DESIGN JAM

REPORT FROM THE BICYCLE NETWORK DESIGN JAM

Daniel Fuller & Ryan Butt

September 22, 2018
Memorial University Signal Hill Campus
This work was conducted by
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EXECUTIVE SUMMARY

The Bike Network Design Jam was held on September 22, 2018 at the Memorial University Signal Hill Campus in conjunction with the Happy City Neighbourhood Summit. Fourteen people participated in the Design Jam. There were 3 objectives for the day

- Design a fully connected bike network for the Avalon
- Define 3 priority projects for the City of St. John’s new cycling plan
- Define pain points for cycling in the City of St. John’s

Network Priorities

- Cycle Track on Allandale Road to Bonaventure to connect MUN to Downtown
- Cycle Track the length of Empire Avenue to connect East and West
- Extend shared use path on Prince Philip Drive to Portugal Cove Road in one direction and down Columbus Drive to Waterford Bridge Road

Challenges

- Winter maintenance and winter plan
- The uphill climb from Downtown
- How to focus on families riding bikes

Conclusions

Overall, participants were optimistic that their plan would increase cycling in St. John’s and promote more sustainable transportation by encouraging people to combine cycling with transit. The designs show what a true connected cycling network could look like in St. John’s and on the Avalon.
INTRODUCTION

The Bike Network Design Jam was held on September 22, 2018 at the Memorial University Signal Hill Campus in conjunction with the Happy City Neighbourhood Summit. Fourteen people participated in the Design Jam. There were 3 objectives for the day

- Design a fully connected bike network for the Avalon
- Define 3 priority projects for the City of St. John’s new cycling plan
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Participants

- Leslie VanSickle
- Grant Genova
- Andy William
- Allan Goulding
- Ryan Panter
- Chris Boyce
- David Brake
- Branden Fudge
- Bruce Knox
- Viviana Ramirez-Luna
- Mark Stoddart
- Ryan Butt
- Ronan Kennedy
- Daniel Fuller

Process

- Small groups will design their own plan and priorities
- Presentation and discussion of the plans
- Release a final map and recommendations for additional comments

Rules of Engagement

- Be bold - It is your role to provide a ideal vision for the city
- We are not city engineers - We will not provide detailed design guidance
- Think about all cycling - We want to increase cycling for all not a specific group
Design Assumptions

- We assume no change of rules on Grand Concourse or East Coast Trail. However, we strongly encourage changes to cycling rules on the trails as important connectors for active transportation and recreational cycling.
- We focus on routes the City of St. John’s can control
- We need to build infrastructure, not create culture or policy change

What We Know

- Start building in population centers
- Connect popular locations
- Design for people who don’t ride now
- Latent demand to cycling is high
- Cycle tracks are by far the safest (for people on bikes and people in cars) and most likely to increase cycling

Initial Map Development

Initial map development was complete by Daniel Fuller, Ryan Butt, Chris Boyce, Ronan Kennedy, and David Brake. Maps do not show existing trail network.
CYCLING INFRASTRUCTURE

The following section describes different types of cycling infrastructure. This section was used for participants to have a sense of possible infrastructure they would propose for the network design.

**Cycle Track**

Paved lane, exclusively for bicycle use, next to a major city street or roundabout, but separated by a curb or other physical barrier. Cycle tracks should, in most cases, be the prioritized type of infrastructure.

Hornby Cycle Track, Vancouver, Canada @ Flickr User Will Vanlue
https://www.flickr.com/photos/wv/7455968876
Bike Lane
Part of the paved roadway marked with painted lines or a colored surface, to designate that it is reserved exclusively for cyclists. Bike lanes may terminate before an intersection, or continue through it.

Bicycle Boulevard
A low traffic volume street with traffic calming, traffic diversions, and other infrastructure to calm traffic. Clear signage and wayfinding indicate cycling as a priority.
**Multi-Use Path**

Off-road paved or unpaved path or trail, shared with other non-motorized users (e.g. pedestrians, runners, or in-line skaters).

Multi-Use Path, Seattle, USA @ Flickr User WSDOT
https://www.flickr.com/photos/wsdot/5751881593/in/set-72157625852997731/
GROUP 1

Priorities
1. Empire Avenue Cycle Track (Create East-West Connection)
2. Allandale --> Bonaventure Cycle Track (Create MUN-Downtown Connection)
3. Prince Phillip (Continue off street shared use path)

Pain Points
1. Uphill from Downtown
2. How to focus on families
3. Connecting to current off street paths challenging

https://www.google.com/maps/d/embed?mid=1Sr9EoS94nxFgCTNexq8Hxo17IpeKi1Up
GROUP 2

Priorities
1. Avalon Mall - MUN Health Sciences - Westerland Road - Newtown - Bonaventure
2. Empire Avenue - Blackmarsh - Prince Phillipe Parkway - Torbay Road - Quidi Vidi
3. Topsail - Columbus Drive - Hamilton - Downtown

Pain Points
1. Budget

https://www.google.com/maps/d/embed?mid=1Sr9Eo594nxFgCTNexq8Hxo1lpeKi1Up
GROUP 3

Priorities
1. Create bus/bike/parking nodes
2. Bikeshare systems with E-Bikes

Pain Points
1. Winter maintenance
2. Heat in nodes
3. Park and ride
PRIORITY ROUTES

EMPIRE AVENUE
Implement a separated cycle track that runs the length of Empire Avenue. This would allow an east-west connection.

https://www.google.com/maps/d/embed?mid=1Sr9EoS94nxFgCTNexq8Hxol7IpeKi1Up
**PRIORiTY ROUTES**

**Prince Philip Drive**
Extend the existing shared use path on Prince Philip Drive to Portugal Cove Road. This would allow shared use access connecting MUN and the Confederation Building, two important employment centers.

[Map of Prince Philip Drive]

https://www.google.com/maps/d/embed?mid=1Sr9EoS94nxFgCTNexq8Hxol7IpeK1Up
PRIORITY ROUTES

Harbour Drive
Create a separated cycle track on Harbour Drive. This would allow connections to the Rail Trail and Signal Hill and easily allow people on bikes to park on Harbour Drive and walk to Water Street or Duckworth Street.

https://www.google.com/maps/d/embed?mid=1Sr9EoS94nxFgCTNexq8Hxo7lpeKi1Up
CONCLUSION

**Increasing cycling requires a bold design**
The objective of any cycling master plan is to increase the number of people cycling, both for transportation and recreation. Increasing transportation cycling requires separated, safe, high quality infrastructure.

Experience from other Canadian cities, including Calgary, Halifax, and Victoria, suggest that implementing separated cycling infrastructure in core employment centers can be successful for increasing cycling for transportation.

**Increasing cycling requires a policy support**
Crucial policy support from municipalities on the Avalon and the province.
- Implementation of the provincial 1 meter passing rule for cyclists
- Municipal support for implementation of infrastructure and potential push back

**Increasing cycling requires the trail network**
We strongly encourage changes to cycling rules on the trails as important connectors for active transportation and recreational cycling.

**Conclusion**
The designs show what a true connected cycling network could look like in St. John's and on the Avalon. We must design and build infrastructure for all. From 8-80 years old, people should be able to cycle comfortably on safe, separated infrastructure.