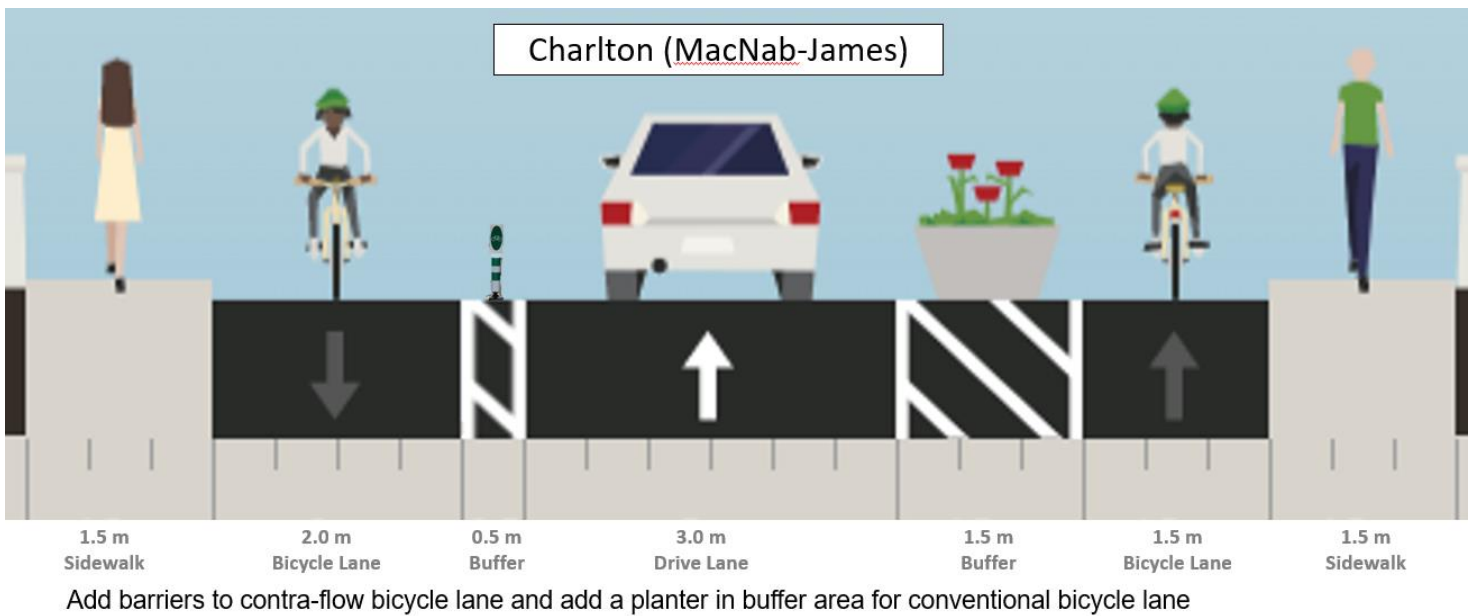
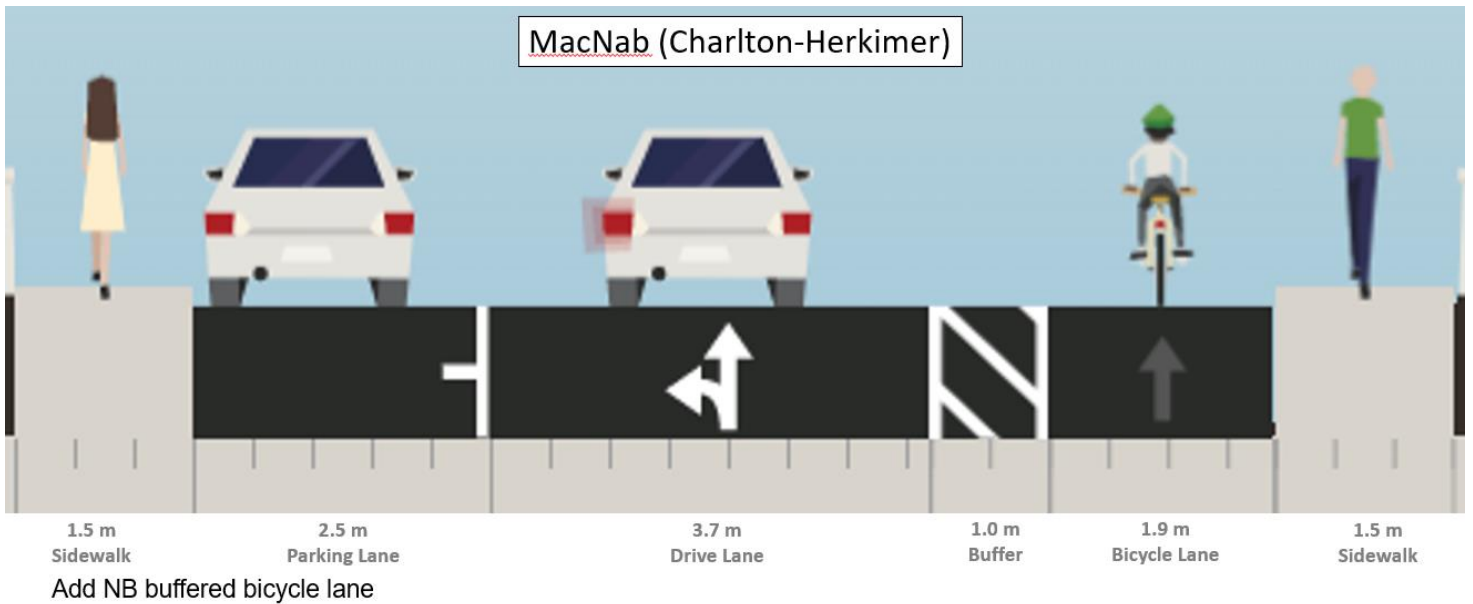


