CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee Chris Ritsma, Chair
Date:	October 6, 2021
Re:	Barton & Fifty Road Environmental Assessment Cycling Infrastructure

Recommendation

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

(b) That Barton Street East cycling lanes be in the direction of expected automobile traffic, unless a suitable space with limited driveways can be made for a bi-directional bicycle track; and

(c) That Fifty Road cycling lanes cross the Queen Elizabeth Way bridge and connect to existing Winona cycling infrastructure; and

(d) That Fifty Road cycling lanes be extended to the South Service Road to connect to existing cycling infrastructure east of the Hamilton border, into Niagara region.

Background

The Hamilton Cycling Committee has reviewed the Barton & Fifty Road Environmental Assessment as it relates to cycling infrastructure. Members of the Committee also attended the PIC on Thursday June, 17, 2021 in order to collect additional information about the project.

The Committee reviewed a number of best practices literature including, OTM Book 18 - Cycling Facilities, NACTO - Urban Bikeway Design Guide and various other cycling manuals outside of North America. In addition, the Committee reviewed previous findings relating to multi-use pathways as well as local connections such as commercial and schools. In this review, the committee found that there are many essentials within cycling distance (i.e. less than 5km).

Analysis/Rationale

The Hamilton Cycling Advisory Committee found that Barton Street (east of Fruitland Road) and Fifty Road are on the cycling masterplan. The committee's recommendations on cycling infrastructure makes sense based on the expected growth of the area and the connection to multiple schools. In addition, Fifty Road could provide connections to both Grimsby and Niagara. Multi-use paths work best in places where usage is low, and constant. Large groups of students cycling or walking along a multi-use path would mean that during the peak period, the multi-use path would not be optimal and could be dangerous. Bi-directional bicycle lanes should only be utilized in places with few driveways, otherwise they are less safe than single direction bicycle lanes.