

A G E N D A
BICYCLE AND PEDESTRIAN MOBILITY ADVISORY COMMITTEE
Saanich Municipal Hall, Committee Room No. 2
October 19, 2017 from 4:00 pm – 6:00pm

1. **ADOPTION OF MINUTES**
 - May 18, 2017 (attachment)

2. **ACTIVE TRANSPORTATION PLAN**
 - Presentation from Engineering (includes sidewalk priorities)

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

4. **MAKING RESIDENTIAL STREETS SHARED SPACES (D. Wick)**
 - Discussion (attachments)

5. **STAFF CONTACT FOR CYCLING AND PEDESTRIAN ISSUES (D. Wick)**
 - Discussion

6. **CYCLING FESTIVAL REPORT (D. Wick)**

* Adjournment *

* * Next Meeting: November 16, 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, May 18, 2017 at 4:00 p.m.

Present: Mayor Atwell (Chair), Brian Collier, Judy Gaylord, James Grayson, Rebecca Mersereau, Alex Nagelbach, Anne Topp

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

Regrets: Barb Sharpe, Darrell Wick

Guests: Carolyn Stewart, Park/Trail Planner and Todd Shannon, Operations Supervisor, CRD Regional Parks

Minutes

MOVED by J. Grayson and Seconded by J. Gaylord: "That the Minutes of the Bicycle and Pedestrian Mobility Advisory Committee meeting held April 20, 2017, be adopted as amended."

CARRIED

CRD UPDATE

Carolyn Stewart, Park/Trail Planner and Todd Shannon, Operations Supervisor, CRD Regional Parks, were present to provide an update about the Regional Trails Management Plan (RTMP) and to inform committee members about their operations priorities for CRD regional trails. The following was noted:

- Thirteen short term actions have been approved for the RTMP. Some actions include outreach and education for all trail user groups.
- Trails were signed at different times so signage is to be improved and made consistent. In response to a comment that street names should be indicated to help trail users navigate more easily, it was noted that this has been started on the E&N Rail Trail and will be part of the sign plan.
- Mapping of visitor facilities will occur; CRD will work with Saanich with this and also identify responsibilities (eg. for trees, snow removal, trail upkeep, benches, etc.).
- Regional trail planning in the Gulf Islands is a priority with the CRD Board and is to be completed in 2018.
- Bollards:
 - The CRD has not had significant numbers of incidents related to bollards given the three million visits to regional trails annually. CRD does work with the information provided by BikeMaps.
 - Bollards prevent private and commercial vehicles accessing the trails. They also alert trail users that they are approaching a trail-road crossing.
 - The operational policies in the RTMP were reviewed by the CRD Risk Management section before it was approved by the CRD Board.
 - The yellow paint used on regional trails is not reflective due to cost and maintenance issues. The Director of Engineering noted that reflective lights are typically at crosswalks/stop bars at intersections for cars.
- Kilometer markers will be updated and made consistent. The E&N Rail Trail will not be marked until completed.

ITEM 1

- They will be looking at the feasibility and cost/benefit of separating or widening the Galloping Goose trail from the Selkirk trestle to Highway No. 1/McKenzie Avenue, and the Lochside trail from the Switch Bridge to McKenzie Avenue.
- With regards to manure on trails, equestrians have been asked to ride on the side of the trail. There are some equestrian volunteers that clean the trail and some people take the droppings for their gardens.

An update was given on regional trails operations priorities completed in 2016 and planned for 2017. The following was noted:

- Rock scaling was done between Saanich Road and McKenzie Avenue. Some trees were removed and the area was improved/assessed.
- Trestles:
 - Some boards were replaced on the Swan Trestle and Selkirk Trestle in 2016. There are more boards and stringers to replace in 2017, and an assessment of options for the surfacing of the Swan Trestle will be done with work hopefully being completed in 2018.
 - Trestles are a CRD priority; condition assessments are being done on all wooden trestles.
 - In winter they use sand and try to de-ice trestles. Committee members asked that alternative options be considered in terms of surface materials on trestles, and suggested they be given opportunity to comment on surface options being considered. It was noted that the Regional Parks Committee will consider the options being proposed in an open public meeting.
 - Tender process is happening for trestle deck board replacement on the Swan, Selkirk and other bridges and trestles along the Galloping Goose trail.
- Asphalt repaving is another focus as there is a fair amount of root heave.
- Line painting improvements on the Lochside trail are on the list as well.
- Some ditches and culverts need addressing, some overhead brushing is being done.
- Gravel resurfacing and ditch clearing is to be done from Wale Road out towards Sooke.
- A signs inventory will be done and an updated sign plan including trail etiquette signs will be done for all three regional trails.

