



**AMENDED AGENDA
GOVERNANCE & PRIORITIES COMMITTEE
MEETING OF JULY 2, 2015, AT 9:00 A.M.
COUNCIL CHAMBERS
CITY HALL, 1 CENTENNIAL SQUARE**

Page

CALL TO ORDER

APPROVAL OF THE AGENDA

CONSENT AGENDA

ADOPTION OF MINUTES

1. Minutes from the Special Meeting held April 13, 2015
2. Minutes from the Special Meeting held April 14, 2015
3. Minutes from the Special Meeting held April 15, 2015
4. Minutes from the Regular Meeting held June 18, 2015

DELEGATION

5. City of Victoria Youth Council 3 - 20
--Sarah Graham, Coordinator

DECISION REQUESTS

6. Pandora / Johnson Cycling Corridors - Public Consultation / Recommended Design 21 - 39
--B. Dellebuur, Acting Assistant Director of Transportation & Parking Services

A report updating Council on the results of public consultation on a proposed bike facility on Pandora Avenue and seeking Council approval on the proposed design.

**MOTION TO CLOSE THE JULY 2, 2015 GOVERNANCE & PRIORITIES
COMMITTEE MEETING TO THE PUBLIC**

That Governance & Priorities Committee convene a closed meeting that excludes the public under Section 12(6) of the Council Bylaw for the reason that the following agenda items deal with matters specified in Sections 12(3) and/or (4) of the Council Bylaw, namely:

- Section 12(3)(e) The acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure might reasonably be expected to harm the interests of the City.

CLOSED MEETING

CONSENT AGENDA - CLOSED MEETING

ADOPTION OF THE CLOSED MINUTES

7. Minutes from the Special Closed Meeting held April 15, 2015
8. Minutes from the Regular Closed Meeting held June 18, 2015
- 8A. **Late Item:**
Minutes from the Special Closed Meeting held June 25, 2015

DECISION REQUESTS

9. Land / New Lease / 702 Douglas Street
--R. Woodland, Director of Legislative & Regulatory Services
10. **Late Item:**
Land / New Lease
--J. Jenkyns, Deputy City Manager

CONSIDERATION TO RISE & REPORT

ADJOURNMENT



June 4, 2015

Rob Woodland
Director of Legislative Services
City of Victoria

CC: John Reilly and Julie Potter

Dear Rob Woodland,

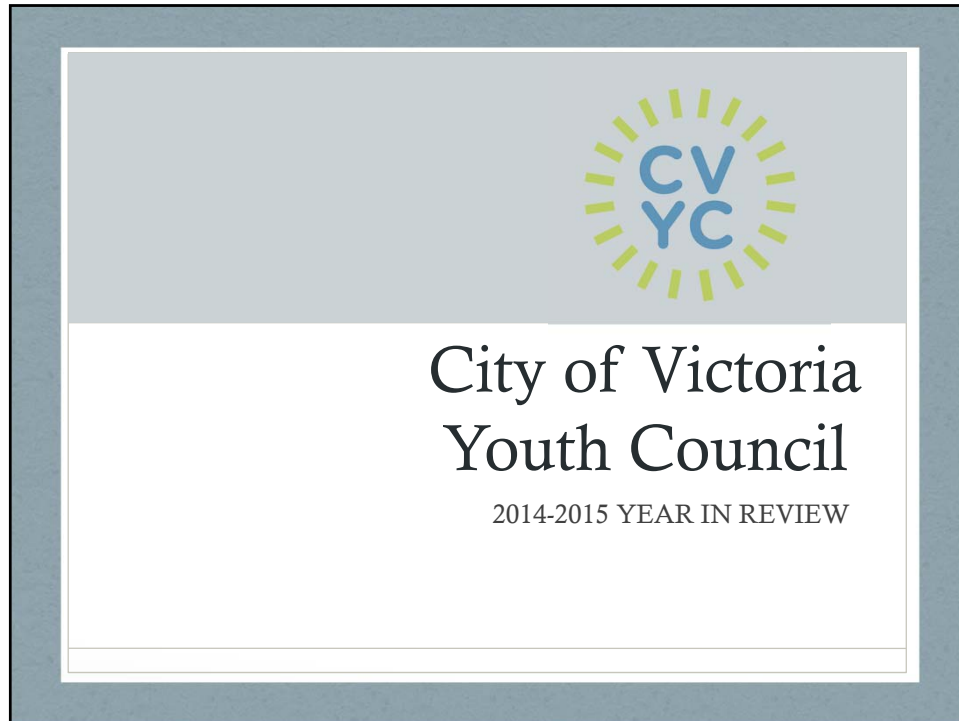
The City of Victoria Youth Council (CVYC) has received an annual grant of \$20,000.00 from the City of Victoria since its creation in 2005. Throughout the year, the CVYC brings together a group of 14 to 24 year olds to work on a variety of projects that seek to make Victoria a better place for youth. This year, events included a Youth Q&A with Victoria's Mayoral Candidates, an Art Mentorship Program, the second annual Employability Skills Fair and Life Hacks. More information about the CVYC can be found at www.cvycc.ca.

