



HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, December 7, 2022

5:45 p.m.

Room 264, 2nd Floor, City Hall

Hybrid Meeting

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

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

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

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Caruk/Muis)

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

CARRIED

3. DECLARATIONS OF INTEREST

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

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

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

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

(Jamnik/Maric)

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

CARRIED

5. COMMUNICATIONS

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

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

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

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

6. PUBLIC HEARINGS / DELEGATIONS

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

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

(Maric/Rogerson)

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

CARRIED

7. DISCUSSION ITEMS

(Caruk/Maric)

That the following discussion items be received:

(i) 2023 Draft Cycling Workplan (Item 8.1)

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

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

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

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

(Muis/Maric)

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

CARRIED

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

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

(Berry/Oates)

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

CARRIED

8. MOTIONS (Item 19)

(Vander Meulen/Rogerson)

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

CARRIED

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

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure south of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the east;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to

Stone Church Road to match Upper Wellington to the south of Stone Church Road;

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

THEREFORE, BE IT RESOLVED:

(a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway; and,

(b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

9. NOTICE OF MOTIONS

(i) Bay Street North

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

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

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

WHEREAS the City of Hamilton declared a Climate Emergency;

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

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

(ii) Bicycle Friendly Streets

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

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

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

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

WHEREAS the City of Hamilton declared a Climate emergency;

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

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

(iii) Bicycle Oriented Corridor

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

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

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

WHEREAS the City of Hamilton has declared a Climate Emergency;

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

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

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

(iv) Cycling Plan and Budgetary Items

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

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

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

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

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

WHEREAS bicycle lanes in Hamilton are regularly blocked;

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

WHEREAS the City of Hamilton declared a Climate Emergency;

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

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

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

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

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

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

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

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

(vi) James Street Complete Streets

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

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

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

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

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

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

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

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

(b) Install a speed camera on the street

10. GENERAL INFORMATION / OTHER BUSINESS

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

11. ADJOURNMENT

(Caruk/Oates)

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

CARRIED

Respectfully submitted,

Chris Ritsma

Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development