

Cook Street Re-Make

a report to the City of Victoria Council

December 10, 2015



GREATER VICTORIA
PLACEMAKING
NETWORK



On November 1, 2015, a “pop-up” project was held on Cook St. at Dallas Road, and adjacent parks spaces. Organized by the Greater Victoria Placemaking Network (GVPN) in collaboration with The City of Victoria and the Greater Victoria Cycling Coalition (GVCC), the event had four goals:

1. **engage citizens** and multiple organizations in a collaborative public space redesign project
2. **‘pilot the process’** for creating nimble public space and street redesign pop-ups
3. test **placemaking** elements **for the Cook St / Dallas Road** area, including new intersection patterns, new crosswalks and a public gathering space, and
4. test a **‘parking protected’ bike lane** for its potential on Victoria streets.

Executive Summary

Cook Street Re-Make was a successful demonstration of how collaborative street and public space pop-ups can speed up innovation in Victoria. The project showed the value of citizen-led placemaking and introduced new place / street design elements that received largely favourable responses.

The project took longer to organize than it should have. A major goal for the future should be the development of processes that enable such events to take place without months of meetings.

Feedback on the specific design changes, which gave higher priority to people moving on foot and on bike, was mostly positive. The parking-protected southbound bike lane that was piloted on the west side of Cook St worked effectively. See the Observations section for more details.

Background – Planning and Organization

The project originated in placemaking workshops / meetings held by the Greater Victoria Placemaking Network. On February 24, 2015, the Network wrote to Mayor Lisa Helps inviting the City of Victoria to collaborate on a Complete Streets demonstration project on Cook Street. Mayor Helps referred us to the Director of Citizen Engagement and Strategic Planning and many meetings ensued.

In March, GVPN did further canvassing on Cook Street, stopping people in the area to talk about placemaking, park access and street design. From there, we held further internal meetings to flesh out design concepts that reflected citizen interests.

The draft design concepts were based on an integration of citizen input and international Complete Streets design standards. The intent was to re-examine the right-of-way with an eye to how well it serves the whole community: people out enjoying recreation, people walking, people on bikes, people on buses and in private vehicles. We also looked at the street in context: at this point on the southern tip of Victoria, what is the role of the street? While it is designed to traditional arterial standards, there are many other elements of place and community that aren't reflected in the current layout.

In the course of our planning, we also met at various times with the President and staff of Fairfield Gonzales Community Association and in informal 'coffee conversations' with Cook Street residents.

In May 2015, Victoria City Council adopted several recommendations regarding "Cycling Network Implementation" – the third of which read: *"Work with partner organizations including the Greater Victoria Cycling Coalition, Bike Victoria, Woman's Everyday Bicycling (WEBike) and the Greater Victoria Placemaking Network to host a public information series in September 2015 on cycling facilities, active transportation and placemaking in the City of Victoria."*

Several subsequent meetings with staff failed to provide clarity on the specific intent of that motion, and the nature of the City's partnership. However, we were encouraged to continue efforts to coordinate 'pilot projects' and related community events and activities.

In June, the GVPN and GVCC applied to the City of Victoria for Strategic Plan Grants for a series of public events; GVPN applied for \$23,000. \$10,000 was approved in August and received in September. The GVCC applied for \$17,000 and received \$4250. After the grants were received, the event series was scaled down. A portion of both grants were retained for a TransForm speaker event in the fall with internationally renowned planner Brent Toderian.

GVPN's primary focus remained the staging of a pilot or pop-up event in late summer or early fall - as described in the successful grant application. Meeting that timeframe was difficult, as the City indicated it wished to tie

the event to the #Biketoria initiative. In planning logistics, it wasn't clear who would be financially responsible for various materials, staff time, and special services. As a volunteer non-profit group, GVPN was not aware of internal City accounting processes – for example, if a Public Works crew comes out on a Sunday, what the costs would be and who would bear those costs. The Placemaking Network agreed to reimburse the City for \$922 in staffing costs.

Eventually, the November 1 date was selected by the #Biketoria consultants and detailed planning proceeded.