Each year, the CVYC makes a presentation to the Government and Priorities Committee and provides a thorough summary of our work over the past 10 months. If possible, we would like to be on the agenda for the July 2nd meeting. As the Youth Council has a large membership, we will be selecting a delegation of 5 to 8 people (including myself) to attend the meeting. On July 2nd we would also like to show a PowerPoint presentation. The presentation usually takes between 15 and 25 minutes, but we are more than willing to work with a larger or smaller time allocation.

If you have any further questions or comment, please get in touch with me at info@cvyc.ca.


Warm regards,

Sarah Graham
Coordinator- City of Victoria Youth Council



Our year, by the numbers

- 35 online applications submitted
- 6 returning members
- 26 registered CVYC members as of October 2015
- 1 Coordinator
- 5 events and projects, free for all participants
- Over 500 event participants
- \$20,000.00 grant from the City of Victoria



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Vision and Mission

Vision

- The CVYC envisions a vibrant and inclusive city where youth voices are heard and valued.

Mission

- The CVYC leads the community in enhancing youth engagement in the City of Victoria. We are a youth-led council advocating for social change and opportunities to empower youth within the community.



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Governance

- Hosted by BC Healthy Communities Society
- Funded by the City of Victoria and through donations
- Part-time CVYC Youth Facilitator: Sarah Graham
- City Council Liaison: Jeremy Loveday
- City Staff Liaison in the Citizen Engagement Department



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The 2014-2015 Council



A year in review

September

- Recruitment on social media, in schools, with posters and by word of mouth

October

- A day long Retreat including icebreakers, a history of the CVYC, creation of a communication agreement, presentation from BCHC and more.
- Returning members mentored and lead new members

November

- Presentation from Bipolar Babe on Mental Health and from the Victoria Foundation about the results of the Youth Vital Signs



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A year in review

December

- Collective decision to focus on an mentorship, peer to peer learning, employability skills and mental health awareness
- Meeting guests: Kristina Bouris and John Reilly from the Citizen Engagement Department

January

- Launch of the Art Mentorship Program

February

- Mid-year survey
- Facilitation workshop



A year in review

March

- Media Workshop with Jeremy Loveday
- Mental Health Forum

April

- Generation Collaboration (hosted in City Hall)

May

- Life Hacks (hosted in City Hall)
- Employability Skills Fair (hosted at Work BC)

June

- Year end meeting and celebration



Core Member Projects

- Youth Q&A with Victoria's Mayoral Candidates
- Art Mentorship Program and Generation Collaboration
- Mental Health Forum
- Employability Skills Fair
- Life Hacks



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Youth Q&A with Victoria's Mayoral Candidates



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Youth Q&A with Victoria's Mayoral Candidates

- Hosted in collaboration with Youth for Community and Inclusion (YCI) and the Chief's Youth Council
- Over 60 youth were in attendance and invited to ask their own questions
- Candidates Lisa Helps, Stephen Andrew, Dean Fortin and Ida Chong were present
- Took place at Victoria High School on a Pro-D Day



Mental Health Forum

- Facilitated by Youth Council members; attended by mental health practitioners, community members and youth service providers
- Created discussion about the existing services available to young people and how they could be better supported
- The Youth Council hopes to use the information gathered to inform future projects and to build more connections among existing service providers



Art Mentorship Program

- Brought together 7 young artists and 6 established artists for a two month visual arts mentorship
- Created a space for inter-generational work and creativity
- The end of the program was celebrated with a gallery reception, Generation Collaboration

"It was wonderful to meet and work with an artist whose interests were so different from my own. I think we learned a lot from each other." –Art Mentorship Program Mentor

