Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland, and C. Zehr

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

REPORT – PLANNING, HOUSING AND COMMUNITY SERVICES - COMMUNITY PLANNING

Report P-13-030, Proposed Modifications to the Regional Implementation Guidelines for Transportation Corridor Design – Public Meeting

Received for information.

DELEGATIONS

a) Duncan Class appeared before Committee providing a presentation regarding embracing change for better cycling safety. He pointed out three communities that have been disconnected and isolated from Kitchener; the Bridgeport area, the Doon area and the Pioneer Tower area. He highlighted specific examples in the Doon area and provided a recommendation to Committee to connect these three communities. He pointed out that bike lanes were not installed on Queen Street in Kitchener during reconstruction and showed examples of safety concerns and provided recommendations. A copy of the presentation is appended to the original minutes.

b) Roger Suffling appeared before Committee stating he is happy to see the progress of cycling in the Region. He noted that the Region is proposing that bike lanes be 1.25 meters and he expressed concerns with that. He visually showed Committee members markings on a stick that showed how much space a cyclist needs to ride safely. He highlighted that the old standard is out of date and dangerous, stating that 1.5 meters or more is ideal. He strongly expressed that 1.5 meters is what the Region should be considering. A copy of the presentation is appended to the original minutes.

Committee members asked the delegation about mixed used trails. R. Suffling noted that mixed used trails work well in low density areas of pedestrians and cyclists.

c) Tim Mollison, TriTag was called and did not appear as a delegation.
ADJOURN

MOVED by L. Armstrong
SECONDED by J. Mitchell

THAT the meeting adjourn at 9:40 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
EMBRACE CHANGE FOR BETTER CYCLING SAFETY

Presentation to Waterloo Region Planning, Housing and Community Services Committee

Tuesday, April 9, 2013.

by Duncan Class
<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Horse Power</th>
<th>Speed (sustained)</th>
</tr>
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<tbody>
<tr>
<td>Human (walking)</td>
<td>1/10&lt;sup&gt;th&lt;/sup&gt; - 1/15&lt;sup&gt;th&lt;/sup&gt;</td>
<td>3 - 5 km/h.</td>
</tr>
<tr>
<td>Human (cycling)</td>
<td>1/10&lt;sup&gt;th&lt;/sup&gt; - 1/15&lt;sup&gt;th&lt;/sup&gt;</td>
<td>10 - 30 km/h.</td>
</tr>
<tr>
<td>Horse (riding)</td>
<td>1</td>
<td>10 - 30 km/h.</td>
</tr>
<tr>
<td>Cars (driving)</td>
<td>150 - 200</td>
<td>30 - 100 km/h.</td>
</tr>
</tbody>
</table>
Quotes - 1

- Planning, Housing and Community Services
  Transportation Planning

- REPORT: P-13-020

“REPORT (page 2)
The influence transportation facilities and their design have on
the built form and the health and vibrancy of the community is
considerable.”

• We have seen some bad influences in Kitchener.
• Three communities have been disconnected and isolated from
  Kitchener for decades:
  – The Bridgeport area.
  – The Pioneer Tower area.
  – The Doon area.
• I will speak to the disconnection and isolation of the Doon
  area.
• **The Doon area:**
  – Closing Wilson Avenue into the Doon area.
  – Failure to extend sidewalks, bike lanes and/or multi-use trails along Manitou drive to connect the Doon area.
  – Failure to extend sidewalks or multi-use trails along Homer Watson Blvd to connect the Doon area.
  – The failure to connect the Doon area for over 40 years.

• **This long standing disconnected isolation will hopefully be solved by the reconstruction of Manitou Drive -- 2015-2016.**
RECOMMENDATION TO REGIONAL COUNCIL:
That Regional Council immediately start working with the City of Kitchener to begin public consultations with:
- the Bridgeport community.
- the Pioneer Tower community.
- the Doon community. (started)

... to connect these three communities to the City of Kitchener with missing connections -- sidewalks, bike lanes, and/or trials -- including bridges and/or tunnels.
Manitou Drive Reconstruction

Presentation to Waterloo Region Planning and Works Committee
Tuesday, November 6, 2012
by Duncan Class

Thank you for starting this project
All modes of transportation need to be reflected in design guidelines so that community planners and design engineers can incorporate and prioritize design elements early in the design process.

