A G E N D A

BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE

Saanich Municipal Hall, Committee Room No. 2
April 20, 2017 from 4:00 pm – 6:00pm

---

1. **ADOPTION OF MINUTES**
   - February 16, 2017 (attachment)

2. **UPTOWN-DOUGLAS CORRIDOR PLAN UPDATE**
   - Presentation from Planning Department

3. **TILLICUM PAVING OVERLAY AND NEW BIKE LANES – HWY 1 TO BURNSIDE**
   - Presentation from Engineering Department

4. **ACTIVE TRANSPORTATION PLAN UPDATE**
   - Presentation from Engineering Department

5. **BIKE THEFT / RECOVERY / REGISTRATION (D. Wick)**
   - Discussion

6. **CYCLIING FESTIVAL (D. Wick)**

7. **TOPICS FOR FUTURE COMMITTEE CONSIDERATION (BF from February)**
   - Discussion (attachment)

8. **MAKING RESIDENTIAL STREETS SHARED SPACES (BF from February)**
   - Discussion (attachment)

9. **LIGHTING ON REGIONAL TRAILS AND OTHER ROUTES (BF from February)**
   - Discussion

* Adjournment *
* * Next Meeting: May 18, 2017* *
Please email Tania.Douglas@saanich.ca or call at 475-1775 ext. 3505 if you are not able to attend.

GO GREEN!
MEMBERS ARE ENCOURAGED TO BRING THEIR OWN MUG TO THE MEETING

MINUTES
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
Thursday February 16, 2017 at 4:00 p.m.

Present: Councillor Vic Derman (Chair), Judy Gaylord, James Grayson, Rebecca Mersereau, Barb Sharpe, and Darrell Wick

Staff: Harley Machielse, Director of Engineering; Tania Douglas, Senior Committee Clerk

Regrets: Rebecca Abernethy, Alex Nagelbach, Anne Topp

Minutes

MOVED by B. Sharpe and Seconded by J. Grayson: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held January 19, 2017 be adopted as circulated."

CARRIED

CHAIR'S REMARKS

The Chair stated that he has recently spoken with the Director of Planning about the long-range planning vision with regards to mode share, and informed members that Planning staff will attend meetings when necessary. He noted that the intentions in the Official Community Plan are good but questioned how well they are actioned and if there is a comprehensive plan in this regard.

SNOW REMOVAL AND PRIORITY TRANSPORTATION MODES.

The Chair circulated a document, "Concerns Regarding Current Snow Clearing Practices in Saanich", photos of snow on sidewalks and roads, as well as a copy of a report that he had submitted to Council in 2009 regarding snow removal procedures.

Committee members discussed the challenges surrounding the requirement for property owners to clear off snow from their sidewalks, particularly when in some instances Saanich's snowplow will re-fill the cleared sidewalks when they plow the streets. This mostly occurs on major roads, and not smaller residential streets. Some committee members felt that bylaw enforcement surrounding sidewalk clearing by property owners should be strengthened and perhaps the policy on this should be reviewed. It was noted that this is definitely a budget issue and staff have limited resources.

The Director of Engineering answered various questions from committee members and noted that staff work around the clock preparing for snow events with saline solution to de-ice roads and parking lots. He stated that bus shelters are cleared first and they try to clear the network where they can. He advised that the annual show removal budget is $180,000. Last year $245,000 was spent on snow removal/de-icing, and this year alone (January 1 – present) $125,000 has been spent. In response to a suggestion that snow be plowed into the middle of streets instead of the side, he noted that new plows would be needed otherwise the existing plows would have to drive down the wrong side of the street. He also suggested that snow blown into the middle of streets could cause other problems and possibly blow over onto the other side of the road, defeating the purpose.

ITEM 1

The overall feeling of committee members is that Saanich could enhance their current snow removal capabilities, and it was suggested that if homeowners do not clear their own sidewalk perhaps hiring a company to do the work and charge this back to the homeowner may be a solution. Committee members did not wish to take any action on this item at this time; the Chair may bring a new report to Council on his own again for consideration.

TOPICS FOR FUTURE COMMITTEE CONSIDERATION

The Chair circulated a document entitled, "Topic Areas for Future Biped Attention", and committee members provided feedback, and also discussed their Terms of Reference and mandate. In response to a question, the Director of Engineering noted that the final report on the Active Transportation workshop will not be ready for a while as there are reams of data to go through.