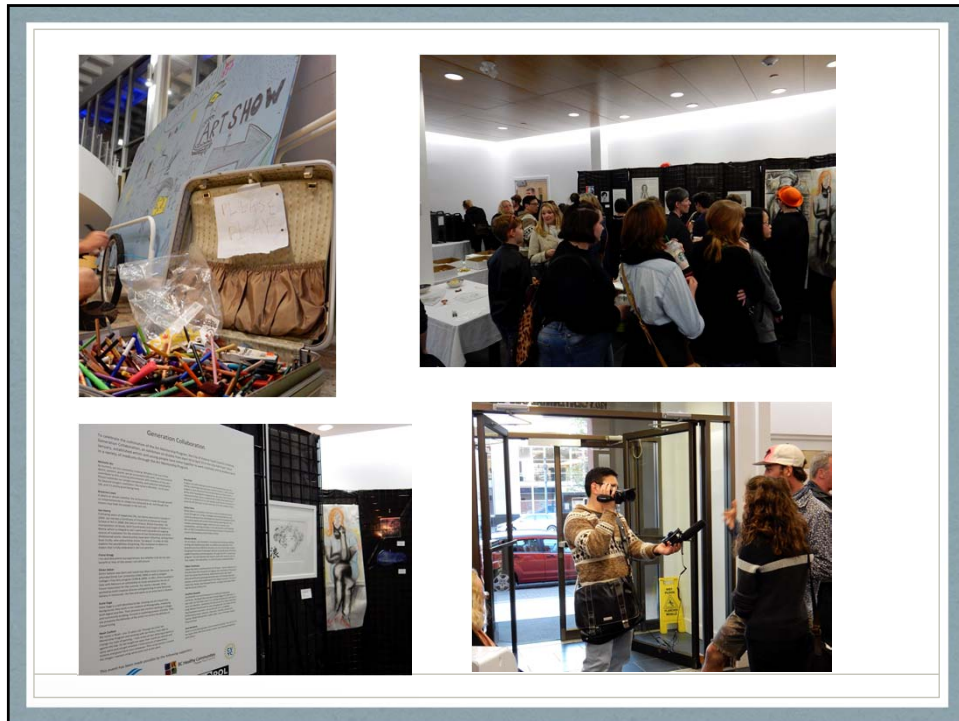


Generation Collaboration



- A pop-up gallery was created in City Hall's foyer
- Showcased work created by youth during the Art Mentorship Program
- The reception was attended by over 150 people
- Sponsors (Starbucks and Silk Road) provided free refreshments





Employability Skills Fair

- Hosted in collaboration with GT Hiring and Work BC
- Attended by over 90 young people
- Provided participants with the resources and skills needed to apply for entry level jobs in Victoria
- A drop in style event held at an Employment Centre on Douglas (across from the Hotel Rialto)

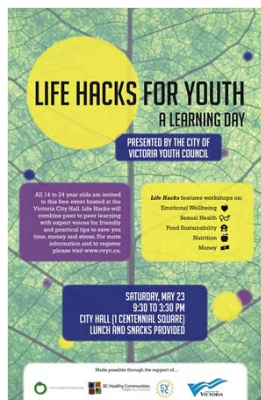


Employability Skills Fair

Included representatives from BC Healthy Communities, GVPL, Habit Coffee, Il Terrazzo, Skilled Trades Employment Program (STEP), Hotel Rialto, Youth Mean Business, Fairmont-Empress, the City of Victoria, Save on Foods, Service Canada, Flavor, Saanich Recreation, Function Fox, PCC Constructors, YMCA, Beacon Community Services and more.



Life Hacks



- A learning day combining peer to peer learning with expert voices for friendly and practical tips to save young people time, money and stress
- The event was inspired by a conversation at Youth Council regarding all the knowledge members wished they learned in school
- Hosted at City Hall and catered by Juma (a food truck) in Centennial Square
- Attended by over 75 young people



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Workshops covered topics such as mental health, financial literacy, food security, sexual health and nutrition.

Working with the City

- Bicycle Master Plan focus group
- City Council Meet and Greet in March
- CVYC members interviewed 4 city staff members over the summer
- Worked with Citizen Engagement on the Burnside Gorge Local Area Plan
- Promotion for the Create Community Colour Mural Project
- Selection committee for the Youth Poet Laureate (now administered by the Parks, Rec & Culture department)
- Participated in meetings about the CAP on Discrimination



Community Involvement

We attended...

- United Way Youth Council Development Day
- Helping Youth Programs Excel Conference
- Community Partnership Network meetings
- CAP on Discrimination meetings
- Saanich Youth Development Strategy consultations
- Sole Power
- Esquimalt Healthy Housing Forum
- Child and Youth Collective Impact Network



Grants

- \$200.00 from the Greater Victoria Police Diversity Advisory Committee
- \$700.00 from Tracy and Jay Cullen through the Victoria Foundation and on behalf of the Horner Foundation



Media

- Fostered a strong social media presence
 - Facebook – 257 likes
 - Twitter - 137 followers
- Radio: guest appearances on CFX 1070 in October and May
- Press: Times Colonist article
- Created four exciting new posters and meaningfully employed young graphic designers



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Generation Collaboration Article





Successes and Challenges

- Success: Organized the second annual Employability Skills Fair (the first time the CVYC has ever hosted a reoccurring event)
- Success: Carefully examined community needs to determine what would be most beneficial and completed each proposed project
- Challenge: Balancing the schedules of so many amazing and busy young people
- Challenge: Due to the growing success of the program, more coordination support and capacity would be valued



In their words...