A discussion occurred about the Trans-Canada Trail connection, now called The Great Trail (TGT). In the CRD, TGT will run between Clover Point in Victoria and the CRD-Cowichan Valley Regional District boundary. CRD is responsible for two sections (Galloping Goose and Sooke Hills Wilderness Trail – together 28 of the 40 km). It is hoped that TGT will be completed in the fall of this year. The CRD hired two additional staff members to help with the workload.

Committee members inquired about various trail issues and the following was noted:

- In terms of information about accessibility of trails, there is a user-friendly trails guide on the CRD website.
- Most trails are level because they were rail trails. Accessibility is always a consideration in planning, and is in the RTMP.
- The McKenzie Avenue Galloping Goose overpass construction trail should be in place by the fall. It is fortunate that the Ministry of Transportation and Infrastructure (MOTI) was able to keep the trails open during construction.
- A question was asked about how long until the trail resurfacing is completed in the McKenzie construction area. It was suggested that a separated trail be considered for the area. CRD will speak to MOTI liaisons about these issues.

LIGHTING ON REGIONAL TRAILS AND OTHER ROUTES

Committee members inquired about various lighting issues and the following was noted:

- The CRD's policy regarding lighting on regional trails is that all trail users should have lights so they can both see and be seen.
- A lighting study is to be done (medium term action) and will consider at least seven different aspects, including Crime Prevention Through Environmental Design (CPTED).
- The cost of installing and maintaining lights is a consideration given the 100 km of regional trails.
- Solar lighting has been considered however canopy cover is an issue.
- Having lights on timers could be investigated.
- There are other short term priority actions being worked on at this time.
- When the study is done CRD could investigate installing power when trail sections are added, however it only makes sense to do this for large areas.

TOPICS FOR FUTURE COMMITTEE CONSIDERATION

Committee members discussed a list of possible items for discussion, and it was noted that many of the suggested issues will be addressed by the Active Transportation Plan (#movingsaanichfwd). The Director of Engineering also responded to questions from committee members. The following was noted:

- Committee could review the Official Community Plan/Policies/Neighbourhood Plans etc. and provide input, however comments would not be acted upon until such time that policy/plan reviews are done.
- Pre-zoning could be considered; currently projects are zoned one at a time.
- Density and lack of planning are a concern; it would be good to remedy the perceived disconnect.
- Saanich does not educate the public on land use, what densification means, and how it can benefit communities.
- The Pedestrian Priorities Implementation Plan (PIIP) was developed by Urban Systems and prioritizes new sidewalks. Staff have looked at this Plan and would like to refine some areas. The Active Transportation Plan will address some pedestrian issues. Current funding for sidewalks does not cover needs.
- Some municipalities have a local improvement process available where if you have a road with no lights, sidewalks, gutters, curbs etc., residents on that street can pay 60% of the costs and the municipality will pay 40%. Much of Vancouver was done this way.
- Most new funding is spent on active transportation (cycling/walking) infrastructure.
- The Shelbourne Street project impacts other major projects and some 'complete streets' projects have been deferred (eg. Glanford and Sinclair project). If grants are received then projects can be moved up. The Active Transportation Plan sets priorities.
- Work on Gorge Road to repave/stripe and improve ramps has been postponed to 2018 because of drainage work.
- BC Transit has its own plan called 'Transit Futures'. Saanich's plan is focused on active transportation plus connections to transit.
- Issues such as soil creep and grass and vegetation problems on sidewalks are not a primary focus of the Active Transportation Plan. There is \$15,000 in the budget to address vegetation and much of this has been spent on the Shelbourne/North Dairy area. Residents are encouraged to adopt boulevards to help address problem areas.

*** A. Topp left the meeting at 6:00 pm ***

- It was suggested that the average person does not know who to contact for many issues and that a guide to municipal services brochure would be very helpful. The top questions/answers could be put into a booklet and inserted with utility bills or tax notices.
- Regarding bringing awareness to congestion relief, climate change, quality of life etc. with walking and cycling, it may be good to market ideas during events such as the cycling festival.
- Motorists driving in bicycle lanes is a problem and driver education is needed.