Activities

On the day of the event, the set-up included the following elements:

- a row of plastic 'bean pole' bollards from Woodstock Ave to Dallas Road on Cook St, to define a curbside bike lane and relocated parking lane; the bike lane was one-way southbound
- a temporary crosswalk at Woodstock and Cook
- temporary crosswalks (temporary tape) for all three crossing directions at Cook and Dallas
- a temporary 3-Way Stop at Cook St. and Dallas Road (including temporary 3 Way Stop signage)
- a temporary public gathering space on the park immediately south of Dallas Road at the Dallas / Cook intersection

The Placemaking Network, GVCC and City of Victoria each set up a tent in the gathering space. The #Biketoria consultants (for new Bike Plan) set up maps of bike routes and gathered feedback on the emerging bike plan. Placemaking volunteers offered cookies and coffee to passers-by and talked with them about 'what works' in the Cook St. / Dallas Road area, including but not limited to the day's temporary changes. There were plans to provide games for children but that wasn't feasible due to rain and wind.

Volunteers at the gathering space and also out walking on both sides of Cook St. interacted with people, provided a short FAQ information sheet, and asked them to complete a short Feedback sheet. 55 people took the time to complete the Feedback; results are summarized below and included in the Appendices.

November 1 was a typically blustery fall day in Victoria. Fortunately, there was no rain during the set-up period (8 am – 10 am), so City crews were able to apply tape markings to the Cook / Dallas crosswalks with heat torches and set up the temporary signage. Unfortunately, the intersection at Woodstock / Cook was too wet for the application of the tape lines, so this crosswalk was just identified with signage and cones.

Although this would be considered 'low season' on the Dallas Road waterfront, a steady stream of people in cars, on foot, and on bike came through the area. Many of the cyclists had come specifically to see and try out the parking-protected bike lane.

Observations

We have grouped our observations about the day's successes and challenges under the project's four main goals.

1. Engage Citizens

A broad cross-section of Greater Victoria citizens were engaged in planning and conducting the pop-up. People of all ages and backgrounds got involved as volunteers – including many from the Cook St neighbourhood who heard about the project through community conversations and the GVPN canvassing. 25 volunteers from GVPN and GVCC assisted with conducting the event.

No count was kept of people walking, biking and driving through the project area on November 1. As mentioned, due to the season and the wet weather, the numbers were lower than they would have been on a sunny summer day. However, Victorians love their parks and outdoors, so there was a steady stream of people walking dogs, jogging, biking, or driving past.

CTV and CHEK attended the event and included clips on their newscasts.

2. Pilot the Process

As noted, this project was conceived in late 2014 and initiated with an email to Mayor Helps in February 2015.

Much of the detailed logistical planning for the event was done in the last two weeks prior to the event. This seemed to occur because of confusion over roles. While the GVPN had designed the event as a three-way collaboration between GVPN, GVCC and the City, this was a new approach. The collaborative role seemed to be unfamiliar to many City staff, who are more often in a lead role (where the City is officially conducting a project), or in an ‘authorize and control’ role (where the City is giving permission to a non-city applicant).

So the event, originally planned for summer 2016, was postponed to the fall. The GVPN pursued the idea of a September event but in the meantime the City indicated its desire to tie the pop-up into the bike plan work. Due to the timelines involved in contracting out that consulting work, the City was not ready to proceed until October. The event was then further delayed when key officials from the City and “#Biketoria” team were not available in October. Eventually November 1 was confirmed as the date.

Despite those challenges, City staff pulled together many crucial resources and on the day of the event, the elements came together quite well.

Our experience with this first pop-up project points to the need for a clear template for future events – see Recommendation 2.

3. Placemaking for Cook St. / Dallas Road area

The addition of 3 Way Stop signs and marked crosswalk all three directions at Dallas and Cook was a hit with pedestrians. It is a zone where more people are on foot than in vehicles or on bikes, so foot travel should be the #1 priority.

Due to the wet surfaces, City crews were not able to apply temporary crosswalk marking tape for the test crosswalk at Woodstock Ave. Instead, the crossing was marked by signs and pylons. Volunteers at that crossing and elsewhere advised people to use caution.

On November 1, at the south end of Cook, there weren't any families heading to the playground further north on Cook. However, in the previous observations and canvassing sessions that GVPN held along the street, parents noted that it's difficult to cross Cook near the playground, especially with a stroller and no curb ramps. A sidewalk on the west side of Cook (to complement the existing chip trail) would be welcomed by people on scooters and pushing strollers. It should be noted that the road allowance in this area includes a number of metres on the park's edge, which could accommodate a sidewalk.