- “The CVYC allowed me to build a connection to my community” (Sara Bhandar)
- “This year the Youth Council taught me how municipal government functions and helped me to connect more with my community” (Alexandra Ages)
- “The CVYC provided me with an opportunity to take a first step towards my goals at an early age” (Berkay Ertugrul)
- “A wonderful experience that allowed to contribute to my community and connect with the political system” (Robert Lee)



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Partnerships and Supporters



habit



JRNER FOUNDATION



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A final thought

Young people in Victoria are keen to share their thoughts and opinions so if you're ever wondering what we think, reach out and someone will answer.



Thank You

To City Council and the City of Victoria for providing us with the funds and the support to make this all possible!





Governance and Priorities Committee Report

For the July 2, 2015 Meeting

To: Governance and Priorities Committee **Date:** June 26, 2015
From: Brad Dellebuur, A/Assistant Director, Transportation and Parking Services
Subject: Pandora/Johnson Cycling Corridors – Public Consultation/Recommended Design

Executive Summary

The purpose of this report is to update Council on the results of public consultation on a proposed bike facility on Pandora Avenue, including two design options, and seek Council approval on the proposed design.

At the March 12, 2015 meeting, Council passed the following motions:

1. *That Council commits to consultation, design and installation of a safe and efficient cycling facility on Pandora Avenue;*
2. *That consultation proceed on two design options:*
 - a. *A two-way protected bike lane with traffic signal changes on Pandora Avenue*
 - b. *A pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street*
3. *That staff report back to Council by June 2014 with the results of consultation and a proposed design for this cycling facility.*

A “pop up bike lane” was introduced in conjunction with an on-street open house in May 2015 to solicit input from the public and showcase the different types of separation, as well as for the public to experience what a protected bike lane along Pandora Avenue could look and feel like. Approximately 400 people attended the open house, and over 750 surveys were submitted.

While there were a number of positive comments and concerns raised for each option, the most commonly shared benefit of Option A by the public was that it would be a great connection to the Galloping Goose Trail. The biggest concern was related to possible confusion with having a two-way bike lane on a one-way street.

The most commonly shared benefit of Option B by the public, was that maintaining the flow of traffic in one direction made sense, while the biggest concerns were about project costs and impacts to parking.

During the open house, the most commonly received feedback was that it does not matter what the City uses to separate the bike lanes from moving vehicles, as long as the bike lanes were separated. Survey respondents were most interested in using parked cars with bollards as a type of separation.

Overall, there was a split preference for constructing a two-way protected bike lane along Pandora Avenue, or a set of one-way protected bike lanes along Pandora Avenue and Johnson Street. Both options presented to the public had significant support and concerns, which did not provide a clear indication of one preferred option.

In addition to the two options presented to the public, the Greater Victoria Cycling Coalition put forward a hybrid option - a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and a one-way fully protected bike lane with traffic signal changes on Johnson Street. While this option does provide fully protected facilities on both corridors, this would be the most expensive design solution for these two streets.

For overall connectivity to existing bike lanes and regional trails, consistency in design, impacts other uses of the right-of-way, and lowest overall cost, staff recommend Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and marked bike lanes on Johnson Street.

The public preference for using parked vehicles and bollards to provide separation is also recommended, with enhanced separation used at critical areas to ensure a high level of protection is maintained for vulnerable road users.

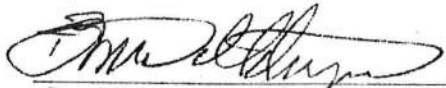
Subject to approval of a preferred option, a Request for Proposal will be issued in July to select a consultant to complete a detailed design for the improvements on Pandora Avenue. Construction is currently scheduled to start in the fall of 2015, with completion anticipated for the spring of 2016. Funding is currently allocated in the 2015 Capital budget for Pandora Avenue, and staff have also submitted an application for Gas Tax funding for this project.

Post-construction, staff will provide an update report to Council in October 2016, with public comments and feedback, changes in mode share on the corridor, and recommended changes for the project, as necessary. This information will also be used to guide development of other bike corridor projects being planned.

Recommendations

1. That Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and marked bike lanes on Johnson Street.
2. That physical separation used in the design be primarily parked vehicles and bollards, with enhanced separation (concrete islands) used at bus zones, mid-block crosswalks, and at the approach to intersections where parking is not permitted.