The Chair will re-circulate an edited version of the "Topic Areas for Future Biped Attention" at the next meeting.

MAKING RESIDENTIAL STREETS SHARED SPACES

The Chair circulated a document entitled "Making Residential Streets Shared Spaces", along with a couple of articles about sharing roads. For discussion at the March 2017 meeting.

LIGHTING ON REGIONAL TRAILS AND OTHER ROUTES

The Director of Engineering noted that the issue of lights on regional trails was raised at the recent Active Transportation workshop. He informed members that LED lighting results in huge maintenance and energy savings as LED lights last about 15 years longer than traditional lights.

This item to be discussed at a meeting when R. Abernethy is in attendance.

SAANICH CYCLING FESTIVAL

The 2017 Cycling Festival will be held on Sunday, April 23, 2017 from 11:00am to 3:00pm. The format will be the same as last year and volunteers are needed for check-in stations. The same booklet from last year will be used and advertising will be placed on trails. There are some issues to resolve surrounding the kids ride.

ADJOURNMENT

The meeting adjourned at 6:00 p.m. and the next meeting is scheduled for Thursday, March 23, 2017.

_____

Councillor Derman, Chair

I hereby certify these Minutes are accurate.

_____

Committee Secretary

Feb 16/17

Topic Areas for Future BiPed Attention

1. What is the comprehensive vision to increase percentage for walking and cycling modes in the municipality? Many of the topics listed below would, obviously, be part of such a vision, however, it may be desirable to have all of them wrapped up in a detailed vision that says: *Saanich will increase the percentage of walking and cycling modes by.....*
2. What are current goals for future walking and cycling percentages? Are they sufficient? If necessary should they be increased and how could increases be accomplished?
3. Truly compact land use is extremely important to accomplishing increased walking and cycling.
   a. What are current policies that aim to accomplishing truly compact land use?
   b. Are these policies sufficient? - Do they provide a comprehensive vision that can guide land use decisions?
   c. How are compact land use policies *actioned?* - Has Council bought in? – Do policies and goals appear to be consistently shaping Council decision making? – Is there a need for greater consistency with goals? If so, how could this be accomplished?
4. Review how pedestrian priorities (sidewalk priorities) are currently established in Saanich. + policies
5. How can residential roads be made more pedestrian and cycling friendly? – "Share the street" initiative? – Changes to street design? + local connectors
6. Participate in development of a cycling project priority process. (Active Transportation Plan?)
7. Discuss need for sidewalk maintenance program including – regular maintenance such as cleaning – snow clearing – asset management.
8. Review the local connector program – how can local connectors be enhanced, added to and improved? establish @ major destinations
9. Discuss advantages of increase in walking and cycling – response to climate change – congestion relief – quality of life and place – health and well being – other?
10. Discuss need for earlier and more consistent involvement in projects been designed and major initiatives such as the Douglas Corridor and the Active Transportation Plan?
11. Other?

APRIL 20/17
ITEM 7

1420-30 BIPED

Rec'd Feb 2017 for future discussion

Making Residential Streets Shared Spaces

Advantages of Making Residential Streets "Shared Streets"

- Creates an environment that is perceived as less aggressive and safer for pedestrians and cyclists – Likely to increase cycling and walking
- Big step towards creating safe and attractive routes to local destinations
- Creates increased "play" space and social space in neighbourhoods – has the potential to increase the sense of community
- Creates a calmer less aggressive "feel" for residential streets and the neighbourhood – This provides enhanced quality of life and place
- Can be relatively inexpensive.
- Other?

Steps to Making Residential Streets Shared Spaces

- Get Council agreement to adopt the concept of shared streets as policy. This is the first and arguably the most important step
- Create and maintain a strong campaign to promote the concept and get buy in from the general public
- Sponsor special events in neighbourhoods to promote and test the concept
- Select and promote demonstration streets
- Provide signage on streets to identify the concept and alert drivers
- Consider changes to residential speed limits
- Consider changes to street design that provides for calming and less aggressive motorized vehicle transit
- Other?

