



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, October 6, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Kate Berry, Roman Caruk, Yaejin Kim, Ann McKay, Cora Muis, Gary Rogerson, Kevin Vander Meulen, Christine Yachouh,

**Absent with
Regrets:** Jeff Axisa, Joachim Brouwer, Sharon Gibbons Jessica Merolli, Jane Jamnik, Cathy Sutherland, Councillor Esther Pauls, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Active Transportation Technologist, Sustainable Mobility
Trevor Jenkins, Project Manager, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance
Rob Merritt, Senior Project Manager, Special Utilities Program, Geomatics and Corridor Management
David Lamont, Manager, Geomatics and Corridor Management

a) APPROVAL OF AGENDA

(Caruk/Berry)

That the agenda of the October 6, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

b) DECLARATIONS OF INTEREST

None

c) APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) September 1, 2021 (Item 3.1)

(Berry/Caruk)

That the minutes of the September 1, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

d) STAFF PRESENTATIONS

(Berry/Vander Meulen)

That the Staff Presentations be received:

(i) Update on Keddy Access Trail (Item 6.1)

M. Field provided an update on the Keddy Access Trail, with a focus on the Operations and maintenance of the trail and proposed future improvements. Committee members shared their appreciation and excitement on the both the project (and number of trips made) as well as recent and proposed improvements to the intersection of Wellington St. The committee asked questions about data, terminology, user conflicts and what options (i.e. environmental statistics) are available that can be included in the proposed display board. Staff indicated that they would attend a future cycling committee (i.e. mid 2022) to present options related to the display board in order to obtain feedback prior to purchasing.

(ii) Road Cut Program Overview (Item 6.2)

R. Merritt provided an overview of the road cut program in the City. The committee asked questions about temporary conditions, material type, quality of material, warranty and timelines. Staff noted that any adjustments to timelines (i.e. Service Level Agreements), would impact stakeholders and would require further review with those stakeholders. Staff also indicated that if members of the committee notice unsafe road cuts, to contact the office to report and staff can follow up. Staff will provide and share contact information to committee members for reporting purposes.

(iii) Breadalbane and Pearl/Kent Bicycle Boulevards (Item 6.3)

T. Jenkins provided an overview of the Breadalbane and the Pearl/Kent bicycle boulevard projects. While the committee provided comments on proposed elements for each project, it was noted by staff that comments can be submitted (survey link included in the presentation) until Friday October 8, 2021.

CARRIED

e) DISCUSSION ITEMS

(i) 2022 HCyc Workplan and Budget (Item 9.1)

The committee discussed potential ideas for their 2022 workplan, in regard to budgeting. It was determined that a separate working group be formed and that the working group meet with City staff to develop the budget request for 2022.

(Yachouh/Ritsma)

That a separate working group be formed that includes, W. Oates, K. Berry, C. Yachouh and C. Ritsma to meet and discuss with staff the 2022 budget request

CARRIED

(Vander Meulen/Oates)

That up to \$2,000 be allocated to the purchase of bicycle lights from the 2021 Cycling committee budget.

CARRIED

(Yachouh/Vander Meulen)

That the committee meeting be extended to 8:00.

CARRIED

(ii) Cycling Workplan for 2022 (Item 7.2)

Staff provided the Committee with a list (and map) of 2022 cycling projects for their review and feedback. Staff indicated that a report is being prepared to be included in a November Council meeting and that committee members are asked to provide any feedback by Wednesday, October 13, 2021. Staff will follow up with the committee on kilometers of cycling infrastructure being proposed in 2022 as well as 2021 implemented projects.

Quorum was lost prior to item 7.2 being completed. As a result, all additional items were not voted on for deferral, but time had expired in the allotted meeting time.

(iii) School Streets Project (Item 7.3)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

(iv) Social Determinants of Health in COVID-19 (Item 7.4)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

(v) Planning and Project Update (Item 7.5)

Did not speak to this item as allotted meeting time was achieved and quorum was no longer met.

f) NOTICE OF MOTION

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 8.1)

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 in order 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.

(ii) Barton & Fifty Road Environmental Assessment Cycling Infrastructure (Item 8.2)

WHEREAS Barton Street East, between Fruitland Road and Fifty Road, and Fifty Road, between South Service Road and Highway 8, are on the cycling master plan;

WHEREAS Barton Street East in this area has multiple schools;

WHEREAS Fifty Road makes cycling connections to Niagara and Grimsby cycling lanes;

WHEREAS bi-directional cycling lanes are not best practice due to safety concerns; and,

WHEREAS the Cycling Advisory Committee has heard complaints regarding multi-use cycling paths.

THEREFORE, BE IT RESOLVED:

- (a) That Barton Street East cycling lanes be separated and protected and make connections to the local schools in the area;
- (b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;
- (c) That Fifty Road cycling lanes cross the QEW bridge and connect to Winona; and,

That Fifty Road cycling lanes be extended to the South Service Road to connect to cycling lanes east of the City of Hamilton.

(iii) Bike Lane Asphalt (Item 8.3)

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED:

- (a) That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

g) ADJOURNMENT

Quorum was lost at 8:00 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Active Transportation Technologist, Sustainable Mobility
Transportation Planning, Planning & Economic Development