Respectfully submitted,



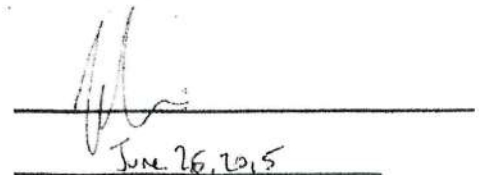
Brad Dellebuur, A/Assistant
Director, Transportation and
Parking Services



Katie Hamilton, Director
Citizen Engagement &
Strategic Planning

Report accepted and recommended by the City Manager:

Date:



June 26, 2015

Purpose

The purpose of this report is to update Council on the results of consultation on a proposed bike facility on Pandora Avenue, including two design options, and to receive Council approval on the proposed design.

Background

At the March 12, 2015 meeting, Council passed the following motions:

1. *That Council commits to consultation, design and installation of a safe and efficient cycling facility on Pandora Avenue;*
2. *That consultation proceed on two design options:*
 - a. *A two-way protected bike lane with traffic signal changes on Pandora Avenue*
 - b. *A pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street*
3. *That staff report back to Council by June 2014 with the results of consultation and a proposed design for this cycling facility.*

Issues & Analysis

In May 2015 an online survey, and on-street “pop-up” bike lane Open House were conducted to solicit feedback on proposed protected bike lanes, and the public’s preferred type of separation. The goal of public engagement was to:

- To determine what the potential benefits and impacts of each protected bike lane design option may be for business owners, cyclists, local residents, pedestrians and motor vehicle drivers.
- To seek community feedback on the preferred type of separation from vehicle traffic.

The two options presented to the public were:

- A. A two-way protected bike lane with traffic signal changes on Pandora Avenue with marked bike lanes on Johnson Street (see Figure 1).
- B. A pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and on Johnson Street (see Figure 2)

A pop up bike lane and open house were used to solicit feedback from the community through an interactive format, demonstrate what a protected bike lane could look and feel like, as well as showcase possible types of separation.

The pop-up bike lane was hosted during Bike to Work Week to better capture as many participants – as well as those not normally commuting to work – out on their bikes as possible. The City also had a presence at two stations during Bike to Work Week.

Supporting materials were shared to help explain the new-to-Victoria protected bike lanes and increase understanding on how a protected or two-way bike lane would work in Victoria. Feedback from the public was captured through an ideas board, drawing directly on the conceptual illustrations and through the survey.

Print ads, a media release, stakeholder emails, hand-delivered invites to residential and businesses along Pandora Avenue and Johnson Street, social media, website content, an ad on the Save-On-Foods Memorial Arena display board, “Future Bike Lanes Coming” signs lining the two corridors, and Bike to Work Week celebration stations were all used to raise awareness about engagement opportunities.

The detailed results of the online survey, and an on-street “pop-up” bike lane Open House in May 2015, are summarized and available on *HaveYourSay*, the City of Victoria’s online consultation portal.

The public identified the following positive impacts and concerns:

Option A - a two-way protected bike lane with traffic signal changes on Pandora Avenue (with marked bike lanes on Johnson Street):



Figure 1 – Two-way protected bike lane (with signal changes) – Pandora/Douglas looking towards the Johnson Street Bridge

Positive Impacts

- It creates a direct and easily accessible connection to the Galloping Goose Trail
- It creates a protected and safe environment, separated from vehicle traffic for cyclists on a downtown street
- It would help encourage new riders, including all ages and abilities riders and families to use cycle
- Option A seems to be the least expensive of the two options, as it only affects one corridor and not two
- Option A has a lower impact to parking downtown (fewer spaces eliminated)
- Greater accessibility to downtown
- Increased health benefits – promotes cycling

Concerns

- A two-way bike lane on a one-way street will create confusion for drivers, cyclists and pedestrians
- Cyclists will have head-on collisions with each other on a two-way bike lane

- Increased driver-cyclist and pedestrian-cyclist conflicts and collisions at intersections and driveway crossings
- Bike lanes possibly being too narrow for passing, increasing cyclist-cyclist conflicts and collisions
- Increased vehicle traffic congestion and the frustration of drivers not being able to turn right on red lights
- A significant reduction in parking for businesses along Pandora Avenue
- Cyclists turning at intersections
- Congestion along a two-way bike lane with faster and slower cyclists

Option B - a pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and on Johnson Street:



Figure 2 – One-way protected bike lane (with signal changes) – Pandora/Douglas looking towards the Johnson Street Bridge

Positive Impacts

- Having cyclists and vehicle traffic travelling in the same direction is simple, safe and helps reduce possible confusion – it would be more natural and intuitive for drivers, cyclists and pedestrians
- Less congestion than a two-way bike lane and fewer chances for possible cyclist-cyclist collisions
- Option B provides safe, protected cycle facilities on two streets downtown, not just along one
- Keeps the flow of vehicle and cyclist traffic in one direction
- Less road space is needed for one-way bike lanes than a two-way bike lane

Concerns

- Higher cost to build
- Less of a connection with the Johnson Street Bridge and Galloping Goose Trail

- Higher overall impact on parking
- Negative impacts for businesses along Johnson Street
- Cyclists riding along one-way bike lanes in the wrong direction
- Impedes vehicle traffic and creates more congestion along two streets downtown rather than just one with no right hand turns on red lights

The feedback did not identify a preferred option by the public.