\*\*Road widening @ John St to be ~2.0m and taken from SE corner redevelopment (in progress). Ultimate design WB to include dedicated bicycle lane, thru/right lane and exclusive left turn lane.

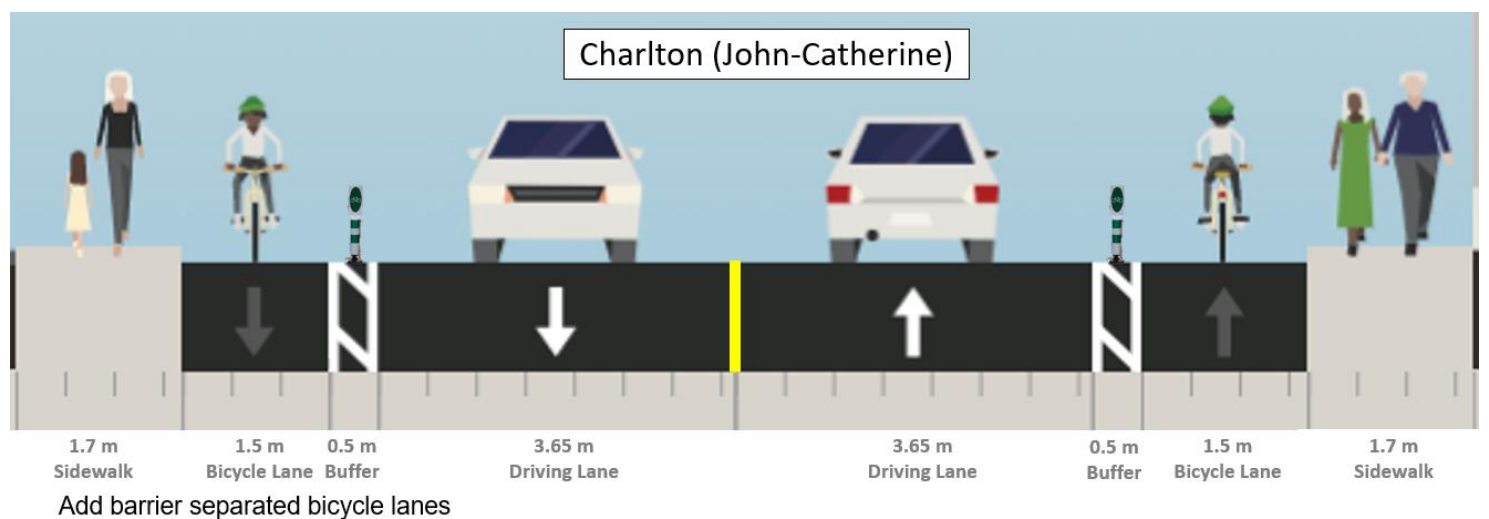
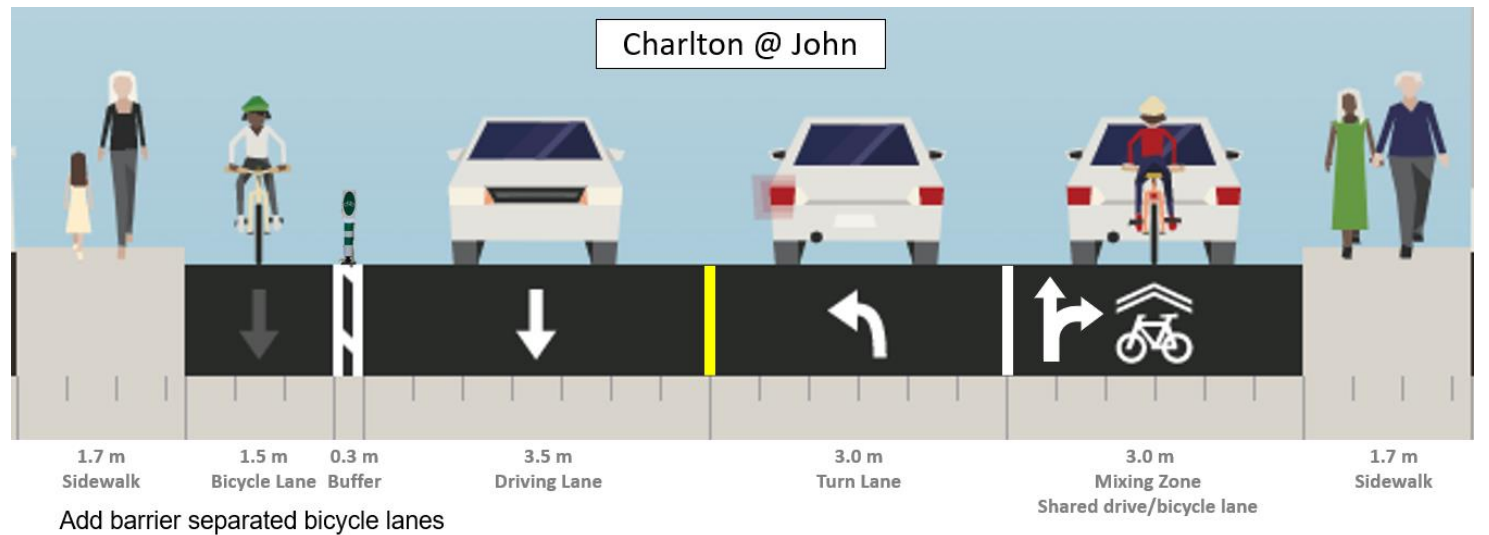
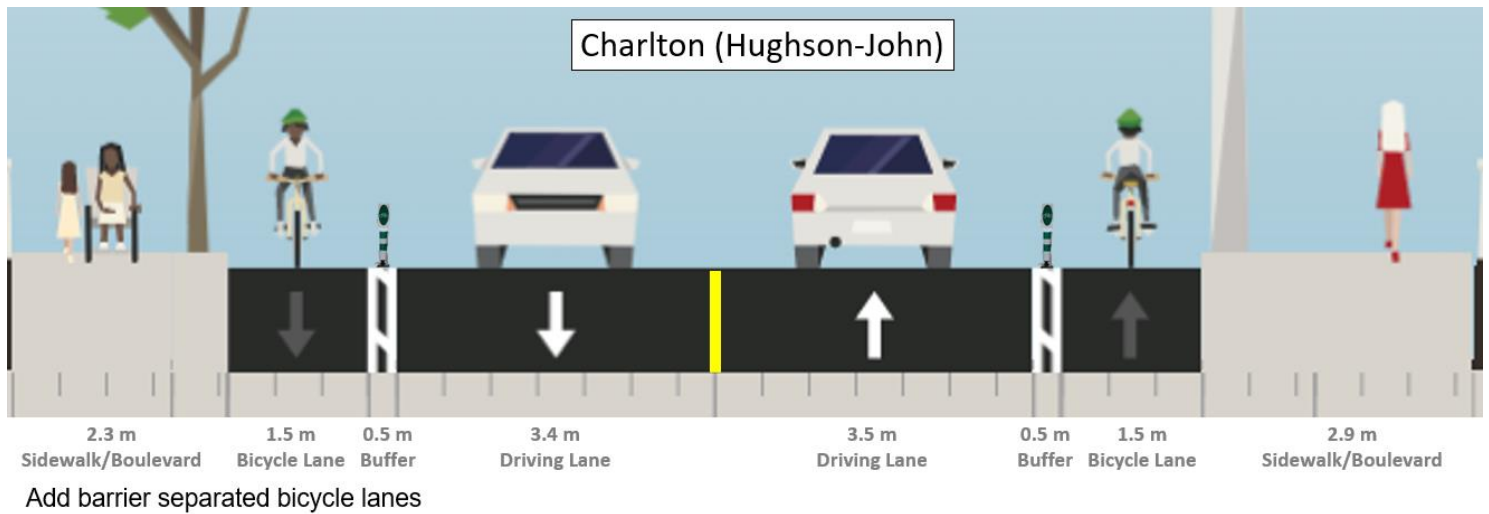
Detailed Maps