Committee members discussed Interurban Rail Trail and options regarding the sewage pipe installation along the trail. The Director of Engineering noted that it is likely that sewage conveyance maybe installed in that location. Presently there is a gravel path open to all users but it is mostly used as a horse trail. He noted that they will be replacing the existing sewer pipeline going out to Hartland area and there is opportunity to have a different trail surface; CRD would likely want Saanich to undertake public consultation for this. Committee members suggested that this may be a very good area to separate the trail for horses and cyclists/walkers. A suggestion was made to write to the CRD about the conveyance pipe going alongside/underneath the Interurban Rail Trail.

Motion: MOVED by J. Grayson and Seconded by B. Collier, “That the Bicycle and Pedestrian Mobility Advisory Committee write to the CRD Wastewater Treatment Project Board to inquire about the proposed sewer pipeline conveyance route as it travels through Saanich, and the proposed consultation timeline for this project.”

CARRIED

ADJOURNMENT

The item regarding making residential streets shared spaces was deferred to a future committee meeting when D. Wick is present.

The meeting adjourned at 6:30 pm. The next meeting is scheduled for June 15, 2017.

Mayor Atwell, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

District of Saanich – Legislative Division
Bicycle and Pedestrian Mobility Advisory
Committee
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June 2, 2017

Jane Bird
Chair, Core Area Wastewater
Treatment Project Board
Capital Regional District
510 – 1675 Douglas Street
Victoria BC V8W 2G5

Dear Jane Bird:

SEWAGE CONVEYANCE NEAR INTERURBAN RAIL TRAIL

At the May 18, 2017, Bicycle and Pedestrian Mobility Advisory Committee meeting, committee members discussed potential trail improvements along the Interurban Rail trail from Hartland Avenue to Interurban Road when the CRD installs sewage conveyance pipeline in the area. The following motion was made:

“That the Bicycle and Pedestrian Mobility Advisory Committee write to the CRD Wastewater Treatment Project Board to inquire about the proposed sewer pipeline conveyance route as it travels through Saanich, and the proposed consultation timeline for this project.”

Any information that you could provide regarding the proposed timeline, and the details of the sewage pipeline conveyance route would be most appreciated.

Yours truly,

A handwritten signature in blue ink, appearing to read "Richard Atwell".

Mayor Richard Atwell, Chair
Bicycle and Pedestrian Mobility Advisory Committee

/td

Wastewater Treatment Project T: 250.360.3002
510-1675 Douglas Street F: 250.360.3071
Victoria, BC, V8W 2G5 www.wastewaterproject.ca



Wastewater
Treatment Project
Local and a better future

July 18, 2017

Mayor Richard Atwell
Email: mayor@saanich.ca

District of Saanich
Bicycle and Pedestrian Mobility Advisory Committee
770 Vernon Avenue
Victoria, BC V8X 2W7

*Please provide ^{root} BIPED
→ next agenda.*

Dear Mayor Atwell:

RE: Response to June 2, 2017 Letter from the Bicycle and Pedestrian Mobility Advisory Committee

Thank you for your letter of June 2, 2017 noting the motion passed at the Bicycle and Pedestrian Mobility Advisory Committee meeting. This letter is in response to the request for information regarding the conveyance route from the McLoughlin Point Wastewater Treatment Plant to the Residuals Treatment Facility at the Harland Landfill, and proposed timeline for engagement with residents of Saanich. The Project Board received and discussed your letter at its meeting of July 4, 2017.

The following information provides an overview of the Project and our current plans regarding alignment, design, and community engagement in the District of Saanich.

Project Overview

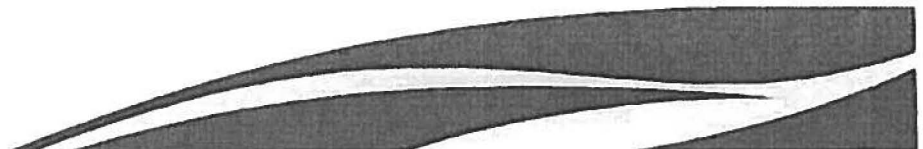
The Project is being built to meet the provincial and federal regulations for treatment of the Core Area's wastewater by December 31, 2020.

The Project consists of three components:

1. A 108 megalitre per day tertiary treatment plant at McLoughlin Point in Esquimalt;
2. A conveyance system for piping the wastewater to the plant and the residual solids to the Residuals Treatment Facility; and
3. A Residuals Treatment Facility at Hartland landfill to produce Class A biosolids.