The event helped many people look at the role of Beacon Hill Park as Victoria's major urban park with fresh eyes. The park's border, in particular, received attention. On the east and west sides, Cook Street and Douglas Street create significant barriers between residential areas and the park – crossing is difficult. On the south end of the park, many people were surprised to learn that the park itself extends to the waterfront; Dallas Road cuts through its south end like a major arterial, rather than a slow 'parkway.'

Stopping vehicles going both directions on Dallas Road at Cook had the effect of slowing vehicles through the area. Further narrowing and/or special pavement treatments could be considered for the portion of Dallas Road that cuts through the park's south end.

The weather wasn't conducive to lingering on this day, but people liked the idea of some sort of gathering space south of Dallas Road – a meeting place where friends and neighbours could sit, lock up bikes, visit or just wait for others to join them. Many suggestions were received for specific design elements.

4. Parking-protected bike lane

In the section of Cook St. used for the pop-up, the centre line is 7.6 m from the curb. Using road design guidelines, it would be ideal to have 7.75 m available. With slight adjustments, however, we were able to allow 1.5 m for the bike lane, .75 m for a "loading" or car door zone, 2.5 m for a parking lane and 3.0 m for a driving lane. The bike lane itself and the loading zone were, in total, 1.05 m less than transportation standards. For the purposes of the pop-up, these allowances worked effectively.

If a similar lane were added on the east side of Cook for northbound cyclists, the same design could be used. In a permanent installation, consideration would have been given to whether the allowances for biking, doors, parking and driving could be adjusted satisfactorily. Bikes seemed to move smoothly through the lane. The parking area, being on the edge of Beacon Hill Park, does not involve very frequent come-and-go activity (as would be present in a retail area), so passenger door activity did not seem to affect bike safety.

In this pop-up, the only physical barriers between parked cars and the bike lane were a few small planters at the start and end of the bike lane, and 1 m high orange bean pole bollards. In a longer term pilot, some sort of immovable planters would be recommended, to prevent the line of parked vehicles from encroaching on the bike lane. In a permanent installation, curbing would be installed.

The addition of the southbound bike lane narrowed the driving lane considerably, which had the desired effect of significantly slowing traffic. Although the street is posted as a 30 km/h zone, it appeared most vehicles

exceeded that. Vehicles appeared to slow significantly when they came to the narrower pop-up section. Of course, some of that slowing could be attributed to the 'special event' nature of the pop-up, with orange pylons alerting drivers to the changed configuration and creating greater caution. A longer term pilot (of a few months to a year) would allow the concepts to be more thoroughly tested, including data about vehicle speeds before and after the narrowing of lanes.

On a slightly wider arterial roadway, especially one that doesn't have corner curb bulb-outs, the parking-protected bike lane could be implemented quickly and economically.

Recommendations

Based on our experiences in organizing and conducting this event, it is recommended that:

Engage Citizens

1. The involved organizations continue to seek opportunities for collaborative, proactive community engagement projects.

Pilot the Process

2. The City of Victoria, GVPN, GVCC and Victoria Community Associations Network (VCAN) collaborate on creating a set of guidelines and resources to facilitate ongoing street and public space 'pop-ups' that speed up urban innovation in the city.
3. The City of Victoria create a Streets & Places Pilots Program using the guidelines (recommendation 2 above) and allocating an annual budget for projects.

Placemaking for Cook St. / Dallas Road area

4. The City of Victoria collaborate with GVPN, GVCC and the Fairfield Gonzales Community Association on more detailed study of design enhancements for the area, including:
 - 4.1. a 3 Way Stop or similar traffic calming at Cook and Dallas
 - 4.2. additional Cook St. crosswalk
 - 4.3. a public gathering space (potentially benches, bike racks, gazebo) south of Dallas Road
 - 4.4. time limits on parking along the west side of Cook St. to serve park users rather than employees parking to walk to nearby employment.

Protected Bike Lanes

5. The City of Victoria incorporate the use of long term pilot projects to test #Biketoria bike routes and designs in a cost-effective manner.
6. The City of Victoria integrate parking-protected bike lanes and accompanying narrow vehicle travel lanes as a long term (6 month to 1 year) pilot project on one or more city arterials.