Committee Discussion and Next Steps

APRIL 20/17
ITEM 8

6 Places Where Cars, Bikes, and Pedestrians All Share the Road As Equals

The *woonerf*, or "shared street," has made its way into U.S. cities Eric Jaffe@e_jaffe

Fietsberaad / Flickr

If you aren't a traffic engineer or an urban planner, the word *woonerf* probably looks like a typo, or maybe the Twitter handle of whoever runs marketing for Nerf (woo!). But you might want to get familiar with the term—Dutch for "living street"—because the urban design concepts it embraces are on the rise.

A *woonerf* is a street or square where cars, pedestrians, cyclists, and other local residents travel together without traditional safety infrastructure to guide them. Also sometimes called a "shared street," a *woonerf* is generally free of traffic lights, stop signs, curbs, painted lines, and the like. The basic idea is that once these controls are stripped away, everyone is forced to become more alert and ultimately more cooperative. Through less restraint comes greater focus.

The decades-old vision is not without its critics. Skeptics wonder if drivers feel too much ownership of the road to adapt their ways, or if shared streets can work fine for smaller towns but not in big urban centers, or if removing oversight is naïve at a time when people won't even stop

texting to drive. Then there's the general critique pointed out by *Traffic* author Tom Vanderbilt in a 2008 article about shared streets: "people do act like idiots."

All fair points (especially the last). But *woonerf* supporters can point to the success of shared streets projects in Europe as well as their gradual adoption in other parts of the world—including major cities in the auto-centric United States. Construction of Chicago's first shared street, for instance, is expected to begin this spring. We took a closer look at six places around the world that have *woonerfed* and emerged better for it.

Drachten, The Netherlands

Drachten's shared street was championed by Dutch engineer Hans Monderman. (NACTO / Flickr) Shared streets had a great modern champion in the Dutch engineer Hans Monderman before he died in 2008. In a profile of Monderman from that year, Tom Vanderbilt described the "striking" success of a shared-space program implemented in the Dutch town of Drachten. Monderman eliminated "not only the traffic lights but virtually every other traffic control," writes Vanderbilt, leaving behind an inviting town square. The results were less congestion, quicker buses, half as many accidents, more hand signals and communication, and smoother traffic flows. Here's Vanderbilt on the challenge of Monderman's legacy:

For decades, traffic engineers have pursued, with the best of intentions, an impossible goal: the elimination of accidents. Monderman questioned how safe this kind of safety was. More fundamentally, he asked if mature automobile societies could, in essence, act like adults.

Norrköping, Sweden

After its transformation, this shared street in Norrköping became less congested. (via Built Environment) In 2004 a major intersection at the center of Norrköping, a college town near Stockholm, was totally transformed in the shared streets style. Detailing the project in the journal *Built Environment* a few years later, urban designer Ben Hamilton-Baillie wrote that the area replaced traffic lights and other traditional road indicators with a "distinctive paving pattern" that suited pedestrians and cyclists as well as drivers in what had become more of a "coherent plaza."

About 13,000 vehicles (cars as well as buses) still used the space daily, and although this traffic moved slower there was less reported congestion, as well as greater use by pedestrians and a general rise in retail activity. Again, the space isn't perfect—the elderly and the blind voiced concerns—but early surveys found "satisfaction and confidence with the new arrangements is increasing." Early anecdotal reports were positive: villagers enjoyed the atmosphere more and the chief of police said people communicated more than they did before. "Traffic will no longer be dominant," the town mayor at the time told *Reuters*.

London, England

Kensington High Street in London became safer after a modified shared streets implementation. (Transport for London) England has had a number of shared streets successes in smaller places, including the town of Poynton and Elwick Square in Ashford. But a modified *woonerf* has also

succeeded on London's Kensington High Street, a major shopping corridor. The street changes weren't quite as dramatic as they've been in other places (Kensington kept some traffic lights, for instance) but new crossings and narrower lanes did have a positive impact on the area.

A 2006 report by Transport for London found that pedestrian flows had increased 7 percent and bike flows as much as 30 percent several years later. More importantly, road collisions had been cut in half: from about 66 a year before the change to 34 after it. While TfL questioned whether or not this change could be considered a "true simplified streetscape," there was little doubt it was an effective one:

This means that applying the simplified streetscape philosophy to the London situation could be successful as long as it is not taken to extremes and does not simply involve removing everything — streetscape simplification and shared space schemes have moved on from such a simplistic approach.

