



APPROVED Minutes

Present: June Bergman, J  r  mie Bourqui, Karen Bradshaw, Cydney Elofson, Jeremy Gukert, Shannon Jakel, Karen Kirnbauer, Lynda Pannanen, Monique Tambay-Roest

Office staff: Sherry Gavlin, Rita McMillan

Guests: Jennifer Dotchin, Jen Malzer, Staff Sergeant Robbie Patterson, Peter Yee

Notes taken by: Monique Tambay-Roest

1) Comments from the Chair

Cydney

The meeting was called to order by Cydney at 7:33pm.

- a) Cydney reiterated that the purpose of the meeting was strictly to discuss the wheeling lanes and the findings of the one-year pilot project. A decision by the SSCA Board of Directors whether or not to support the wheeling lanes becoming permanent will be made at the June 1, 2022 Board meeting. The meeting was being recorded via Zoom for Board members unable to attend.

2) Introductions

Cydney/ Monique

- a) Jen Malzer (City of Calgary - Livable Streets), Robbie Patterson (Silver Springs Resident, Staff Sergeant – CPS Traffic Section), Peter Yee (City of Calgary - Transportation Infrastructure)

3) Background of and update on wheeling facilities

J  r  mie

Jeremie presented a short [powerpoint](#) outlining the history of the wheeling lane pilot project, the goals of the pilot, as well as some initial data.

4) Update and recommendations

Jen M. & Peter Y.

Jen thanked Cydney, J  r  mie, Jennifer Dotchin, and Monique for their work with them over the past two years. Jen and Peter are recommending that Silver Springs move forward with making the wheeling lanes permanent as the changes made to the design of the Blvd have made a demonstrable difference in safety factors (speed, etc.) on the Blvd. They also discussed extending the wheeling lanes to Nose Hill Drive; research indicates that doing so would have minimal impact on vehicular traffic while creating a regional connection to the multi-use pathway on Nose Hill Drive.

During the year-long pilot, Neighbourhood Streets hosted three virtual engagement sessions. Additionally, regular traffic observations, including travel time evaluations, speed monitoring, and traffic counts were completed. To date, costs for the pilot, including the parking revamp at Bowmont Park, have been about \$250,000 - \$300,000 for 2.5km of road. Jen and Peter did confirm that there would be a cost associated with removing the lanes, as with the proposed expansion or aesthetic upgrades if they remain. In the future there may be opportunities to change the materials along the wheeling facilities but the funds would take away from safety projects in other communities. In the past, the suggestion of installing a more permanent model



(i.e. rebuilding the existing sidewalk into a multi-use pathway) was provided as an ideal alternative to the current set up, but the cost would be \$1million+ for such a project.

Jen and Peter reiterated that this project was a learning experience for them as well, as they haven't done something like this before. Learnings from their experience with Silver Springs will inform the Neighbourhood Streets policy being shared in June.

Peter will keep the CA updated regarding schedules, etc. and alert the houses impacted by construction in front of them. The long-term plan is to, in future, build additional multi-use pathways outside of Silver Springs to connect to other regional pathways.

Peter reviewed the proposed extension and shared the benefits of the canmore curbs vs. the yellow TC curbs (aesthetically nicer, easy to move). The existing sidewalk turning onto northbound Nose Hill Dr., from west bound Silver Springs Blvd., will be replaced with a 3 meter (almost double the current width) multi-use pathway. The City will add appropriate signage to direct cyclists. There was a discussion regarding using the existing sidewalk from Nose Hill Drive to Silver Grove Way as the wheeling facility, however, research indicates that the most successful designs (in terms of use) use primary roads and connect with local destinations (i.e. Circle K, Shopper's, etc.).

A question was raised regarding the existing concrete stairs on the Scenic Acres (west) side of SS Blvd and Nose Hill Drive; the existing geography of the space doesn't allow for a ramp and Jen acknowledged that it wouldn't be built that way now.

A question was also raised about how the bus stop on the north side SS Blvd (west of Silver Grove Dr.) would be accessed by Calgary Transit. Peter indicated that the spacing of the barriers would allow for bus access to the stop; a similar bus stop and layout already exists on west-bound SS Blvd, west of Silver Ridge Drive. A traffic study conducted examined the impact of exiting the Spring Hill Village parking lot into one-lane of traffic in both directions, at the time of highest density traffic, the lane reduction resulted in an, on average, 7 second delay for drivers. Longer ques of approximately 10 vehicles were sporadic throughout the day with no established timing or pattern. The Neighbourhood Streets team paid for a conflict analysis (completed by an individual from Winnipeg), and Silver Springs had really positive findings, conducive to bike lane extension. The analysis examines the risk of an impact occurring, as well as speed of impact at which an impact would be likely to occur at, ultimately, the risk of getting hit by a cyclist is much less than that by a car in both mortality and morbidity statistics.

