

PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

HUMBOLDT | Preferred Design Concept

SEGMENT A | Government Street to Douglas Street



Conceptual design consultation findings - design revisions informed by consultation activities Q3-Q4 of 2017

Preferred Design Elements:

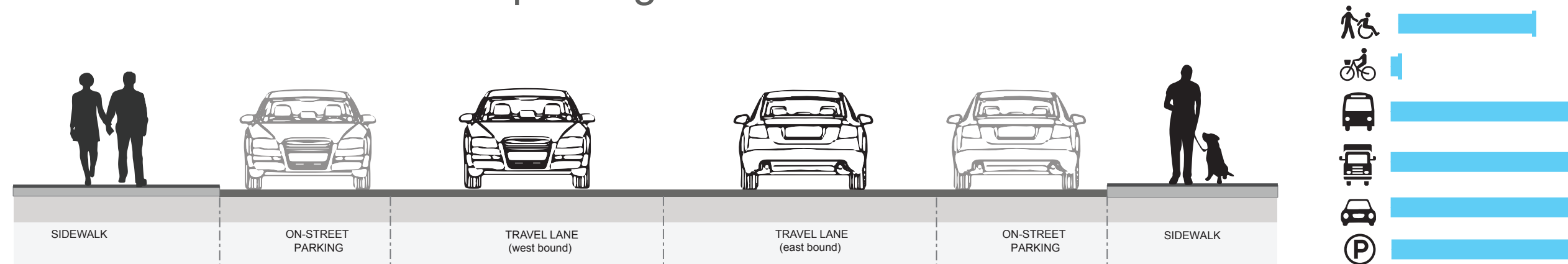
- Continue with two-way bicycle lane on south side of Humboldt Street
- Limit vehicle access to Humboldt from Douglas to emergency vehicles, pedestrians, cyclists and ride for hire services
- Re-route Transit service from Humboldt to Burdett

Other design elements suggested:

- Build one-way protected bike lanes on both sides of Humboldt Street - *not suitable due to significant impacts to on-street parking and loading*
- Retain access for vehicles from Douglas onto Humboldt - *not suitable due to impacts to shared use design conditions east of Douglas and alternate option impacts to parking*

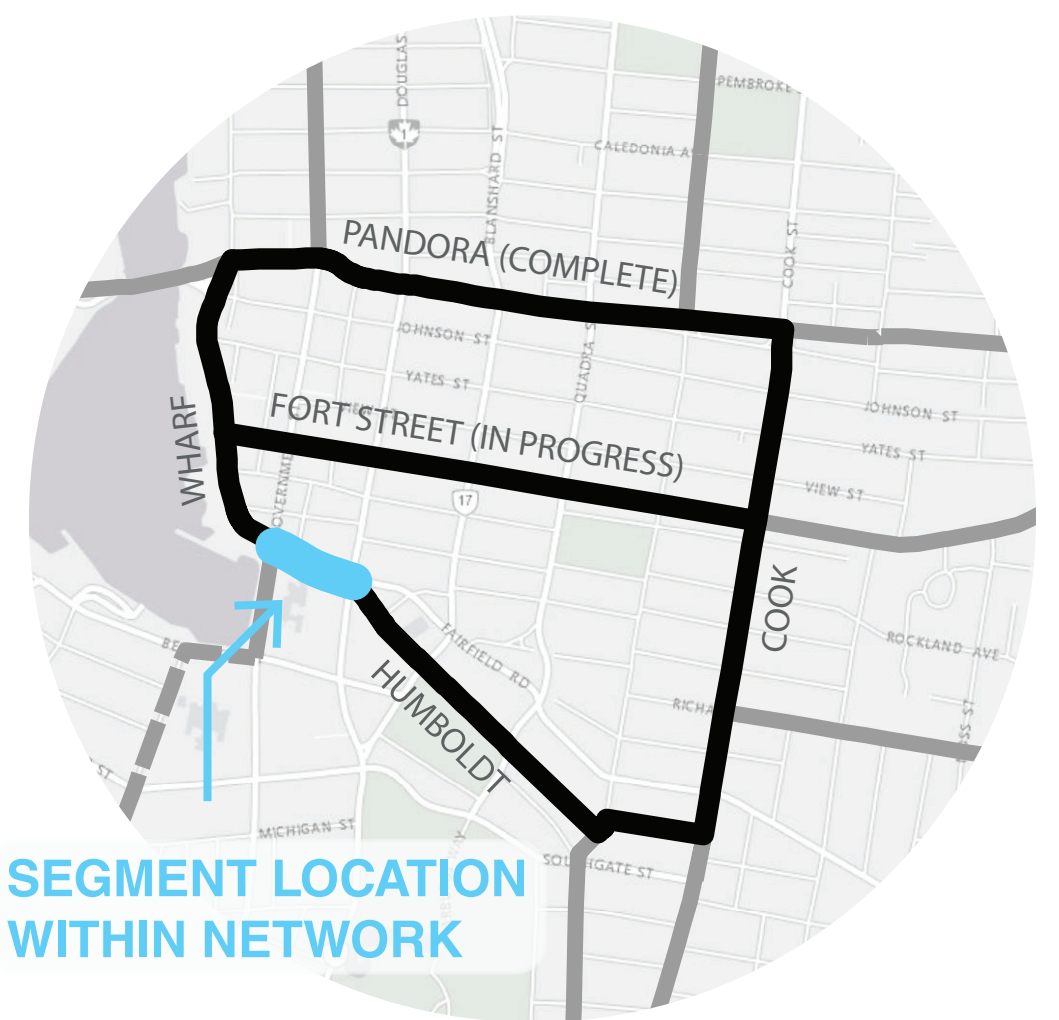
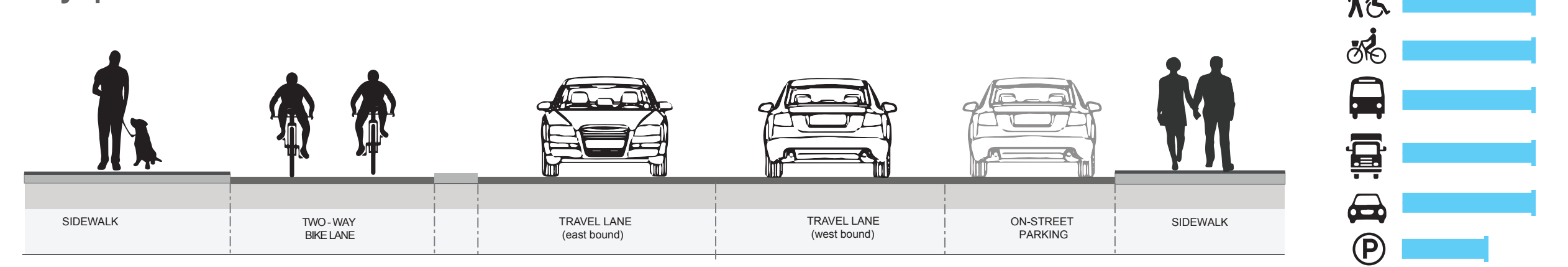
Existing Conditions:

2 travel lanes and on-street parking both sides of street



Proposed Conditions:

2 way protected bike lanes on north side of street

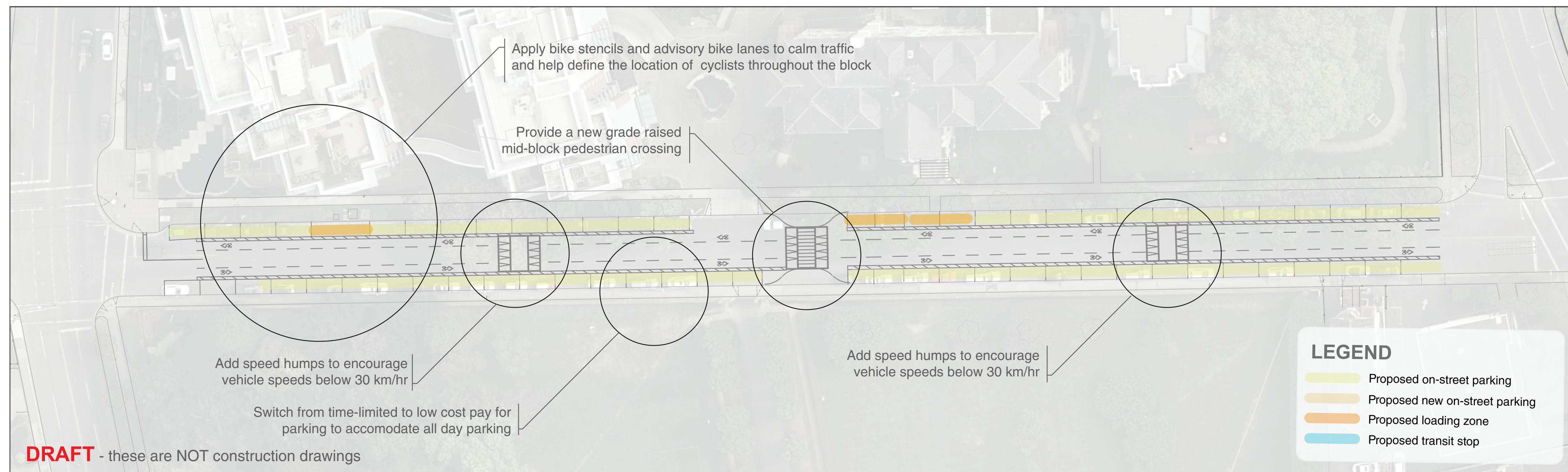


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SEGMENTS B & C | 700 and 800 Blocks