The \$765 million project cost is shared by the Government of Canada (up to \$120 million through the Building Canada Fund; \$50 million through the Green Infrastructure Fund; and up to \$41 million towards the Residuals Treatment Facility through P3 Canada), the Province of BC (up to \$248 million towards the three project components), and the Capital Regional District (CRD) (\$306 million for the three project components).

The overall project scope, schedule and cost reflect federal and provincial laws and regulations; requirements of First Nations, local governments and communities; and, conditions of senior government funding agreements. The project is highly integrated with the planning, construction,



operation and funding of each of the three components being technically and commercially contingent upon each other.

Construction Underway in Victoria and Esquimalt

Construction is underway on the McLoughlin Point Wastewater Treatment Plant (WWTP) and the cross-harbour undersea pipe from Ogden Point to McLoughlin Point. At McLoughlin Point, site preparations are underway, and excavation and blasting will start in the coming weeks.

At Ogden Point, crews have installed a 5-metre high sound wall, and are installing the casing, or entry point, for the cross-harbour pipe between Ogden Point and McLoughlin Point. Crews will begin the horizontal directional drilling for this pipe in the coming weeks, which will involve mobilizing equipment and running generators to power the equipment.

Competitive selection processes are underway for contractors to build the Residuals Treatment Facility (RTF), and upgrades to the Clover Point and Macaulay Point Pump Stations and the Forcemain.

The Residuals Treatment Facility at Hartland Landfill and Related "Pumps and Pipes"

This facility will convert the residual solids that are piped from the WWTP into Class A biosolids. Concurrent with the construction of the Wastewater Treatment Project, the CRD is developing a comprehensive integrated resource management plan. This plan will include management of the CRD's solid and biosolid waste streams. The plan will ultimately address how the Class A biosolids produced at the RTF will be beneficially-reused.

The 'pumps and pipes' - or the "conveyance system" includes two components in Saanich:

1. The Residual Solids Pipes and Pump Stations will connect the WWTP to the RTF, and include two pipelines and four or five small pumping stations. The two pipelines will be installed in a common trench (where possible).
2. The Arbutus Attenuation Tank which, as you know, was designed as part of the earlier program. As part of the construction of the Tank, the CRD will make improvements along the south side of Arbutus Road including a road widening to accommodate a bike lane and sidewalk, as well as storm drainage improvements.

Alignment Design

The Project Team has held meetings with staff at the District of Saanich and established a technical working group to finalize the indicative design for the alignment of the pipe route from the WWTP to the RTF at Hartland.

The design for these components of the Project is not as advanced as for the wastewater treatment facility, as construction of these components is not scheduled to start until 2018 or later.

Community Engagement

Community Engagement to date has been focused on the communities in Victoria and Esquimalt due to the location of construction of the early components of the Project. It will be moving to Saanich in the fall.

The Project Team has offered to support the District of Saanich staff in seeking public input on the final design for the finished surface along the alignment, above the pipes. The nature and extent of this consultation will be driven by the District of Saanich due to the need for the decision

regarding the finished surface to integrate with the District's broader planning initiatives, such as the Centennial Trails. The Project Team will support the District's consultation, in the same way it is supporting the City of Victoria's consultation around public realm improvements along the Dallas Road multi-use trail.

Our current plan is to hold information meetings and meetings with community associations in Saanich in the fall of this year, in advance of the start of construction (anticipated to be the spring of 2018). The Project Team plans to coordinate these meetings with Saanich staff and the Saanich Community Advisory Network, Willis Point, Todd Creek, and Peninsula Streams. The purpose of these meetings would be to share the indicative design for the pipe alignment and to seek public input that could be considered, along with technical and financial considerations, in finalizing the design.

Before and during the construction phase of the Project components located in Saanich, the Project Team will engage with nearby communities to plan communication activities and develop plans to mitigate construction impacts. The team will also provide information about communication tools and will seek feedback about the most effective ways to communicate with Saanich communities during construction.

The Project Team have discussed with Saanich staff the establishment of a Liaison Committee, as has been formed in Esquimalt. It is anticipated that a Saanich Liaison Committee would be made up of members of Saanich community associations, and/or the Saanich Community Association Network. The Project Team anticipates establishing this committee by the end of this year, prior to construction in the spring of 2018.

Subject to the input of the Liaison Committee, construction communications outreach will include residents, businesses, schools, day cares, recreational groups, transportation providers, tourism groups and other organizations. Communication tools will include the 24 hour information line phone number, email, social media, website, community updates, construction bulletins and traffic media updates.