Auckland, New Zealand

Mean vehicle speeds decreased on Elliott Street, in Auckland, after a shared streets modification, especially during the daytime. (via TRB) Several streets in Auckland's central business district have been turned into shared spaces: on Elliott Street, for instance, markers of exclusive car use (such as curbs and double yellows) were replaced with stone pavement. Studies of these streets are in the early stages but have already found the much more pleasant for pedestrians on several measures. A 2014 safety review of Elliott Street found that both vehicle speeds (above) and volumes had significantly decreased.

The 2014 report did suggest taking additional traffic calming measures to ensure that car speeds remain low at night, when the presence of fewer pedestrians might encourage drivers to go faster. But on the whole it found no evidence for increased collisions:

In summary, this research has shown that for shared space environments, more road user interactions (potential conflicts), particularly between vehicles and pedestrians, does not translate into more injuries or fatal crashes.

Seattle, Washington - SVR Design

In April 2014, Seattle opened Bell Street Park, a *woonerf* that turned four blocks into a 56,000-square-foot area that, in the words of the city, "will encourage pedestrians, cyclists, and automobiles to share the space." The city took out curbs, leveled the pavement, added street furniture, and removed car lanes—"creating eddies where people can gather around food trucks, gardens, and play equipment," writes Josh Feit of *Seattle Met*.*

The love isn't universal; one critic says there's "way too much stuff" in the shared space, and drivers feel a new enforcement push meant to ensure they turn off Bell Street after one block is really just a ticket trap. But property values in the area have reportedly gone up, and Seattle has plans for at least two more shared streets in the works.

Where 'Share the Road' Is Taken Literally

By PAUL HOCKENOSAPRIL 26, 2013

Photo

SPEED LIMITED A woonerf shared-space zone in the Dutch city of Delft. Credit Herman Wouters for The New York Times

"Woonerf" is what the Dutch call a special kind of street or group of streets that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well.Roughly translated as "living streets," the woonerf (pronounced VONE-erf) functions without traffic lights, stop signs, lane dividers or even sidewalks. Indeed, the whole point is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.

The Dutch term was coined in the 1960s when traditional urban architecture was being rethought, and today the woonerf sign is common, with slight variations, across Europe: a blue rectangle with stick-figure symbols of a ball-playing child and parent, a car, a house. They can even be found in pedestrian shopping zones like the bustling Alexanderplatz in Berlin.

In the Netherlands, more than 6,000 woonerf zones burnish these badges of communal spirit where motorized traffic doesn't rule the road. Moreover, after a period in which they fell out of fashion, the woonerfs are making a strong comeback, and not only in the Netherlands. Woonerfs and their derivatives — sometimes called shared spaces, complete streets or home zones — are piquing the interest of urban planners in several countries.

Photo

ONE FOR ALL In Provincetown, Mass., pedestrians, bicycles and cars peaceably coexist on Commercial Street. Credit Dominic Chavez/The Boston Globe

The cities and towns that have adopted the model in one form or another span the globe: the artsy Saint-Henri neighborhood in Montreal; narrow, tourist-clogged Commercial Street in Provincetown, Mass.; the Bulgarian spa town of Hisarya; and districts or suburbs of Cologne and Freiburg, Germany, and Auckland and Christchurch, New Zealand.

In England and Wales there are more than 70 registered home zones, the British variant of the woonerf; from hundreds of applicants, Manchester, Plymouth, Leeds and Nottingham were chosen to receive government money to establish the zones. In the United States, more than 400 cities either currently have, or soon will develop, "complete streets," which are much more broadly defined than woonerfs, even allowing for the likes of sidewalks and the authoritarian stop sign. Yet, according to the Chicago-based National Complete Streets Coalition, the spirit of the woonerf inspired even the American movement.

The key to the woonerf is the primacy of nonmotorized activities.Although cars are allowed in most — but not all — of the zones, they are generally restricted to "walking speed" (in Britain, the limit is higher, at 10 or even 20 m.p.h.) with the onus of responsibility for safety entirely on the driver.

Legally, the automobile driver is generally liable for an accident. But there tend to be fewer traffic mishaps when cars, people and bicycles mingle in close proximity; studies have found that accidents dropped by 40 percent or more in Dutch areas converted to woonerfs.

"You either love them or you hate them, depending on whether you're a car driver or a parent with kids," said Dirk van den Heuvel, an urban architecture expert in the Dutch city of Delft. "But they're popular places to live here — low density and lots of greenery — and that's why the model is making a comeback," he said.