



## Minutes

**Present:** June Bergman, Darren Bourget, Jérémié Bourqui, Karen Bradshaw, Scott Chomistek, Jennifer Dotchin, Cydney Elofson, Jeremy Gukert, Karen Kirnbauer, Murray Scotton, Monique Tambay-Roest, Kay Wilford

**Office Staff:** Deb Hall

The meeting was called to order by Cydney at 8:04pm

The City of Calgary (in response to communications from the Board starting prior to 2018) has proposed a pilot project to implement bike lanes on Silver Springs Blvd. reducing traffic in each direction to one lane. Barriers would be put in place to physically separate the bike lanes from vehicular traffic. The City would use the pilot project to connect already existing bike routes that currently have a gap through Silver Springs.

Jérémié and Monique shared their experiences of not feeling safe when walking and cycling along Silver Springs Blvd, particularly crossing both the Blvd (in marked crosswalks) and unmarked crosswalks at intersections with SS Blvd (i.e. Silver Ridge Drive). Several board members indicated that they feel unsafe or uncomfortable walking and/ or biking along the Blvd.

Jérémié spoke to research in several other jurisdictions (nationally and internationally) regarding the impact of speed on the number of collisions and survival rates of collisions that do occur. There was also discussion regarding research into the psychology of road design. Silver Springs Blvd is under-utilized (when looking at the traffic it was designed to carry) and the design of the Blvd is not conducive to a 50km/ hour speed limit. Studies show that a narrower road, with more visual distractions on the side, slows down traffic; a separated bike lane would reduce the lanes of traffic and provide visual distractions. Monique will share the Traffic Flow Maps available from the City of Calgary.

There was discussion that the City is coming to the Board with a preconceived notion of what they (the City) would like to do for the pilot project. June spoke to the City of Calgary Complete Streets policy

(<https://www.calgary.ca/transportation/tp/planning/calgary-transportation-plan/complete-streets.html>). This pilot project appears to be inline with the direction that the City is taking with traffic policies. Several board members raised that concern that the City has already decided on the direction to take with the pilot and possibly after the 1-year project.

The concern was raised that traffic will spill over onto alternate routes that are not designed to accommodate the increased traffic, by individuals wishing to avoid the single lane traffic and bike lanes. In addition to Silver Ridge Drive and Silver Springs Road, the Board has been asked

by the City to identify other cut throughs that drivers may take to avoid the Blvd. Vehicles are already using alternative routes (Silver Ridge Drive and Silver Springs Road, as well as others) to avoid the long playground zone on SS Blvd. in front of St. Sylvester, the pilot project could potentially increase this spillover traffic. The City has reached out to St. Sylvester, they are very supportive of the project. The City is aware of existing parking and drop-off and pick-up concerns on SS Blvd. in front of St. Sylvester, and will work a solution into their design for the pilot project.

Possible alternatives to the proposed pilot project were discussed, that would concentrate efforts on other arterial roads and direct traffic onto the Blvd to reduce traffic and speed on side roads. Questions were raised regarding whether or not the pilot project was all or nothing? Are alternative options being discussed? Would it be possible to have a separate bike lane in the grass way, as there is plenty of space between the Blvd and existing sidewalks?

Varsity recently completed a similar project with a both a designated bike lane, and a Signed Bikeway and shared lane. Could the SSCA access data from Varsity regarding community acceptance and information regarding challenges such as traffic redirection? The community of Montgomery is currently working on a similar project due to an overflow of cyclists utilising the bike lanes in Bowness.

There was concern that painting the lines to demarcate the bike lanes would be permanent (not a pilot project). At the meeting with the City, it was indicated that current lane and road markings would not be altered for the pilot project. Bike lanes will be separated from vehicular traffic by temporary, physical barriers.

Increasing the speed limit on SS Blvd. to 60km/ hour was discussed. Current use of the Blvd (two schools, a fire station, access points to services and a day care), is not conducive to increasing the speed limit.

Are drivers cutting through Silver Springs to reach Crowchild Trail? The need to discourage drivers from cutting through Silver Springs was discussed. As a community, the bike lanes could present an opportunity to present Silver Springs as an outdoor community, and to make it inviting to pedestrians and cyclists, in addition to drivers.

Cydney reminded the group that the project is a temporary pilot project and is an opportunity to try something new and get new traffic data, such as traffic volumes and flows. A pilot project will also remove speculation about the impact on the community, as it will provide a lived experience.

The discussion point was raised that the current City of Calgary traffic calming policy doesn't speak to bike lanes as a traffic calming measure, are they muddying the waters? There is a need to differentiate between the two, bike lanes are not a traffic calming measure, they promote a bike culture, and will result in the loss of 2 lanes for vehicular traffic. It was discussed

that the traffic calming measure would be removing one lane of traffic in direction, which is a result of the bike lane. Though they are two separate issues, they are not mutually exclusive.

The Board will need to be aware of all considerations when meeting with the city to discuss next steps. It was discussed that if the SSCA is willing to work with the City on with the pilot project, we have an opportunity to keep communication open, and to ensure that our issues and concerns are dealt with. A letter of support would be conditional on meaningful engagement during and after process. The pilot project is not a one-off project, it is part of a larger multi-year, community-wide traffic project. It was discussed that the staff at the City working on the project should be available to answer questions raised by community members, rather than the CA staff being expected to do so. There would need to be an open line of communication with the City throughout the pilot project.

Monique moved that the SSCA provide a letter of support for a collaboration between the SSCA and The City of Calgary to examine traffic patterns in the community of Silver Springs (vehicular, bicycle and pedestrian), which will include a one year pilot project in which The City will reduce the number of lanes on SS Blvd from 4 to 2, and will install 2 bike lanes on the Blvd.

Jérémie seconded. 9 in favour, 3 opposed, motion carried.

In favour: Karen K., Kay, Jérémie, June, Jennifer, Scott, Karen B., Monique, and Cydney

Opposed: Darren, Murray, Jeremy