

Dundas Works Roundtable #3 21 Nov 2017 Transportation

Bikeability - Group Notes

Introduction:

Sport cyclists love Dundas and the surrounding area for the inherent training opportunities that exists, with our valley town surrounded by escarpment challenges. Clara Hughes who claimed multiple cycling medals for Canada, credits Sydenham Hill as integral to her cycling success.

Whether training for a race, cycling to work, school, errands, or out for some exercise, getting around Dundas by bike is a great option on many levels.

The easier and safer it is to get places by bike, the more we will do it. If it is inconvenient, unpleasant and unsafe, the less we will do it.

We would like to brainstorm ways to make Dundas a better community for cycling. What can we do as citizens to ensure safe and accessible cycling?

No doubt ideas will emerge that need "support" from our politicians and "approval" of the bureaucracy. These of course should be captured. Yet, we are hoping to identify a number of ideas that could be implemented sooner.

Participants:

Art Heidebrecht, who likes to cycle

Elise Desjardins (the Friendly Streets Hamilton project manager)

William (Bill) Oates, who likes to bike, but feels unsafe

MaryAnn Tanguay (spelling?), cycles often and is frustrated by lack of connectedness

Martin Suiches, loves to bike, uses SoBi, feels the system is piece meal

Jim Sweetman, likes to bike, feels municipal bureaucracy often too cumbersome

Margot Carnahan, likes to bike, feels unsafe, Dundas lacks designated bike routes

Discussion:

-progress on bikeability in Hamilton centre, how about the suburbs? Per Elise, city has \$2.1 million/year to invest in cycling, it gets spent in city centre

-when there is an existing road project in suburbs, bike lanes "can" or "may" be incorporated into the project, Governors Road is an example of this bike lane addition

-ward councillor can veto request for bike lanes, which occurred in Dundas where bike lanes were requested for Sydenham Road and were denied by councillor, reason is unknown

-lack of connectivity between bikeable routes and between various destinations

-need east/west and north/south bike routes to connect destinations and neighbourhoods

-most neighbourhood streets have less/slower traffic, therefore feel safer for biking

-without designated bike routes/lanes, it feels unsafe and actually **is** less safe

-some routes may remain unsafe i.e. Osler where a cyclist was killed, important to direct cyclists away from these routes, possibly sign them as unsafe

- signage on designated streets, like Hatt St., Ogilvie St, i.e. "Bike Route" would direct cyclists to the best routes and educate drivers to "Share the Road" with cyclists
- wayfinding signs could direct cyclists to destinations in Dundas, possibly post wayfinding maps at entrance points to Dundas like Cootes Drive, Ogilvie St.
- Hatt St. was previously marked as a bike route, but markings on road no longer exist
- do we need more bike lock up posts? There seems to be enough posts and other features for bike locking, possibly more needed at bus stop (? University Plaza)
- Per Elise, city offers free bike racks on city property

What funding/resources are available? Per Elise:

- +City of Hamilton in charge of signs, but beware that there is some concern that there are already too many signs in parts of the city which can be a problem in itself. Can only use signs in the Ontario Traffic Manual, although "local" signs can also be made. Wayfinding signs are not part of the Ontario Traffic Manual.
- +Wayfinding signs could work in Dundas, perhaps area rated budget may be available, money from cell phone tower income
- +Tool Kit on Friendly Streets Hamilton coming in 2018 on accessibility and ways to enhance it
- +App available: Map My Ride
- +Google Maps: maps have box in corner to choose travel mode i.e. bus, car, bike, walk
- +Tactical Urbanism is a term that describes citizens taking steps/actions to better the community independent of municipal bureaucracy
- +Darryl Bender, Public Works, oversees the Cycling Master Plan, may be able to shed light on disappearing Hatt St. bike route markings, future bike plans for Dundas, and funding and resources available

Action Items:

1. Wayfinding signs to local places and destinations i.e. Museum, DVSA at entrance points to Dundas
2. Request more bike racks from city in locations where needed
3. Designate "Friendly Bike Routes" and request signage and/or road markings and/or bike lanes
4. E-mail councillor requesting list of capital projects for roads for the next five years and determine if cycle paths/lanes can be incorporated as part of project (like Governors Rd)
5. Request signs for "Unfriendly Bike Routes" i.e. Osler, Old Ancaster, King St.
6. Before requesting some of items above, we need to visit the streets in Dundas to determine what signage currently exists, so that we are not requesting duplicate signage.
7. Contact Daryl Bender who is the person in Public Works who is responsible for the Cycling Master Plan in Hamilton
8. Determine why bike lanes were removed from Hatt Street
9. What is the "Area Budget" for Dundas? How much? What for? Who decides what is funded?
10. Explore the biking route alternatives suggested by Google
11. Consider the installation of a bike tool station at the Wayfinding sign locations.

Compiled by Margot Carnahan