While there were a number of positive comments and concerns raised for each option, the most commonly shared benefit of Option A by the public was that it would be a great connection to the Galloping Goose Trail, while the biggest concern was related to possible confusion with having a two-way bike lane on a one-way street.

The most commonly shared benefit of Option B by the public was that maintaining the flow of traffic in one direction made sense, while the biggest concerns were about project costs and impacts to parking.

Separation

Four types of separation were incorporated into the proposed design drawings, on display at the on-street open house pop-up bike lane, and in conceptual drawings used on the website and online survey. People at the Open House confirmed their support for a separated facility, however, there was no preferred type of separation identified. Survey respondents were most interested in using parked vehicles and bollards to separate bike riders from vehicle traffic.

Options and Impacts

Option A

Option A would connect a two-way protected bike facility on Pandora Avenue to the Galloping Goose Trail, and would eventually connect to other north/south fully-protected corridors planned for the City, including on Vancouver Street. Traffic signal upgrades and phasing changes will prohibit drivers from turning right across the bike lanes when Pandora Avenue bike riders are riding through signalized intersections. Eastbound bike riders coming from Victoria West who are uncomfortable riding with traffic will likely be on the E&N Rail Trail or the Galloping Goose Trail, and will come off the Johnson Street Bridge on the north side of the new bridge structure. From this location, people on bikes could continue east on Pandora Avenue, or south in fully-protected bike lanes planned for the Wharf Street/Government Street/Belleville Street corridor.

Marked bike lanes on Johnson Street would be an extension of the marked bike lanes proposed for the road deck of the new Johnson Street Bridge, and would connect to existing marked bike lanes east of Cook Street. Eastbound bike riders coming from Victoria West who are comfortable riding in marked bike lanes will likely be using the marked bike lanes on the road portion of the Johnson Street Bridge and on Esquimalt Road. Marked bike lanes at this time do not preclude upgrading to a one-way protected facility on Johnson Street in the future.

The right-of-way on most of Pandora Avenue is wider than Johnson Street, and the impact of re-assigning road space for a dedicated bike facility would have less impact (to parking and loading, and to accessibility for people driving vehicles).

A total of 44 on-street parking spaces on the north side of Pandora Avenue between Store Street and Cook Street would be removed to accommodate a two-way protected bike lane. Approximately nine to 11 parking spaces would be removed in each block, except in the 700 and 800 blocks, where three on-street spaces per block would be removed.

Option A is estimated to cost \$2,160,000. The two-way fully-protected bike lane on Pandora Avenue is estimated to cost \$2,060,000, while marked bike lanes on Johnson Street are estimated to cost \$100,000.

Option B

The one-way cycling facilities on one-way streets in Option B would likely be perceived to be more intuitive for drivers, cyclists, and pedestrians, as people driving cars and riding on bikes would be travelling in the same direction. However, the physical space required to install two one-way bike lanes on Pandora Avenue and on Johnson Street (1.8m on each street, plus separation) is greater than the space required for a two-way facility on Pandora Avenue (3.0m, plus separation). In addition, Option B requires narrowing the sidewalk on the south side of Johnson Street between Store Street and Broad Street (which would impact space for pedestrians), has a greater impact to vehicle right-turn movements in the downtown core, and would have a greater impact to on-street parking/loading for businesses on both corridors.

Overall, approximately 78 parking spaces would be removed along Pandora Avenue and Johnson Street. Approximately four to six parking spaces would be removed in each block, except in the 600 block, where nine on-street spaces would be removed and the 800 block, where only one on-street space would be removed.

Option B is estimated to cost \$2,865,000. A one-way fully-protected bike lane on Pandora Avenue is estimated to cost \$1,750,000, while a one-way fully-protected bike lane on Johnson Street is estimated to cost \$1,115,000. Because this option includes two bike facilities on two different streets, it requires more concrete work, more traffic signal changes, and more paint markings.

Hybrid Option

In addition to the two options presented to the public, the Greater Victoria Cycling Coalition provided their analysis of the two options, and put forward a hybrid option. The hybrid option includes a two-way fully protected bike lane with traffic signal changes on Pandora Avenue (as proposed in Option A), and a one-way fully protected bike lane with traffic signal changes on Johnson Street (as proposed in Option B). While this option does provide fully protected facilities on both corridors, it would be the most expensive design solution (estimated at \$3,175,000) for these two streets.

