

# MEETING MINUTES



MEETING **Guelph Cycling Advisory Committee**  
 DATE November 12, 2009  
 TIME 5:00 pm  
 PRESENT Phil Weber, Norma Moores, John Perks, Dan Roethel, Majde Qaqish, Don Kudo, Rick Henry, Tim Donegani, Cosmo Carere, Ian Wier, Zoe Barret-Wood, Bryan Thompson, Dylan White  
 REGRETS Greg Hunter, Luke Hohenadle, Aicja Kennedy, Mark Colvin, Tori Waugh, Dave Llewellyn, Rajan Philips, Glynis Logue, Jacqueline Gauthier

## DISCUSSION ITEMS

AGENDA ITEM	DESCRIPTION/ACTION ITEMS (in green)
<p><b>Presentation by Phil Webber Ourston Roundabouts Canada</b></p>	<ul style="list-style-type: none"> <li>• As part of the Gordon-Norfolk Environmental Assessment a roundabout is being considered for the 5-points intersection at Norfolk, Norwich and Woolwich streets</li> <li>• This intersection will be reconstructed in 2010 with Infrastructure Stimulus Funding (ISF)</li> <li>• The historic rate of collisions at this intersection is low</li> <li>• Roundabouts can significantly improve safety for pedestrians and motorist but, safety benefits for cyclists are more modest at 10-30%</li> <li>• Roundabout design best practice for bikes discontinues the bike lane prior to the roundabout. Cyclist should use the middle of the lane. A parallel option often included provides a ramp up to the sidewalk for less confident cyclists to dismount and walk their bike around the roundabout.</li> <li>• GCAC had limited feedback on Phil's presentation. Some questions included: why are safety gains more modest for cyclists? and do we expect less confident cyclists will dismount on the sidewalk or will they ride on the sidewalk and risk a collision? Phil was unable to answer these questions</li> </ul>
<p><b>Presentation by Norma Moores from IBI on Bikeways for Stone and Gordon</b></p>	<ul style="list-style-type: none"> <li>• Bikeways will be constructed on Gordon Streets to fill the gap between south of Stone Rd and south of Hearts Ln; and on Stone Road from Victoria to Scottsdale. This ISF project will be completed in 2010</li> <li>• Given the high cyclist volumes (existing and potential) and high speed and high volume of motor vehicles the project team are considering a bikeway with more physical protection and comfort than the traditional painted bike lane</li> <li>• Norma presented several examples of physically separated bikeways including a series of cycletracks and raised bike lanes examples from New York City, Apeldoorn Netherlands, Richmond BC, Vancouver and Cambridge MA.</li> <li>• These all provide additional separation from motor vehicles but are distinguished from multiuse trails in the boulevard or sidewalk by higher design standards, usually one-way operation, commitment to bikeway maintenance and careful consideration of safe crossing of intersections and driveways</li> <li>• Norma also presented some innovative intersection treatments for cyclists including: bike lanes at intersections including 'pocket lefts', bike detection for actuated signals, smart channels, bike boxes, Copenhagen Lefts and highlighted conflict areas</li> <li>• The technically preferred design has:             <ul style="list-style-type: none"> <li>• Bike lanes on Gordon Street.</li> <li>• Stone Rd                 <ul style="list-style-type: none"> <li>○ Paved shoulder with rumble strips from Victoria to Evergreen</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Bike Lane from Evergreen to Gordon</li> <li>○ Cycletrack (adjacent to sidewalk) from Gordon to Chancellors Way</li> <li>○ Raised Bike lane (separated from traffic lanes by rolled curb) from Chancellors to Scottsdale</li> </ul>
<b>Discuss proposed bikeway for Gordon and</b>	<p>GCAC were interested in and supportive of the design solution. Questions included</p> <p>1. Why not use the cycletrack design throughout as it provides for great cyclist comfort than the raised bike lane?</p> <p>A: Given the legal system which does not allow cyclists any specific rights when outside the roadway, the cycletrack introduces problematic conflicts at intersections and driveways. After much discussion GCAC members understood these issues and agreed with Norma's analysis</p> <p>2. Why switch design treatments at Chancellors? For the sake of constancy and uniformity of expectations for cyclists, pedestrians and motorists the raised bike lane may be preferred from Gordon through to Scottsdale</p> <p>A: <b>Project team to consider this through design revisions</b></p> <ul style="list-style-type: none"> <li>● A Public Information Centre for the project will take place from 5-7 PM at the Delta Hotel with a presentation at 5:30 <b>Any further written comments can be sent to <a href="mailto:majde.gaqish@guelph.ca">majde.gaqish@guelph.ca</a> and must be must be received by November 26.</b></li> <li>● GCAC resolved to support the project as presented and encouraged implementing the above recommendation</li> </ul>
Meeting Adjourned	6:45 pm
<b>Next Meeting</b>	<b>To be determined. Likely in January 2010</b>