Acknowledgements and Thanks

The Greater Victoria Placemaking Network would like to thank its many volunteers, as well as the following individuals and organizations:

- Ray Straatsma, consultant / volunteer
- Greater Victoria Cycling Coalition – volunteers, publicity, event insurance
- The City of Victoria: Mayor, Council, senior staff and day of event staff – planning, street design input, temporary signage and street markings, pylons and ‘bean pole’ bollards, publicity
- #Biketoria consulting team – planning, bike plan consultation, publicity
- Fairfield Gonzales Community Association – loan of tent, tables and chairs
- Starbucks Coffee in Cook St. Village – coffee and supplies

This project was a first for Victoria – but hopefully will lead to many more on-street and public space pop-ups and pilots.

Appendices

i) Support Provided by Organizations

ii) Feedback Table – results of public input

iii) Map of site

iv) copy of FAQ sheet

v) News Release

vi) promotional handbill

vii) selected event photos

Support Provided by Organizations

The following is a list of items and services offered or provided for the event:

Greater Victoria Placemaking Network

- design roadway configurations (with City of Victoria)
- recruit event volunteers
- graphic design for publicity
- print handbills for pre-event publicity and public awareness at event
- notify residents on Cook St. (Woodstock to Dallas Road)
- set up event area on day of event: place cones, bollards, signage; set up gathering space with chairs,
- provide refreshments at the gathering area
- recruit / hire event photographer / videographer
- tear down after event
- interview participants and gather feedback (collaborate with #Biketoria team on feedback instrument)
- interact with public at information table and at crosswalks (providing info about the initiative and roadway safety guidance)
- produce post-event blog, video and report, including recommendations for process for future on-street pop-ups and pilots

Greater Victoria Cycling Coalition

- publicize event to members
- assist in recruiting volunteers for set-up and tear-down
- have members experience the parking-protected bike lane and provide feedback
- collaborate on post-event evaluation and report
- source temporary bike racks for the gathering space

Fairfield Gonzales Community Association

- publicize event to members
- assist in recruiting volunteers
- provide tent, tables and folding chairs for gathering space

The City of Victoria

- temporary signage:
 - o 3 “Traffic Pattern Changed” or similar advance warning signs
 - o 3 “STOP All Ways” signs
 - o 2 Parking (P) signs (to mark the temporary parking lane)
 - o Special Event / No Parking sandwich board signs, west side of Cook St. from Woodstock to Dallas Road (set up October 30, No Parking hours 6 am – 2 pm Nov 1)
- 60 plastic traffic cones
- 100 plastic bollards (160 m, Woodstock to Dallas Road)

- 3-4 planted pots – shrub or flowers – to help identify the ‘load zone’ between bike lane and parked vehicle lane
- 3 temporary crosswalk markings (heat-applied temporary tape) at south side of Woodstock Ave / Cook St intersection; north side of Dallas Road / Cook St. intersection; and west side of Dallas Road / Cook St. intersection
 - o alternative – volunteers would mark these with chalk and pylons
- if available – 2 portable benches for the gathering space south of Dallas Road
- assist with publicity
- public service notices as required (street event / traffic change notices)
- notification to BC Transit and Victoria Police Department

Feedback from Participants

55 total responses were received; not all respondents answered all questions. For concision and clarity, one word answers that were commonly used such as “great” are just reported here once, with the number in parentheses indicating how many respondents used that term.

A Wordle diagram of responses follows text.

1. What do you think of the 'parking protected' bike lane as an option for some streets?

Positive responses:

- great / great idea (11 times)
- good / good idea (4)
- yes (3)
- I love the idea
- Absolutely needed. They work well in the Netherlands & Montreal, where I have cycled; like it!
- love it! Great idea, love being in it, good idea – works well.
- great idea – would encourage more timid bikers
big fan of designated bike lanes so yes to whatever safest; great idea
- great idea – for certain routes; very pro! Much safer for bikes, clearer for cars; it fits well in this part of Cook St
- yes! I fully support the protected bike lane along Cook St, especially given the number of seniors and small children in the neighbourhood
- really good idea. This type of lane has been put on some Vancouver streets and has worked well;
- I lived in Montreal for many years – they use this approach and it worked well for cyclist separation and safety.
Ped: “good change”,
- yes please!
- excellent! Very needed!!!
- yes! Sounds really great. Parked cars provide a safe barrier for bikers;
- in favour of it!
it's awesome; fantastic! Excellent! Just painted lines aren't enough – physical barriers are better; great idea
- absolutely – let's encourage biking, be more European
- visitor from Ontario staying at Dashwood Manor thinks this is great and also says owners of Dashwood Manor are very happy with the event
- yes please! Much safer for everyone
- I think it is a fantastic idea
- bike lanes a great idea as well
- let's do it! No more bike accidents for families please!
- I do think the popup bike lane was a success and worth pursuing (email response)