- All modes of transportation are not being truly considered, nor installed -- particularly bicycles.
- Bike lanes were not installed during the Queen Street reconstruction in 2010.
Looking South

Courtland Avenue Intersection
Road-widening could have been easily done by moving the street light poles to the property side of the sidewalk and moving the curb to the edge of the sidewalk.
NOTE -- the road widening for either the safety island or the sewer grates.

If road-widening can be done here, it can be done at the Iron Horse Trail Crossing to increase the width of the safety island.
Iron Horse Trail Crossing – needs safety improvements:
-- road widening.
-- safety island widening.
-- “Elephants Feet” trail crossing markings.
NOTE -- The street light poles are on the property side of the sidewalks. This could have been done to provide for bike lanes from Courtland Avenue to Highland Road.
• RECOMMENDATION TO REGIONAL COUNCIL:

• That Regional Council approve the widening of Queen Street from Courtland Avenue to Highland Road to provide for bike lanes on Queen Street.
“REPORT (page 2)

All modes of transportation need to be reflected in design guidelines so that community planners and design engineers can incorporate and prioritize design elements early in the design process.”

• All modes of transportation are not being truly considered, nor installed -- particularly bicycles.

• The Iron Horse Trail safety island on Queen Street is not wide enough, making it dangerous.
Safety Improvements to the Iron Horse Trail Crossing at Queen Street

by Duncan Class
PROBLEMS WITH THE TRAIL CROSSING:

• Street should be made wider to provide for wider safety island.
• Safety Island not wide enough for safe stopping of bicycles.
• Curb cuts should be smooth -- not have a 1”-2” lip/bump.
• The pathway on the island is angled opposite to the crossing angle.
• This creates a problem trying to get onto the island by distracting the cyclists from watching traffic.
• There should be at least a 2m lead-in for cyclists turning onto the trail from the street.
NOTE -- The trail crossing is at an angle. This makes getting on and off the safety island more difficult.

NOTE -- The pathway on the safety island is also angled OPPOSITE to the trail. This blocks almost 50% direct straight access to the safety island and makes it difficult for cyclists to:

1) line-up to get on the safety island;
2) distracts them from watching for traffic.

Clearly, planners and engineers have made this trial crossing far less safe.
Queen Street - Iron Horse Trail Crossing - 3

Existing Design -- Unsafe

Looking West

NOTE -- Safe travel across the road should not require zig-zagging.
Existing Design - Unsafe

Safety Island
Too Narrow

Curb Cut Ramp

Street Lights

Sidewalk

Trail
Queen Street - Iron Horse Trail Crossing - 5

Existing Design - Unsafe

Pathway blocked almost 50% by having pathway angled

Safety Island Too Narrow

Curb Cut Ramp

Curb
The curb cut “off-ramp” for cyclists entering the trail off the street from the North -- approximately 2m. There is almost no curb cut “off-ramp” for cyclists entering the trail off the street from the South. Curb cut ramps for trails should also include a 2m lead-in for right turns from the street.
Queen Street - Iron Horse Trail Crossing - 7

Safer Design

Street Lights

Trail Crossing Markings

Elephants Feet Trail

Wider Safety Island

Curb Cut Ramp

Straight Pathway
Queen Street - Iron Horse Trail Crossing - 8

- Safer Design
- Street Lights
- Straight Pathway
- Wider Safety Island
- Elephants Feet Trail Crossing Markings
- Curb Cut Ramp
RECOMMENDATION TO REGIONAL COUNCIL:

That Regional Council approve better safety facilities at the Iron Horse Trail Crossing on Queen Street:

- widening of the road.

- widening of the safety island.
“REPORT (page 2)

All modes of transportation need to be reflected in design guidelines so that community planners and design engineers can incorporate and prioritize design elements early in the design process.”

• All modes of transportation are not being truly considered, nor installed -- particularly bicycles.

• The Iron Horse Trail Crossing on Queen Street has a high volume of trail users.

