

MEETING NOTES



Joint Meeting of Bicycling Committees: Burlington/Hamilton/Niagara Pelham Municipal Library May 13, 2006

Attendees:

Regional Councillor Ron Leavens, Regional Niagara Bicycling Committee (RNBC)
Ken Forgeron, (RNBC)
Bob Romanuk (RNBC)
Tim Whittle (RNBC)
Frank Pravitz (RNBC)
George Nicholson (Regional Niagara Planning Department)
Peter Warwick (Niagara Freewheelers)
Randy Stellings (Burlington Cycling Committee)
Gene Wasik (Burlington Cycling Committee)
Chris Richmond (Burlington Cycling Committee)

Absent:

No members attended from the Hamilton Bicycling Committee

Welcome Comments from Chair of RNBC: Councillor Ron Leavens:

Strategic plan for healthy living in Pelham to include walking and cycling
Pelham may be a rural community, but there is only one km of non paved roads
South Pelham Street getting bike lanes when reconstructed
The Chair was thanked for provided an excellent meeting venue and refreshments

Adoption of Agenda (attached)

Review of Previous Joint Meeting Notes

(the meeting notes were distributed, received and are attached)

Business Arising:

Tim Whittle: COA ride taking place, Windsor to NOTL beginning June 25th;
Public relations stops along the way;
Limited to about a dozen riders.

Bicycle Mapping:

Burlington introduced their New Map;
Map primarily urban, shows constructed and recommended cycling features;
Advertising deemed inappropriate by City;
Q: Who paid?
If Government comes through with funds, then OK;

Changes proposed:

- fade hwys to background,
- mark trails, on road routes.

Printing: 5000 copies, added 2000;

Q: Would there be value in similar legends between adjoining area maps?

Frank Pravitz described the methodology used to develop Niagara's second edition map;

Burlington to consider using some Niagara Legend markings;

Future Mapping Initiatives:

Web based Niagara map with emphasis on layers selected by viewer;

Public Health in Niagara is developing a Recreational map that may be urban focused;

Extension of Lakeshore Route from Confederation Park (Stoney Creek) to Niagara

Deferred

Bicycling in the Countryside, Conflicts with Farm Vehicles

Q: How to address?

Education? How funded?

Should it involve Police?

Q: What is Law? HTA: Slowest vehicle moves to the right

Cuba; Fasted yield to slowest, Cars have to yield to everyone there.

Q Can farm vehicles be allowed on road?

Yes, in HTA, no requirements for permits or license

Q Are farm vehicles permitted in bike lanes?

No, it would be illegal in designated bicycle (diamond) lane

We (Niagara) chose not to challenge tractors on Lakeshore Rd shoulders;

Q What about group rides?

Freewheelers get complaints from farmers, bikes not pulling over;

Bigger problem: mud on road from tractors;

In urban areas, paved shoulders should be designated as Bike lanes (e.g. North Service Road)

Concern: Tractor operators may not see cyclists. In Niagara, they are often migrant workers, no license or formal driver training;

Action: Education, define clearly the use of the paved shoulder;

Idea: Future note on map on how to deal with farm vehicles

Bicycle Signage Programs

Burlington: Not much yet

What is the purpose of cycle signage? Utilitarian? Touring? Recreational? Casual?

Destination information important? Split between scenic and direct: e.g. Holland;

Province has not introduced approved signage;

COA has developed sign tabs;

Niagara: signage for diamond lanes;

Niagara likes Hamilton signs;

Green signs: bike routes, shared lanes;

Destination, arrows, distances etc;

TAC guidelines use similar conventions;

Where? start with a Region-wide network;

How? Determine spacing, maintenance etc;
 Hamilton is leader in destination signage;
 Niagara's new bicycle map does not show network;
 Hamilton: signs get you through city;
 Niagara: Intent of future signage program to go from one Municipality to another;
 Problem: Hwy 20 is route to Niagara Falls but it is not the best cycling route to Niagara Falls

York Boulevard Bike Lanes

Deferred

Bicycle Facilities on One Way and Two Way Road Conversions

Deferred

Other Topics

Interchange Design and Cycling Accommodation

Burlington: Real need to address this safety issue: 3 major highways to cross in the City;
 Guelph line: MTO did not provide bike lanes but added acceleration lanes for automobiles;
 Burlington challenged MTO to provide bike lanes on overpasses;
 Hamilton has best efforts: Mohawk Rd crossing 403, makes some cyclists uncomfortable but is best option; requires strong support in the Planning Dept to establish initial design;
 Niagara: 406 at St. Davids to be examined through a current engineering study;
 One option being considered: Centre bike lane on St Davids Road;
 Sidewalks are similar issue;
 MTO: move traffic a.s.a.p. Will not tolerate motor traffic to become backed up;
 Cyclist should stay left of acceleration lane;
 Appropriate signage should be provided to both cyclists and motorists;
 MTO should provide simple signage that cyclists are sharing the road;
 Q: should cyclist cross traffic at right angles at HWY access? No, because it turns cyclist into a pedestrian;
 Burlington: In Feb/06, recommended that PW develop a design standard to present to the MTO.
 Burlington to share designs with Niagara once developed. **(Action Item)**
 Gene Wasik distributed copies of relevant letters on this issue. (Attached)

Gas Tax:

Deferred

Completing the GNCR

George Nicholson made a good presentation;

Idea for Canals Parkway came about in 90s to create a Welland Canals Parkway motor route out of a “Blue Sky” session at Brock University;
 GNCR as proposed is both a driving route and an off road route;
 Which was more important? On road considered more important initially as this was thought to bring in more tourists. However, this component is quite costly;
 Off road trail design and construction was more manageable, cost effective and the benefits are greater than initially realized;
 Phased implementation: Off road trail first;
 Bruce Timms realized Municipalities buy in would be essential for successful implementation;
 Fort Erie raised concerns when it was only a Canals Parkway: What is in it for us?
 Welland Canals Parkway expanded into the GNCR (see attached map)

Meeting adjourned at 11:55, followed by lunch.

Afternoon Session

A tour through the Pelham/Thorold area was held in the afternoon (see attached map).

Next Meeting (to be hosted by Burlington Cycling Committee) - May 12, 2007



Photo taken by Gene Wasik at Port Robinson Ferry Crossing Terminal on Welland Canal.

From L to R: Ferry Crossing Operator, Frank Pravitz, Randy Stellings, Ken Forgeron and Peter Warwick.



Photo taken by Gene Wasik at restaurant in Pelham.

From L to R: Randy Stellings, Bob Romanuk, Ken Forgeron, Tim Whittle, Peter Warwick and Chris Richmond.

Meeting notes prepared by: Bob Romanuk and Ken Forgeron, Members, RNBC

Attachments