



City of Hamilton
HAMILTON CYCLING COMMITTEE
AGENDA

Meeting #: 23-004

Date: April 5, 2023

Time: 5:45 p.m.

Location: YouTube Channel Streaming for Virtual Meetings

All electronic meetings can be viewed at:

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton>

Evan Nopper, Staff Liaison
(905) 546-2424 ext. 7537

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1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
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7.1 Roadway Safety Discussions (no copy)

Josip Kafadar, Project Manager, Roadway Safety

7.2 Zoning Related Discussions (no copy)

Shannon McKie, Manager, Zoning & Committee of Adjustment

Mallory Smith, Planner I, Zoning & By-law Reform

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Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, March 1, 2023

5:45 p.m.

Room 264, 2nd Floor, City Hall

Hybrid Meeting

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

Absent with

Regrets: Jeff Axisa, Dan van den Beukel, Cathy Sutherland, Christine Yachouh, Roman Caruk, Jessica Merolli, Gary Rogerson, Marko Maric

Also Present: Evan Nopper, Active Transportation Technologist, Sustainable Mobility
Danny Pimentel, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility
Bakir Fayad, Project Manager, Pedestrian and Cycling Engineering

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Berry/Jamnik)

That the agenda of the March 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 – February 1, 2023
(Item 4.1)**

(Muis/McKay)

That the minutes of the February 1, 2023 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS

- (i) **5.1 Bicycles Yield at Stop Signs (Idaho Stop) - Citizen Committee
Report (Item 5.1)**

Roadway Safety has concerns with regarding this motion and would like the opportunity to speak to the committee before it goes to the Public Works Committee. A representative from Roadway Safety will attend the April Cycling Advisory Committee meeting to discuss their concerns with the group.

(Berry/Muis)

That the Communication item be received.

CARRIED

6. PUBLIC HEARINGS / DELEGATIONS

- (i) **2023 Ontario Bike Summit - Cycling Connects (Item 6.1)**

Janet O'Connell, Managing Director, Share the Road Cycling Coalition
Eleanor McMahon, Founder and Board Member, Share the Road Cycling Coalition

J. O'Connell and E. McMahon informed committee members of the upcoming 2023 Ontario Bike Summit, which will be in Hamilton.

Members asked questions about the event and how to attend or if there are opportunities to volunteer or do presentations/bicycle tours.

(Muis/Better)

That the delegation from Ontario Bike Summit - Hamilton 2023, be received.

CARRIED

7. DISCUSSION ITEMS**(McKay/Muis)**

That the Discussion items be received

(i) Planning and Project Updates

Members asked questions about the progress of various projects. Staff gave updates on projects, if applicable.

Staff to reach out to Landscape and Architectural Services to arrange for a possible presenter to come and discuss the Pipeline Trail Project.

(ii) Inverness Ave Feasibility Plan

D. Pimentel updated the group on the planned cycling facilities on Inverness Ave E.

Members asked questions regarding the type infrastructure and provided comments/ideas on how to improve the concept.

(iii) Charlton-MacNab Feasibility Plan

D. Pimentel updated the group on the planned cycling facilities on Charlton-MacNab.

Members asked questions regarding the future connections to this infrastructure and data collection.

Staff informed the members on the future planned connections, as well as the data collection process.

(iv) 2023 Cycling Master Plan Acceleration Report

The acceleration of the Cycling Master Plan was approved by council at the February Budget Meeting. This document can be reviewed online.

Staff to email the members a website link to the report, should they wish to review it.

(v) Hamilton Cycling Committee Budget Expenses

Members discussed the purchasing of tickets for the Ontario Bike Summit and the possibility for discounted tickets for volunteering.

Members discussed passing a motion to purchase tickets for the 2-day event.

CARRIED

(vi) Hamilton Cycling Committee Member Resignation

Three committee members have submitted their resignation.

A motion will be brought forward to the March 20, 2022 Public Works Committee meeting, which will include a request in changes to quorum requirements going forward.