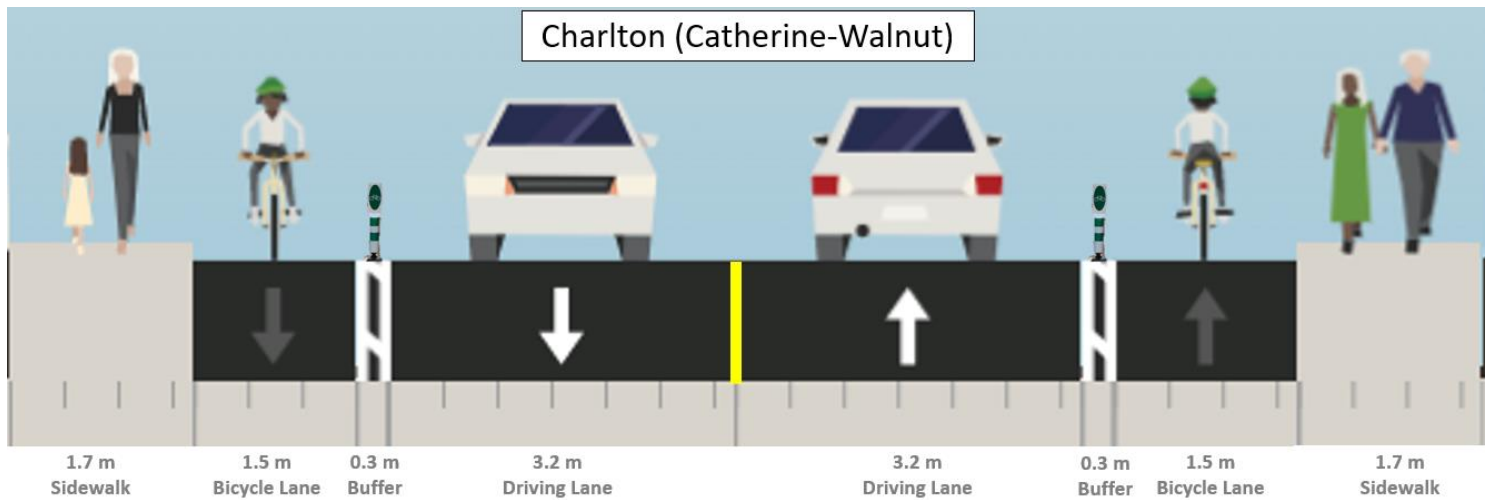
**Cross Section Details**



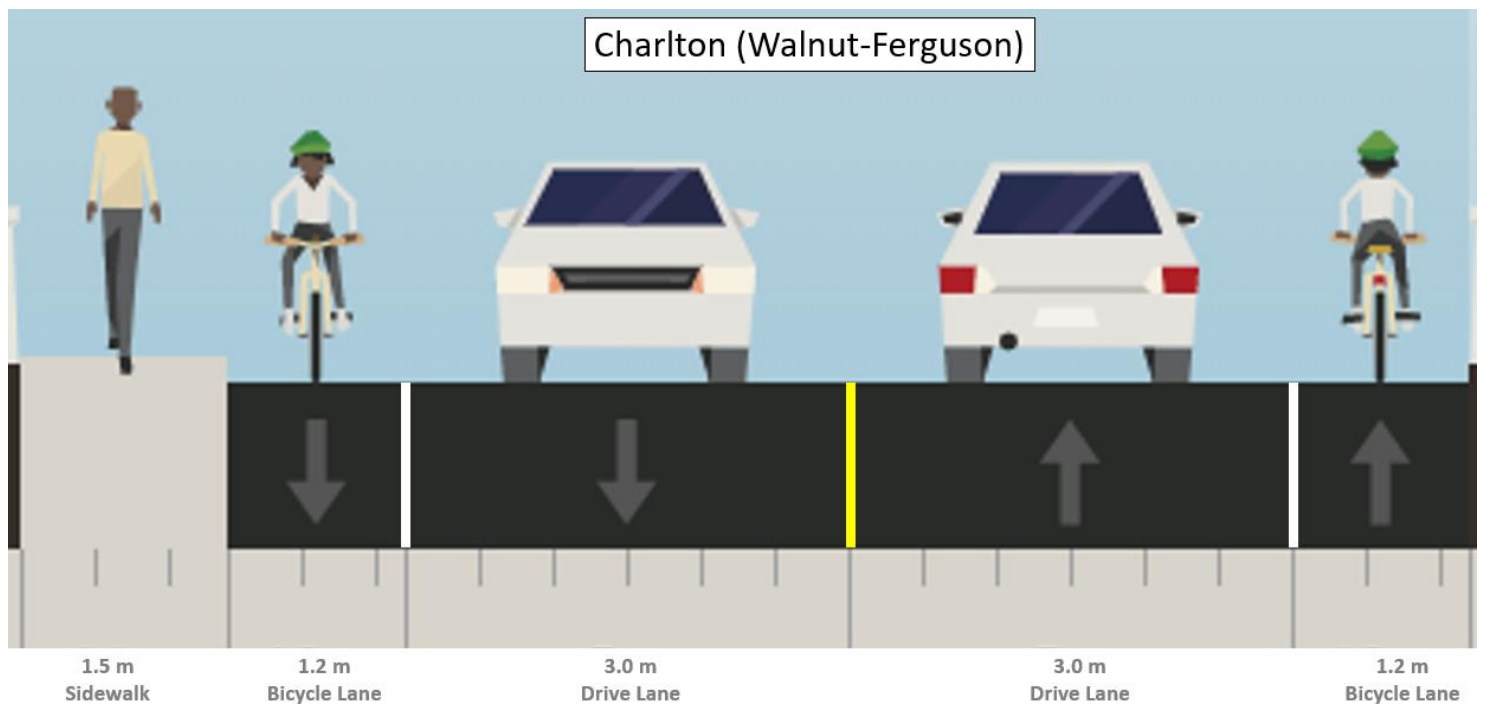
**Cross Section Details**



**Cross Section Details**



Add barrier separated bicycle lanes



Add painted bicycle lanes

**Project Contacts**

**Project Feasibility and Outreach**

Danny Pimentel, Project Manager: [danny.pimentel@hamilton.ca](mailto:danny.pimentel@hamilton.ca)

**Project Design and Implementation**

Mushfiqur Rahman, Senior Project Manager: [mushfiqur.rahmen@hamilton.ca](mailto:mushfiqur.rahmen@hamilton.ca)

## Bay Street North; Truck Route

### Recommendation

- 1) Staff review improved cycling accommodation on Bay Street North, between Cannon Street and Strachan for future work plans which could include;
  - a. Addition of precast curbs where there is space
  - b. Moving the bicycle lane behind parked vehicle lanes
  - c. Reduction of the speed limit to 40km/h

### 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. It connects directly to both Cannon Street cycle track, Hunter Street cycle track and newly completed Strachan Multi-Use Path. It connects to key destinations such as West Harbour Go Station which has recently increased frequency to hourly service with 30 minute service in the future. It connects the entire west end of the city to the Bay Front Park and the Pier 8 park and future commercial district.

This bicycle lane is also well suited to bring residents riding bikes from the future Pier 8 redevelopment in addition to continued development at Jamesville, and around the Go station. The Pier 8 development alone will have

1600 units which could add hundreds or thousands of bicycle trips along Bay Street.

The Bay Street Cycle track south of Cannon sees an average of 161 cyclists per day, with 400 during peak periods while many likely continue north of Cannon Street\*. With development of a graduate student residence at 10 Bay Street, another planned south of this building, and a new residential building at 213 King Street West, in addition to significant renovation to First Ontario Centre, potential trips along Bay Street could grow significantly. With cycling accommodation improvements, this growth could be encouraged further, which is a goal of the city and aligns with the declared Climate Emergency and Vision Zero goal.