• The crossing is not visible enough and needs “elephant feet” trail crossing markings to improve safety.
ELEPHANT FEET TRAIL CROSSING MARKINGS:

• In 2009, the Transportation Association of Canada (TAC) approved the use of “Elephant Feet” markings on Canadian roads:
  – for trails.
  – for sidewalks.
  – and for a combination of trail and sidewalk crossings.

• Elephant Feet markings allow cyclists to ride across the road without dismounting and walking across.
Elephant Feet Trail Crossing Marking

Carrall and Keefer Streets, Vancouver, BC.
Elephant Feet Trail Crossing Marking

Clark Drive and 6th Avenue, Vancouver, BC.

Elephant feet trail crossing markings
RECOMMENDATION TO REGIONAL COUNCIL:

That Regional Council approves the painting of elephant feet markings for greater visibility of the trail crossing to improve safety for all trail users.
“REPORT (page 2)

All modes of transportation need to be reflected in design guidelines so that community planners and design engineers can incorporate and prioritize design elements early in the design process.”

• All modes of transportation are not being truly considered, nor installed -- particularly bicycles:

• The length of the curb cut ramp for the Iron Horse Trail entrance at Courtland Avenue was reduce by half.

• AND the curb cut ramp is now offset from the trail so it fails to line up with the trail -- making this entrance even more dangerous.
NOTE -- the curb cut ramp extends from the driveway on the left to completely across the trial.
NOTE -- the curb cut ramp has been:

-- moved and is now completely off-set from the trail;
-- made part of the bus-stop;
-- made 50 percent smaller;
-- and is now more dangerous to use, both into and out-of the trail.
This is a serious mistake and increases the dangers for cyclists. This mistake must be corrected immediately. Combining the bus stop and the curb cut ramp clearly reduces safety for cyclists, pedestrians and bus passengers.
Obviously, now more money must be spent to correct this mistake and ensure the curb cut ramp extends the full width of the trail to ensure proper safety for cyclists.
RECOMMENDATION TO REGIONAL COUNCIL:

That Regional Council provide improved safety at the Iron Horse Trail Entrance on Courtland by increasing the length of the curb cut ramp to the full width of the trial entrance.
“REPORT (page 2)

All modes of transportation need to be reflected in design guidelines so that community planners and design engineers can incorporate and prioritize design elements early in the design process.”

• All modes of transportation are not being truly considered, nor installed -- particularly bicycles:
• The Iron Horse Trail Crossing at Courtland Avenue and Stirling Avenue is a confusing and dangerous angled crossing close to -- and at -- the intersection of these two streets.
• This crossing is in need of major safety improvements.
Proposed major safety improvements:

- Bike boxes on all four street intersections -- green.
- Bike lanes on all four street intersections – green.
- A short MUP on the East side of Stirling from the trail to Courtland.
- A curb cut ramp on Stirling at the trail entrance.
- Reduction of east-bound Courtland lanes from three to two.
- Painted safety island and left turn bike lane heading West into the trail.
- Bike Route signs.
Safety Improvements to The Iron Horse Trail Crossing at Courtland Avenue and Stirling Avenue

Prepared by Duncan Class
PROPOSED SAFETY IMPROVEMENTS

Present Bicycle Flow:
West          East

No Bike Route Signs directing cyclists to trail
PROPOSED SAFETY IMPROVEMENTS

Green Painted Bike Lanes

Green Painted Bike Boxes

Iron Horse Trail

Curb Cut Required

Oneway To Street

New Trail
PROPOSED SAFETY IMPROVEMENTS

- Green Painted Bike Lanes
- Reduce from 3 lanes to 2 lanes with yellow painted island
- Green Painted Bike Boxes
- Iron Horse Trail
- Curb Cut Required
- New Trail
- Oneway To Street
CLOSE-UP:
Yellow painted island with left turn bike lane
• **RECOMMENDATION TO REGIONAL COUNCIL:**
• That Regional Council immediately approve working with the City of Kitchener to provide these major safety improvements:
  – bike lanes.
  – bike boxes.
  – painted road divider / safety island and left turn bike lane.
  – curb cut ramp on Stirling at the trail entrance.
  – MUP along Stirling from the trail to Courtland.
  – Bike Route signs.
  – Bike Route Marker signs
“CURB LANE WIDTH
Additional width on the curb lane can provide for tight turning vehicles and snow storage.”