Members who have resigned, will be replaced once the new committee has been formed.

(Muis/Berry)

That resignations be accepted and a request for quorum adjustments be submitted.

CARRIED

8. MOTIONS

(i) Hamilton Cycling Committee Budget Expenses (Added Item 8.1)

(Berry/Vander Meulen)

That the Committee spend up to \$1500.00 to purchase tickets to the Ontario Bike Summit.

CARRIED

(ii) Hamilton Cycling Committee Member Resignation (Added Item 8.2)

(Muis/Berry)

(a) That the letters of resignation from of the Hamilton Cycling Advisory Committee, and attached hereto, be received; and

(b) That the membership number of the Hamilton Cycling Advisory Committee be adjusted accordingly in order to obtain quorum.

CARRIED

(iii) Returning to Virtual Meetings Only (Added Item 8.3)

(Jamnik/Berry)

That the committee meet virtually until a new committee is formed.

CARRIED

9. NOTICES OF MOTION

(Jamnik/Muis)

That the following items remain as Notice of Motion:

- 9.1** Bay Street North
- 9.2** Bicycle Friendly Streets
- 9.3** Bicycle Orientated Corridor
- 9.4** Cycling Plan and Budgetary Items
- 9.5** James Street Complete Streets

CARRIED

10. ADJOURNMENT

(Muis/Jamnik)

That, there be no further business, the meeting adjourned at 7:51 p.m.

CARRIED

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

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

Pipe-line Trail: Update from Landscape Architectural Services

The Master Plan

The Pipeline Trail is located on a 6 km long easement that was established between 1856 – 1859 to protect the infrastructure that conveys drinking water from Woodward Avenue to a reservoir at the escarpment. The Pipeline Trail Master Plan was completed in 2015 after extensive public engagement and consultation with stakeholders. The Master Plan provides a framework for the reconstruction and renovation of existing trail segments, the extension of the trail into undeveloped areas, and possible future linkages. Master Plan initiatives (capital projects) are implemented according to their level of priority and as funding becomes available.

Completed Projects

The Geraldine Copps Parkette was built in 2017 on the Pipeline Trail east of Kenilworth Avenue North. This location represents the border between the Homeside and Crown Point Neighbourhoods and was identified as a hub for community gathering in the Master Plan. The parkette comprises a paved seating area with sun shelter and a bike rack, shade trees and a book-exchange kiosk.

The Crown Point Parkette, at the corner of Roxborough Avenue and Huxley Avenue North, was renovated in 2019 after community members requested a playground that was accessible for children with limited mobility. The existing play structure was replaced with a variety of ground-based play components spread throughout the parkette that provide opportunities for active and social gross-motor play, quiet time and sensory play.

The Pipeline Trail runs through Andrew Warburton Memorial Park from Britannia Avenue to Tragina Avenue North. When the park was renovated in 2022 to replace aging amenities, the multi-use trail was realigned to provide a more direct route through the park, trail lighting was replaced, vehicular control measures were added, trail-side seating was provided and a new drinking fountain and bike rack were installed.


Upcoming Projects

We are planning to build a new section of the Pipeline Trail at the north-east end of the Pipeline Easement to connect Brampton Street to Grace Avenue. Construction of the new asphalt multi-use trail will include new road crossings with P-gates, new paved seating areas with bike racks, new orientation trailhead signs and route markers, new solar lighting and tree planting. Construction timing is dependent on resolution of encroachments on City land.

The origin point of the Pipeline Trail is currently difficult to find so we are planning to design a new landmark parkette at the corner of Main Street East and Ottawa Street North to celebrate the start of the multi-use trail. The “Gateway Parkette” will likely include removal of the existing billboard, enhancement of the existing bus stop on Main Street East, reconfiguration of the existing municipal parking lot and vehicular access to the alley, a new gateway feature that could incorporate public art, a new orientation trailhead sign, a new paved seating area with bike rack, some green space (trees and grass) and new solar lighting. This project will include public engagement. Construction timing is dependent on approvals and coordination with other City projects in the area.