I trust this information is helpful for the Bicycle and Pedestrian Mobility Advisory Committee.

Sincerely,



P.B. Jane Bird, Chair
Core Area Wastewater Treatment Project Board
CRD Wastewater Treatment Project

JB:dd

Bike Theft and Recovery Darrell Wick

Bike Theft - deterrent to bicycle commuting, shopping.
Registration is a mechanism in addition to locks and secure parking sites

Bike lost, found by Police

- If reported stolen, Police will add to PRIME provincial database. You need serial number
- If found by Police, they will search PRIME database. If not in PRIME, too bad.
- Saanich Police keep a found bike for 90 days before sending to auction.

Steps to improve process:

- Register bike yourself with serial number, description, photo, contact info.
- In case bike is found, requires that finder locates bike serial number and searches correct registry database.
 - If on database, finder provides their contact info, register relays this to owner.
 - This prevents bad people from learning bike owner.
- Some registries provide various grades of decals to tags to be placed on bike to show where the bike is registered.
 - Some decals only show registry name. Still requires finder to locate and search by bike serial number.
 - Some decals include a bike registry identity number. Simplifies searching database.
 - Some decals include QR-Code with registry URL and identity number.
 - Some registries provide much higher quality asset tags for bike.

There are perhaps too many bike registration sites.

Many charge fees. In some states, the bike registration annual fee is a mechanism for funding bike facilities.

A quick Google search yields:

Police:

<https://vicpd.ca/bike-registry>

<http://cspolice.ca/bike-registration/>

<http://vancouver.ca/streets-transportation/register-your-bike-to-reduce-theft.aspx>

Also manufacturers: Scott, Trek, Norco, Specialized

It does not appear Saanich Police are involved with any bike registry.

Private:

<https://bikeindex.org/> Free, USA based, No tags, requires serial number

<http://www.bikeshpherd.ca/pulseid> \$14.95



529 Garage <https://project529.com/garage> Free, USA based, Vancouver Police, Oak Bay Bikes
Sticker:



<http://www.operationhandsoff.com/en/bike-registry.php> Canada, \$14.95



BikeGuard: <https://www.myassettag.com/bike/> Free, US Based

The tags are backed with an adhesive that bonds permanently to your bike. The glossy, anodized aluminum layer has durable embedded print. They're tamper-resistant, will conform to your bike and can withstand heat, abrasions, and chemical exposure.



Observations

- Issues with bike registration
 - Keeping registration database valid and up-to-date
 - Obligation to update registry when moving, bike is sold or junked (e.g. crash).
 - Will registrar stay in business?
- Advantages with bike registration that provides registration information on the bike
 - Possibly acts as a deterrent to theft.
 - Owner can still notify police and have bike added to PRIME system.
 - Makes recovery much simpler
 - Finder knows correct registry
 - Finder using registry identity number can easily notify owner
- Optimal registration system
 - It appears the BikeGuard MyAsset system is the best.
 - If MyAsset system recommended, should some sort of funding support be investigated?

How to proceed?

- A regionally wide uniform effort would be optimal.
 - Needs more in-depth research
 - Who could coordinate? CRD?, Police?

Tania Douglas - Re: Draft BiPed agenda #4. MAKING RESIDENTIAL STREETS SHARED SPACES

From: Darrell Wick
To: Tania Douglas <Tania.Douglas@saanich.ca>
Date: 5/5/2017 1:11 PM
Subject: Re: Draft BiPed agenda #4. MAKING RESIDENTIAL STREETS SHARED SPACES

agenda item #4. MAKING RESIDENTIAL STREETS SHARED SPACES

Some initial thoughts for the discussion:

What's a woonerf?

The word, which is Dutch, literally means "living yard." It refers to streets designed for everyone, not just cars and drivers. That means narrow roads without curbs or signage. The idea is that regardless of how users get around, they are forced to pay close attention to each other — actually make eye contact — to avoid colliding.

This also might suggest kids could safely learn to bicycle, can play street hockey there.

I wonder if a simple start could be made in Saanich by choosing a street that currently has low car volumes, but significant walking and cycling volumes.

This suggests one or more of the roads leading to UVic:

- UVic local connector section between Cedar Hill X Road and UVic (Iona, Broadmead, Kemlin, Midgard) or
- Midgard (from Mortimer) or
- Broadmead + path + Varsity

ITEM 5

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

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](mailto: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 HOCKENOS APRIL 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.