Neutral or mixed responses:

- See it a lot in Europe, but it would be confusing for drivers;
- good but where will cars from commuters park?
- this is a good idea on some streets where the capacity will permit it
- not everyone can bike. Parking is also important. Good idea but has to be done carefully. Is worried about congestion – only supports it if it doesn't create more;
- don't know what it is?
- Many instances of cars misunderstanding and parking in the bike lane would cause continuity issues
- Great idea, love being in it, but issue [with bike lane] is coming out of it and left hand turn

Negative responses:

- against it. Road is too narrow;
- motorist says X-walks good on Cook St. But don't do anything for cyclists. They break the law.



**2. What is your experience in crossing Cook Street and Dallas Road to get to Beacon Hill Park?
How easy or difficult is it? [*under existing conditions*]**

Easy

- okay
- this is easy. Crossing Douglas is far more difficult and should be given attention long before Cook street because it handles about three times the traffic and much of it is large cruise ship related vehicles.
- Found it easy

Difficult

- can be tough; not my area
- the lane in the park works well, Douglas intersection with angle etc is difficult
- generally been hard, really have to pay attention
- pretty terrible as a cyclist – would like to see even lights, yes to stop signs
- poor sight lines
- yes, it is dangerous for pedestrians – too many different people doing different things
- difficult, there isn't a lot of clarity and not lit very well
- my crossing experience at this intersection is that it's always a bit of an adventure as a walker. even as a driver, it is at time impossible to make a left turn from Cook St. onto Dallas road because there is just too much traffic moving along Dallas road and they don't have time to stop. also, i feel it is a bit dangerous with the blind corner – cars come whizzing around the corner just as you pull out in front of them!
- touch crossing Dallas at Cook. no fun dodging traffic.
- difficult, no one stops
- difficult on all modes
- sketchy
- awful intersection.
- definitely doesn't favour pedestrians and cyclists in its current form
- it's very difficult. especially pushing a stroller.
- yes, it can be tricky to cross
- bike get off to cross
- also tricky as a driver
- it's not great. the realignment of paths makes it better, but it still needs work.
- it's a difficult prospect.
- i jaywalk.
- we often see traffic backed up on Cook street as people turn left from Dallas!
- need a crossing from beacon hill park to south park school.

2a. Could it be improved by a) more crosswalks; or b) narrower streets?

Yes – supportive comments

- Improve the experience of crossing; a) the one across Dallas is especially good b) slows down cars
- New crosswalks wonderful
- Pedestrian/cyclist controlled crossing light
- Like this idea; don't know about 3 way – maybe not bad. More crosswalks.
- Stupid beyond words to have stop signs or round-about. Stupid to have crosswalk by the Beacon Hill Park sign. Need: crosswalk across Dallas Rd at Linden Avenue
- Stop signs are good in such an active pedestrian area
- Yes to stop signs
- Yes – drivers don't abide by speed limits
- Definitely more crosswalks and narrower streets
- Less enthusiastic about stop signs – might be a pain for cyclists (tourists and sport cyclists)
- I think adding the two extra crosswalks and making it a 3-way stop is the perfect and easy solution!
- With the new cross walk it's a good visible crossing. Without pedestrians have to jaywalk
- Crosswalks necessary for safety.
- Great idea – family cyclist young child. Yes to crosswalks, no to cyclists – they wreck things in the park. Motorist – good to have 3-way stop at Dallas and Cook. Bicyclists need to be educated.
- 3-way stop is great
- Looks good as 3-way
- Good suggestions for placemaking
- A 3-way stop is a great idea
- These crosswalks are long overdue – would like these ones to stay – he is unsure about the extra stop sign
- 3-way stop would make easier
- 3-way stop signs
- Check mark
- Yes, it could be improved with more crosswalks
- Crosswalks would be good
- Crosswalks/3 way stop at Cook/Dallas!!, cross walk at Vancouver and Collinson Street; a) don't need more crosswalks – move crosswalk to other side of park – in favour of 3-way stop
- Need to improve crosswalk safety – 3-way stop – good idea (Dallas and Cook)
- 3-way stop at Cook and Dallas great idea, a) definitely need more crosswalks on Cook Street by BHP – we frequently must run across; Ab) yes
- Survey #55 – comments and diagram (near end of surveys)
- I noticed that there was a lot of confusion from cars and dog walkers at the stop signs. This was because they had to figure out who went first with 3 stop signs and 3 cross walks. I thought that we had created an area where an accident would have a better chance of happening! Better would