Bay Street North continues to remain open to large truck traffic as a result of the few industrial facilities that remain along the streets of Barton and Tiffany. These vehicles use the street semi-regularly and regularly cut into the bicycle lanes or drive adjacent to cyclists and families on bikes without any separation by paint.

Separated, protected bicycle lanes have been shown to reduce the risk of injury crashes for all road users: cyclists, pedestrians and automobile drivers. The suggested configuration is as follows: <https://streetmix.net/-/2035576>

References:

\*Hamilton Pedestrian and Cycle Counts (eco-counter locations)

<https://data.eco-counter.com/ParcPublic/?id=365>

NEW YORK, NY 10007 MEMORANDUM To: Interested Parties From: Howard

[https://www.nyc.gov/html/om/pdf/bike\\_lanes\\_memo.pdf](https://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf)



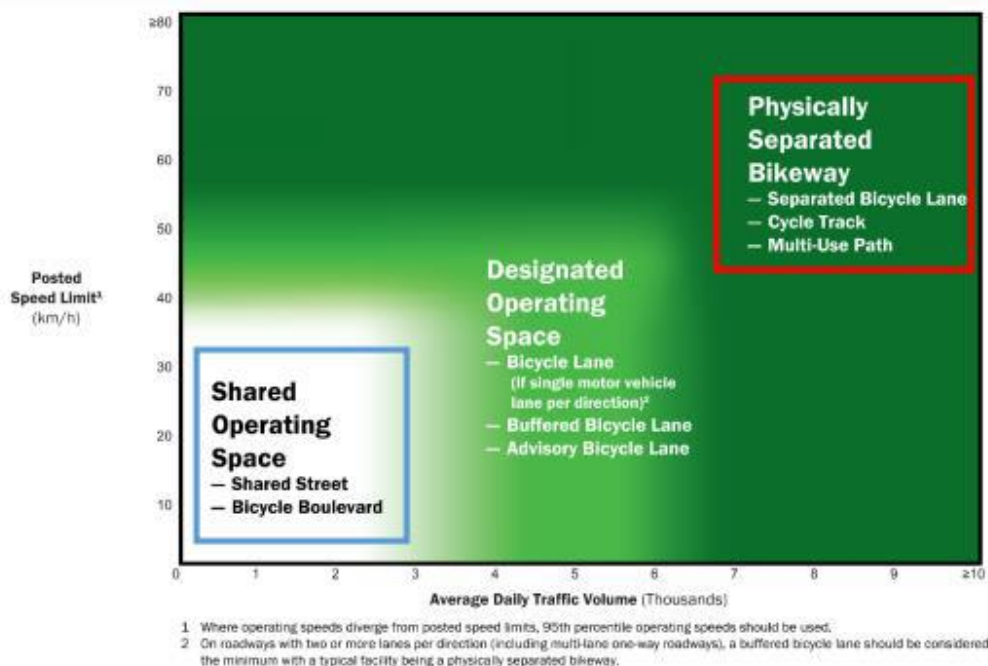
## Bicycle Friendly Streets

### 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 (3.0m) where there are currently painted lanes.
- 3) Utilize a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs, speed cameras and modal filters to disallow automobile traffic and allow active transportation.
- 4) Install bicycle lanes where road width allows it to be feasible.
- 5) Install paved shoulders on rural roads that are on the Bicycle Master Plan and where they connect to cycle routes in neighbouring municipalities.

### 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*).



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. The updated Ontario Traffic Manual provides suggested facility design, however the City of Hamilton does not currently follow the NACTO guidelines nor does the city follow the manual for all On-Street Bicycle Routes.

Many neighbourhood On-Street Bicycle Routes are not designed for safe bicycle routes, but for automobile traffic. The speed on these streets is faster than is safe or comfortable for a majority of bicycle riders (1).

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. Reducing the speed limit on many shared streets from 50 km/h to 40 km/h would reduce the risk of severe injury of pedestrians and cyclists in a collision from ~50% to 25% and the risk of death from ~25% to ~10%. If speeds are lowered to 30 km/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” (2).

References:

(1) <https://www.guelphmercury.com/opinion-story/5607801-more-and-more-ontarians-warming-to-cycling/>

“67 per cent of the population say they would cycle more if they had safe infrastructure”

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

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



## **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.



## 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.