



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, February 1, 2023

5:45 p.m.

Room 264, 2nd Floor, City Hall

Hybrid Meeting

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

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 1st and 2nd. Staff discussed what the Ontario Bike Summit is and how the Cycling Committee can help by attending or volunteering on May 1st and 2nd, 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