Similar to Option B, the hybrid option requires narrowing the sidewalk on the south side of Johnson Street between Store Street and Broad Street. This would impact space for people walking in a heavily-used area of downtown. The sidewalk width could be maintained, by removing on-street parking/loading in front of small ground-floor retail space on one side of Johnson Street between Store Street and Broad Street.

A financial comparison of the three options is below:

	Pandora Avenue	Johnson Street	Total Cost
Option A	\$2,060,000	\$100,000	\$2,160,000.00
Option B	\$1,750,000	\$1,115,000	\$2,865,000.00
Hybrid Option	\$2,060,000	\$1,115,000	\$3,175,000.00

The estimates for both options include construction of concrete medians, reconstruction of curb, gutter and sidewalk as required, new traffic signal hardware and associated underground ducting, downtown traffic signal network changes, tree removal and replacement, partial road repaving, bus shelter relocations, signs, and paint markings.

Conclusion

For overall connectivity to existing bike lanes and regional trails, consistency in design, impacts other uses of the right-of-way, and lowest overall cost, staff recommend Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and marked bike lanes on Johnson Street.

The public preference for using parked vehicles and bollards to provide separation is also recommended. Enhanced separation (concrete islands) identified in the conceptual drawings should still be included at critical areas (bus zones, mid-block crosswalks, and at the approach to intersections where parking is not permitted) to ensure a high level of protection is maintained for vulnerable road users.

Next Steps and Timelines

Subject to approval of a preferred option, a Request for Proposal will be issued in July to select a consultant to complete a detailed design for the improvements on Pandora Avenue. Construction is currently scheduled to start in the fall of 2015, with completion anticipated for the spring of 2016. Funding is currently allocated in the 2015 Capital budget for Pandora Avenue, and staff have also submitted an application for Gas Tax funding for this project. While construction is currently planned to be done by City staff, Gas Tax funding conditions require that the project be constructed by non-City forces. A tender process to select a contractor would be required, should Gas Tax funding be secured.

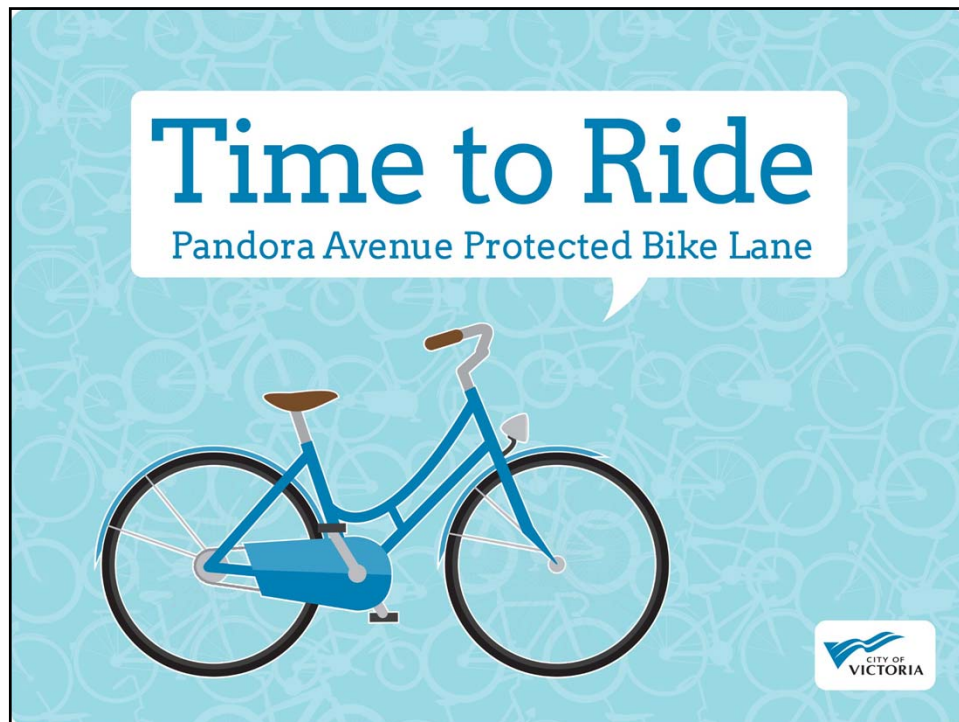
Final designs will be consistent with information contained in this report, and with conceptual designs presented to the public (see <http://www.victoria.ca/EN/main/community/cycling/new-cycling-projects/protected-bike-lanes.html>). As the project moves towards construction, property owners, residents, and businesses on the corridor will be provided with advance notifications and design information on the project, which will also be posted on the City's website for the general public.