COMMUNICATION UPDATE

TO:	Mayor and Members City Council
DATE:	March 27, 2023
SUBJECT:	Launch of the Commercial E-Scooter Pilot Program (Wards 1, 2, 3 and 13)
WARD(S) AFFECTED:	Wards 1, 2, 3 and 13
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

The Commercial E-Scooter Pilot Program Framework was approved by City Council on August 13, 2021 (Report PED20134(b)). The Program Framework allows an operator to deploy e-scooters for an initial one-year term, with up to three, one-year extensions at the City's discretion. Bird Canada was selected as the commercial e-scooter operator through a competitive Request for Proposal (RFP) process.

Staff have been working with Bird Canada to prepare for the pilot program launch since the last Communication Update in December 2022. This has included a local demonstration that has confirmed that the devices and mobile application meet the requirements contained in the Program Framework, as well as the receipt of the initial funds from the operator, including the security deposit. Bird Canada has also secured a local warehouse and hired the necessary staff to operate and maintain the system. Staff are of the opinion that all the conditions have been met to launch the system.

Commercial E-Scooter Launch Event

Bird Canada, and the City, will host a launch event on **April 3, 2023, at 12:30 p.m., in the City Hall Forecourt**. The event will include, remarks from the City and Bird Canada, information on the system, and a demonstration of the devices.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Launch of the Commercial E-Scooter Pilot Program (Wards 1, 2, 3 and 13) - Page 2 of 2

Launch Plan

E-Scooters will begin to be deployed on April 3, 2023 in accordance with the Program Framework. A representative photo of the device is shown in Appendix “A” attached to this Communication.

The initial launch will cover the Hamilton Bike Share service area within Wards 1, 2, 3 and 13 (“the core service area”). Bird Canada will initially deploy 150 e-scooters and, in the following weeks, will begin to ramp up to the maximum permitted 350 devices in the core service area. The additional devices will be added when high compliance with the rules and regulations exist. For comparison, the Hamilton Bike Share system operates 825 pedal bikes within the same service area.

Staff will work with the operator during the launch phase to make sure that the Program Framework is complied with. The Vendor can apply to expand the service area in the future, which will be subject to City approval.

Complaints About Misparked Devices

Bird Canada has committed to addressing any misparked device or other complaints within 30 minutes, shorter than the 60 minutes in the Framework. Anyone can submit a complaint through three channels that will be monitored 24-hours a day, seven days a week:

- Directly through the app;
- Email at hello@bird.co; and,
- Phone at 1-800-205-2442.

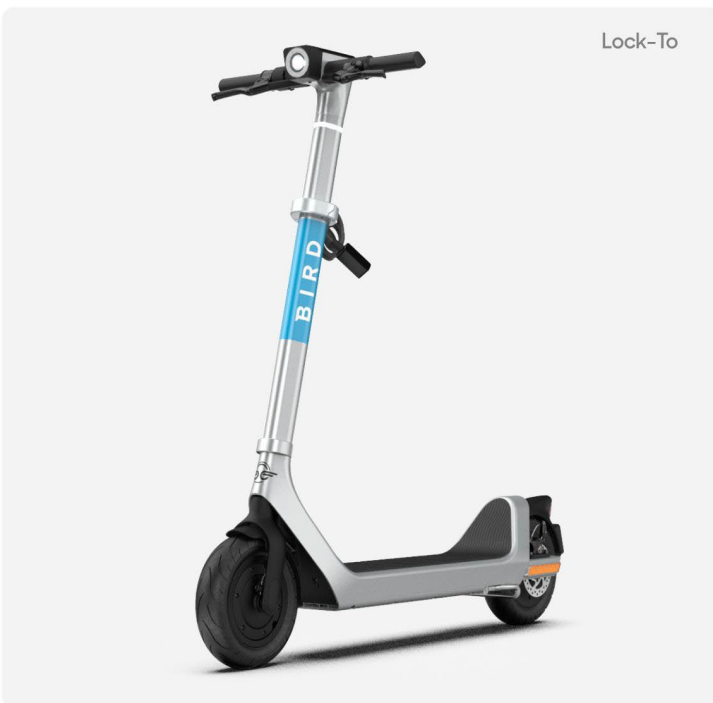
The City has received a \$15 K security bond that will be used to recoup any costs the City may incur removing or relocating devices should Bird Canada not respond within the required timeframe. The bond will be replenished should it reach \$5 K.