3. What do you think of having a 'Gathering Space' with benches and bike racks; south of Dallas Road at Cook St?

Positive responses:

- Great / great idea (9 times)
- Good (2)
- Yes (4)
- Love it
- Yes, good idea – more benches and a gazebo
- No harm, but not sure if it is needed
- More bike parking needed and at clover point too;
- I don't see a problem with that
- Yes to the bike racks
- Like the idea – would use it
- likes the idea. Places like the Breakwater would benefit too.
- great idea!
- Love it!
- More places to meet people
- Completely support
- Yes! Good seating, check mark by benches
- Like it. Makes for a good social space where people already gather.
- Check mark
- Cool, but not as big a priority as the lane and 3-way stop
- Make it subtle, with art. Gathering is in village more likely.
- Just meet – i like the grass expanse open.
- It would be great
- Good use of space. Would use it for events.
- Yes – will encourage people to bike, not drive here and slow cars down
- Good idea – not sure if he'd use it.
- Natural hub between James Bay and Cook Street Village
- Yes, good idea;
- Check mark
- Wonderful – we bring chairs down regularly
- Yes, sharing of things – excess to buy or trade
- Bike racks near access to beach could be used
- Yes, but also a place for kids to play soccer or tennis

Neutral or mixed responses:

- Excellent; it would be unsightly – put by the bluff bike racks

**4. What do you think of doing inexpensive street and public space pilot projects around Victoria?
What ideas do you have?**

Positive responses:

- Excellent (3)
- Great / great idea (3)
- Good / good idea (3)
- Good, helpful
- I like inexpensive testing
- Nice to make people feel involved and gives people who oppose it a chance to see how it would be. Having designated bike lanes makes it easier to feel good as a parent and to encourage kids to bike.
- That's the way to do it!
- It's great, being able to experience it is important;
- Like it
- Keep it up!
- Love them! More of these – people need to see how things could be. Just telling them is not enough.
- Pop up gardens and talking space for people.
- Good way to test design options without writing in stone any potential mistakes
- Pop ups are a great way to showcase new ideas. Way better than any online campaign.
- Totally for it. The patio on Fort St. is a great example. City of Vancouver also has a lot of innovative ideas that Victoria could “borrow” (wink, wink)
- Music, food
- Good idea again. See what works and what doesn't (smiley face).
- Runner – great idea (not sure if this is actually relevant to this question – hard to tell)
- They're great and would love to see more of them
- Cool. Way to go!
- City workers for Beacon Hill Park need to park in their “yard” to keep Cook free for kids and parents using playground
- Fantastic! I love the work the network is doing!! Keep it up.
- Smiley face – Yay!
- In favour
- Really good for testing things out. The same would be good on Fort St.
- There's always opposition to change but you never know how things will be until you try them.
- You have to, otherwise you'll never get feedback.
- Wonderful
- Anything that slows things down is great
- More gathering places on the streets.
- I like the idea of inexpensive projects (smiley face)
- Great! Get rid of on-street parking.

- Neutral or mixed responses:***

- Negative responses:***

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On bike lanes...

- Biked in Mexico City – lots of protected lanes – check it out
- Would like to see protected bike lane all along Dallas Road or a separate double pathway for cyclists and pedestrians that is separated from the road.
- Time is now to do what needs to be done to encourage investment in major changes up front for cycling infrastructure instead of doing things in an incremental way
- Concerned about turning left onto Dallas from Cook, [need a] bike box at intersection? Easier to turn left from middle of lane.
- It would encourage families to ride– but it might create conflict with children biking on path.
- I have lived on Linden for 21 years ... cycle 95% of time
- Bike racks dotted along sporadically would be better than one in an area-location;
- Nope - great job!
- I feel like my adrenaline levels are down quite significantly riding here.
- It's great to have protected lanes. I would like that – if it was all along Cook Street I would start biking!
- The more protected bike lanes the better for people with kids.