Post-construction, staff will be monitoring and evaluating how the new design is working. Staff will provide an update report to Council in October 2016, with public comments and feedback, changes in mode share on the corridor, and recommended changes for the project, as necessary. This information will also be used to guide development of other bike corridor projects being planned.

Recommendation

1. That Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and marked bike lanes on Johnson Street.
2. That physical separation used in the design be primarily parked vehicles and bollards, with enhanced separation (concrete islands) used at bus zones, mid-block crosswalks, and at the approach to intersections where parking is not permitted.

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Presentation Overview

- Victoria's First Protected Bike Lanes
- Design Options
- Public Engagement
- Results
- Recommendations
- Implementation & Next Steps



Victoria's First Protected Bike Lanes

- March 2015 Council passed motions:
 - 1) That Council commits to consultation, design and installation of a safe and efficient cycling facility on Pandora Avenue
 - 2) That consultation proceed on two design options:
 - A) A two-way protected bike lane with traffic signal changes along Pandora Avenue
 - B) A pair of one way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street



Victoria's First Protected Bike Lanes

- 3) That staff report back to Council by June 2015 with the results of consultation and a proposed design for this cycling facility



Strategic Plan

- Objective 9: Complete a multi-modal and active transportation network
 - 2015 actions:
 - Collaborative design and completion of network of 4-8 high quality cycling corridors by 2016
 - Build protected cycling facilities, more bike parking and start an Active Transportation Advisory Committee. Begin to see all planning and engineering through multi-modal lens
 - Designate money in 2015, 2016, 2017 and build it (cycling network)
- \$7.75 million was allocated in Financial Plan to complete cycling network
- Both options were designed with all ages and abilities riders in mind



Design Options

- “Option A”: a two-way protected bike lane with traffic signal changes on Pandora Avenue and a marked bike lane on Johnson Street
 - Considerations:
 - Connection to Galloping Goose Trail
 - Marked bike lanes on Johnson Street extended
 - Larger right-of-way on Pandora Avenue
 - Estimated cost: \$2,160,000 to construct
 - Impact to parking: 44 on-street spaces removed



Option A



Design Options

- “Option B”: a pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street
 - Considerations:
 - Intuitive to drivers and cyclists
 - Less road space would mean narrowing sidewalks in areas
 - Estimated cost: \$2,865,000 to construct
 - Impact to parking: 78 on-street spaces removed



Option B



What we wanted feedback on

- Option A and Option B
 - The community was asked to share their thoughts on the benefits and concerns of each option
- Types of separation
 - Feedback on the preferred type of separation from vehicle traffic



Public Engagement

- Awareness about engagement opportunities was promoted through:
 - Print ads, a media release and social media
 - Stakeholder emails
 - Hand-delivered invites to residential and businesses along Pandora Avenue and Johnson Street
 - Save-On-Foods Memorial Centre display board
 - “Future Bike Lanes Coming” signs lining the two corridors
 - Bike to Work Week celebration stations
 - Cooperation with Greater Victoria Placemaking



Open House and “Pop Up Bike Lane”



Public Engagement

- The May 26th Open House featured a “pop up bike lane” showcasing the different types of separation and what a protected bike lane along Pandora Avenue could look and feel like
- Feedback from the public was captured through an ideas board and drawing directly on the conceptual illustrations
- Approximately 400 people attended the open house and over 750 online surveys were submitted



Results – Option A

- The most commonly shared benefit of Option A by the public was that it would be a great connection to the Galloping Goose Trail
- The biggest concern was about the possible confusion of a two-way bike lane on a one-way street



Results – Option B

- The most commonly shared benefit of Option B by the public was that maintaining the flow of traffic in one direction makes sense
- The biggest concerns were about project costs and impacts to parking



Results – Separation

- During the open house the most commonly received feedback was that it doesn't matter what the City uses to separate the bike lanes, as long as the bike lanes are separated
- Survey respondents were most interested in using parked cars with bollards as a type of separation



Results

- Both options presented to the public had significant support and concerns, which did not provide a clear indication of which option is preferred by the public
- A third option was presented by the Greater Victoria Cycling Coalition
 - Two-way protected along Pandora Avenue, and a one-way protected along Johnson Street (estimated cost: 3,175,000 to construct)



Recommendation

- Staff recommend Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue due to:
 - Overall connectivity to existing bike lanes and trails
 - Consistency in design
 - Impacts to other uses of the right-of-way
 - Lowest overall cost



Recommendation

- Staff recommend the physical separation between people riding bikes and vehicle traffic be parked cars and bollards
- In addition, enhanced separation be used at critical areas to ensure a high level of protection (concrete islands) is used at bus zones, crosswalks and near intersections



Implementation & Next Steps

- Subject to approval – a Request for Proposal for final design drawings will be issued in July
- Construction is set to start in fall 2015, with a planned completion date in spring 2016



Questions?