5) Staff-Sergeant Robbie Patterson

Robbie indicated that he was speaking from his perspectives of both a resident of Silver Springs, and as the head of the Traffic Safety Section for the Calgary Police Services, as such, he will be focusing strictly on safety. focused strictly on safety. Attended as a resident and as lead of CPS Traffic Section.

Speaking as a resident, Robbie indicated that he initially was not supportive of the wheeling lanes being installed having had to deal with them in a professional capacity downtown, however, he has now come to support them. His family now accesses a larger part of the



community that they didn't previous to the wheeling lane installation because they didn't feel safe biking on SS Blvd. He leaves the community around 5 - 5:30am, and, anecdotally sees more cyclists out even at that time, even in winter, than he had prior to their being installed. As a CPS officer, the key to traffic safety is speed, lowering speed limits reduces accident incidents, damage, injuries and death. They have seen noticeably lower traffic speed on SS Blvd since the wheeling lanes were put in, and requests for traffic enforcement (via 311) in front of St. Sylvester School has essentially stopped as a result. Robbie stated that the significant reduction in speed is due to drivers having less time to maneuver. The solid, concrete barrier also improves safety to cyclists and pedestrians while not increasing risk of injury to drivers; as a traffic safety specialist, he prefers the yellow TC curbs to the canmore curbs as they act as an additional barrier to slow vehicles down instead of a ramp if they hit them.

Robbie indicated that the initial damage and collisions were due to a lack of knowledge and signage; more recent incidents are a result of distracted driving. It was also explained that in reality, the Blvd initially had six lanes of traffic to navigate, two lanes of vehicle traffic in each direction, and the cyclists between the vehicles and the grass or pavement. The wheeling lanes reduce the number of lanes to four, and there are now fewer lanes, as well as possible speeds of exposure for pedestrians and vehicles turning, to navigate. This reduction makes it easier to see one clear lane of vehicular traffic and one clear lane of cyclist traffic; very clearly delineated lanes of travel based on mode and Robbie firmly believes this is much better than before.

In response to a question regarding traffic radar and a fine (enforcement) as a more effective way of slowing down traffic on the Blvd. Robbie explained that automated enforcement causes slowing down when people see it, but rarely leads to a long-term change in behaviour; automated enforcement is most effective at intersections because CPS wants drivers to slow down as intersections are where the majority of traffic fatalities occur. Enforcement can have an impact, but changing road design and dynamics of the roadway is much more effective in terms of long term change. There was then a follow up question regarding the cost of regular traffic radar and enforcement vs. changing the layout of the Blvd. Peace officers are responsible for automated enforcement, and they are paid approximately \$50/ hour, add in the cost of equipment, automated enforcement costs \$50 - \$100/ hr for an officer to sit on the side of road; it generates income but is a band aid solution vs. the long-term benefits of \$250 000 - \$300,000 wheeling lane facility.

If the City adds the extension, and makes the lanes permanent, the CA can expect an initial uproar, but Robbie suspects it will settle down once residents have had time to adjust to the new layout. The Neighbourhood Streets team needs to explain their rationale and engage with the community.

6) Questions and discussion

There was a question as to whether or not any changes would be made to the south end of the Blvd (SS Blvd and SS Gate); if wheeling lanes become permanent, could the yield lane from south-bound SS Blvd. onto Silver Ridge Dr. be removed, forcing vehicles to slow down to make



Special Wheeling Lane Board Meeting
Wednesday, May 18, 2022
7:30pm

a 90 degree turn at lights. Logistically that is not a viable option as larger vehicles such as buses and garbage trucks would not be able to make the turn.

Cydney thanked Robbie, Jen, Peter, and Jérémie for their presentations. If anyone has further questions, please send them to Monique for distribution to the appropriate individual.

Jen thanked everyone for their participation over the last two years in addition to the meeting. She requested that the discussion and materials shared not be made public yet as the City and CA are not prepared to share a position at this time.