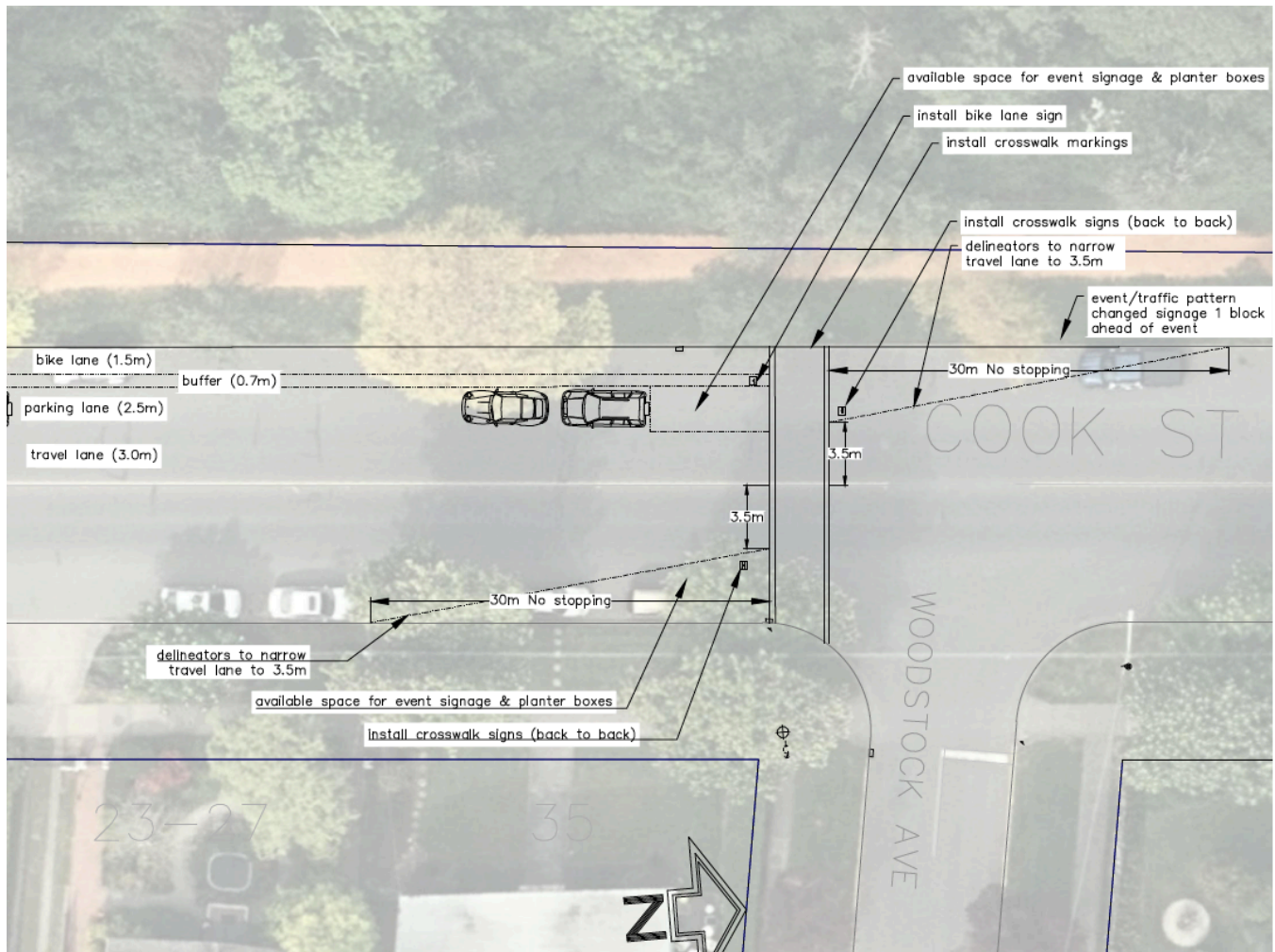
On road design and traffic:

- Many people don't slow down on Cook Street
- Can we ban cars altogether?
- Dallas Road one way?
- Close Dallas Road to motorized traffic, enforce noise bylaws (loud motorcycles)
- Could use speed bumps on Cook from village to Dallas to slow traffic



Appendix iii

sample detail of site drawing produced by City Engineering based on GVPN input



Cook Street Re-Make FAQs

What's happening today?