If you have any questions regarding this communication, please contact Peter Topalovic, Program Manager – Sustainable Mobility at (905) 546-2424 Ext. 5129 or by email at Peter.Topalovic@hamilton.ca.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” - Photo of Bird Canada Version 3 E-Scooter, including “lock-to” mechanism

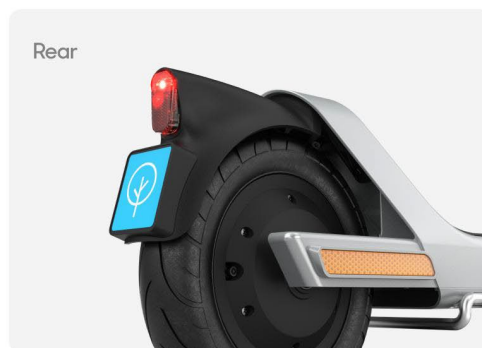
Photo of Bird Canada Version 3 E-Scooter, including "lock-to" mechanism



Lock-To



On-Scooter display



Rear



Handlebars



Kickstand



Side View

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		

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

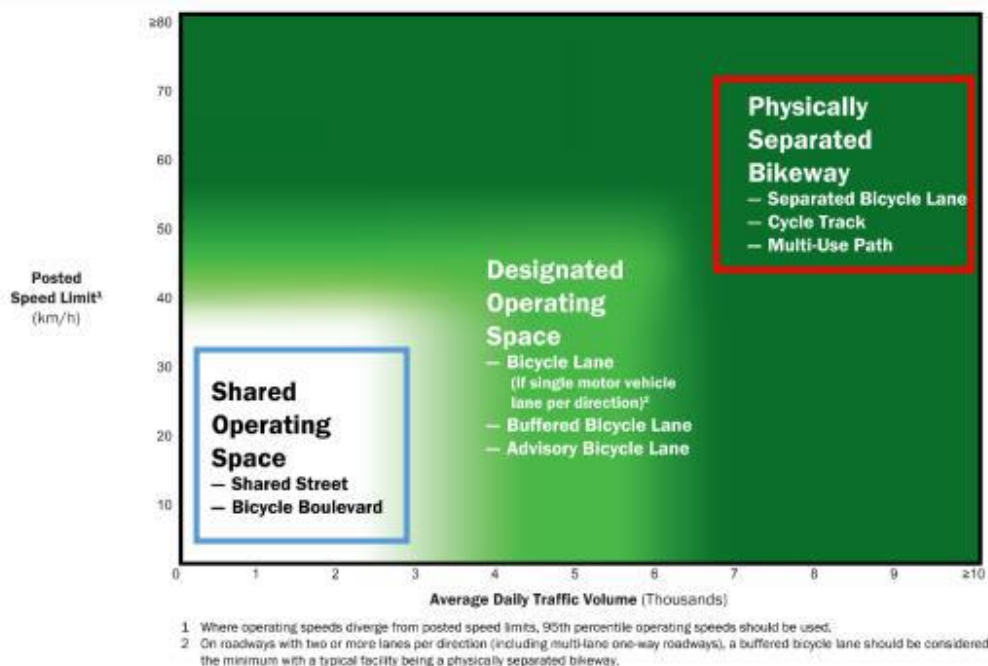
Bicycle Friendly Streets

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

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.