• The right curb lane is used by cyclists when there is no bike lane.
• Therefore, the practice of leaving snow stored in the right curb lane is dangerous to cyclists.
• All curb lanes should be completely cleared of snow.
• All bike lanes should be completely cleared of snow.
“CYCLING LANE WIDTHS”

- FIRST -- the title is plural -- not single.
- Bike lanes should only be one width -- 1.5 m.
- Cyclists are the most vulnerable road users and must be provided with the most safety.
“CYCLING LANE WIDTHS”

• **SECOND** -- The province is being asked to legislate a new traffic law requiring motorists to give cyclists a full 1 metre clearance when passing.

• Therefore, narrower bike lanes means motorists have to move farther into another lane.

• OR – the motorists comes closer to the cyclist and breaks the (new) 1 metre passing law.

• Either action by the motorist may be unsafe.

• It would be a waste of time to come back here and have to go through more presentations again to change to a new policy for cycle lane widths.
Cycling Lane Widths

“The minimum cycling lane width would be increased to 1.25m for all road classifications.”

• **RECOMMENDATION TO REGIONAL COUNCIL:**
• That Regional Council approves a bike lane width of at least -- 1.5 metres -- in Waterloo Region.
THANK YOU
Re: Proposed Modifications to the Implementation Guidelines for Regional Transportation Corridor Design. File code: D09-00/TCDG

Dear members of the Planning and Works Committee,

I would like to comment on the proposed modifications from the perspective of a cyclist. I am a member of the Kitchener Easy Riders club, as well as regular bike commuter, and I use regional roads to get around the city for recreation and practical purposes. I guess that I am typical of thousands of tax-paying adult cyclists in the Region.

In general, I strongly urge adoption of the proposals as they will contribute to the well-being of society in the Region. However, I also have strong safety reservations about some provisions in the proposed guidelines. In particular:

- A current 1.0 m minimum cycling lane width has been identified for some road classifications. This is NOT SAFE.
- The proposal to increase this to 1.25m is hardly better. The latter gives only 30cm from the end of typical bike handlebars to the edge of the bike lane abutting the automobile lane. When such 1m and 1.25m bike lanes are obstructed by grates, gravel or marginal snow, riding is very unsafe. Additionally, bike/bike overtaking is impossible when such roads are busy with automobile traffic.

The logic that argues for a narrower bike lane on a low-speed road is faulty: I shall probably be dead anyway, whether hit at 50Km per hour or 70 Km per hour. The cycle lane width is the critical to my survival.

I urge you to adopt a 1.5m bike lane standard as the minimum norm for Regional Roads.

Sincerely,

Roger Suffling
BIKE LANE WIDTHS

Presentation to Regional Municipality of Waterloo Planning and Works Committee
9th Apr 2013
By Roger Suffling

1.5m!
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<thead>
<tr>
<th>Source:</th>
<th>On Road Bike Lane width (m)</th>
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<tbody>
<tr>
<td>Saskatchewan</td>
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<td>2.0-2.5</td>
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<td>San Francisco CA</td>
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<td>Denmark</td>
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Source: [http://www.rnbc.info/Press%20Room/Bicycle%20Lane%20Widths%20MMM%20Report/Appendix%20A_Lane%20Width%20Guides%20for%20various%20Municipalities.pdf](http://www.rnbc.info/Press%20Room/Bicycle%20Lane%20Widths%20MMM%20Report/Appendix%20A_Lane%20Width%20Guides%20for%20various%20Municipalities.pdf)
Minimum on-road cycle lane (m)

- 0.8
- 0.9
- 1.0
- 1.1
- 1.2
- 1.3
- 1.4
- 1.5
- >1.5

Number of Jurisdictions

Planning and Works Committee Apr 9th 2013 – R. Suffling

Data: Regional Niagara Bicycling Committee
http://www.rnbc.info/Press%20Room/Bicycle%20Lane%20Widths%20MMM%20Report/Appendix%20A_Lane%20Width%20Guides%20for%20various%20Municipalities.pdf
1.5m!