This event is a pilot project to explore alternative designs for Victoria streets and the Cook Street / Dallas Road area.

Who planned this?

Two volunteer groups – Greater Victoria Placemaking Network and Greater Victoria Cycling Coalition – in collaboration with the City of Victoria.

Why a bike lane, additional crosswalks and public gathering space ?

Earlier this year, volunteers canvassed people in the area, who said that they would like better access on foot and bike to the parks areas, as well as slower vehicle traffic on Cook St.

Is the City planning specific changes for Cook Street?

Not at this point. Cook Street is proposed a bike route in the emerging bike plan, but other enhancements have not been planned.

Will more pilot projects be conducted elsewhere?

This event is intended to test the process for conducting quick, inexpensive street and public space pilot projects and “pop-ups.” More could occur in the future if the organizations and the public are interested.



News Release

October 28, 2015

Cook Street gets a temporary re-make

On Sunday, November 1, Cook Street from Woodstock Ave to Dallas Road (and adjacent park areas) get a temporary Re-Make. From 10 am to 1 pm, the street will feature a demonstration of Victoria's first "parking protected" bike lane, three additional pedestrian crossings, a 3 Way Stop at Cook and Dallas, and a public Gathering Space just south of Dallas Road on the waterfront park space.

The citizen-led event is hosted by the Greater Victoria Placemaking Network and the Greater Victoria Cycling Coalition, in collaboration with The City of Victoria.

People are invited to walk, bike or drive down to the area to experience the innovative street configurations. A "parking protected" bike lane moves parked cars away from the curb so bikes travel between the curb and parked cars. Driving lanes are narrowed to reduce vehicle speeds.

Representatives of the volunteers groups will be asking for feedback on how "lower Cook Street" from Cook St. Village to Dallas Road can be improved, and ideas on how to improve other streets and public places around Victoria. Consultants with the #Biketoria bike plan will also be gathering feedback on the bike lane design and potential bike routes in the city.

Volunteers will set up a temporary Gathering Space with a tent, benches, bike racks and chairs. Members of the public are invited to "chair bomb" the area with their own folding chairs and portable furniture.

The event is in response to public interest in seeing more innovative uses of street space and the application of "complete street" design principles. Residents of the area have noted the challenges of crossing wide streets to gain access to Victoria's largest green space, Beacon Hill Park.

The intent is also to demonstrate how "pop-up" events and pilot projects can quickly and inexpensively test new ways of designing public spaces, before longer term investments are made.

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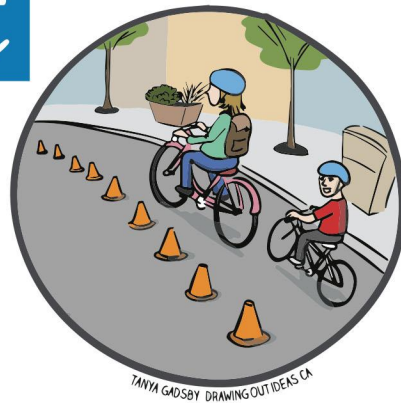
Contact:

Lorne Daniel, President
Greater Victoria Placemaking Network

Ray Straatsma
Greater Victoria Cycling Coalition, Associate

Cook Street Re-Make

Join us at Cook St from Woodstock Ave to Dallas Road and adjacent parks to experience public space in a new way!



Sunday November 1st
10am - 1pm



GREATER VICTORIA
PLACEMAKING
NETWORK



victoriaplacemaking.ca

Come get involved!

Pop up bike lanes!

Temporary crossings!

Waterfront gathering space!

Community conversation about your public space!

*#BIKETORIA engagement lab--let's talk
about the future of biking in Victoria!*



This is a volunteer
led community event.
victoriaplacemaking.ca

selected event photos



report submitted to City of Victoria City Council, December 10, 2015

CONTACT:

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