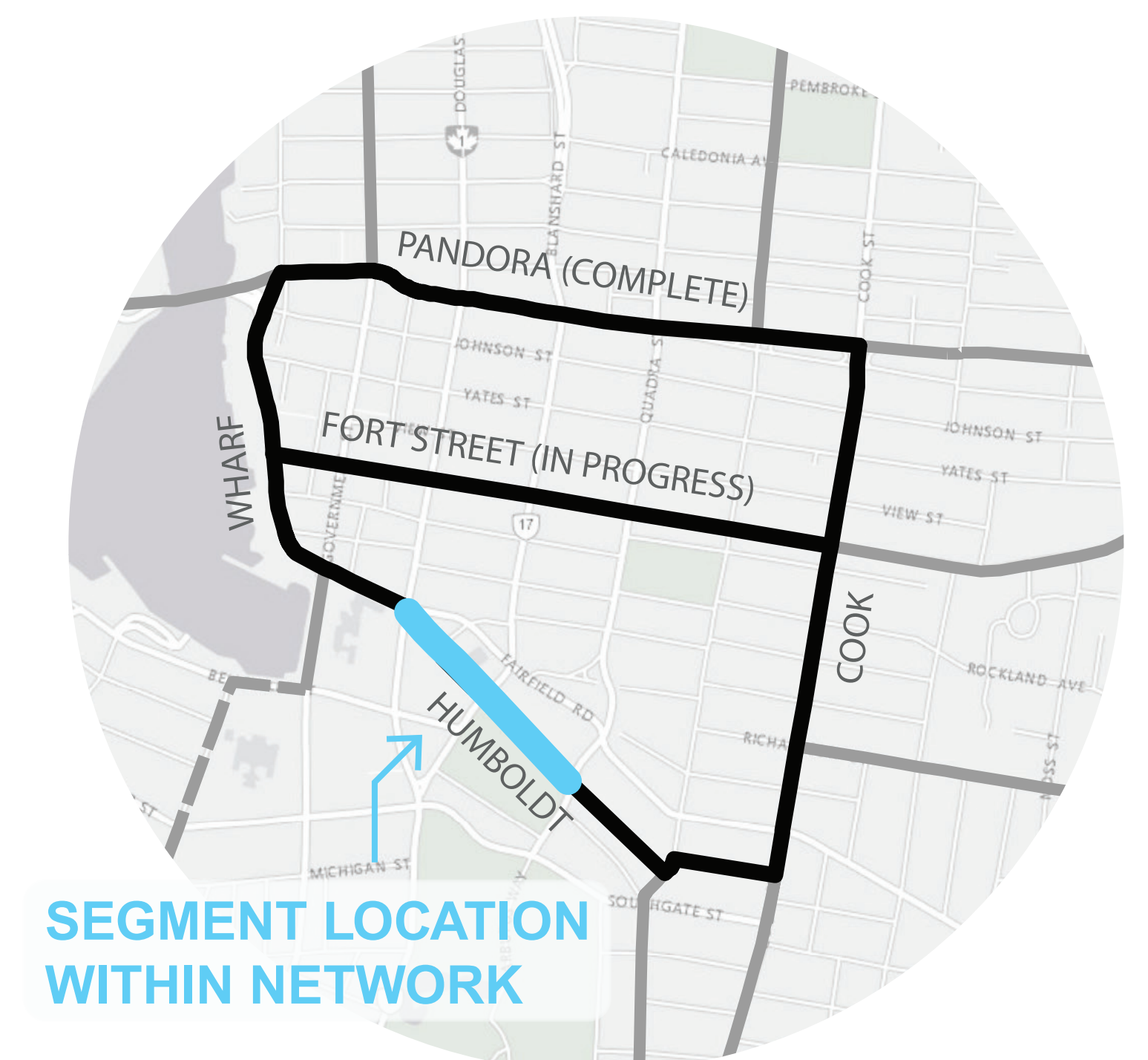
Conceptual design consultation findings
(design revisions informed by consultation activities Q3-Q4 of 2017)

Preferred Design Elements:

- Limit vehicle access to Humboldt from Douglas to emergency vehicles, pedestrians, cyclists and ride for hire services
- Re-route Transit service from Humboldt to Burdett
- Traffic calm Humboldt with 30km/hr speed limit and design features to reduce cut through traffic volumes

Other design elements suggested:

- Build one-way protected bike lanes on both sides of Humboldt Street - *not suitable due to significant impacts to on-street parking and loading*
- Retain access for vehicles from Douglas onto Humboldt - *not suitable due to impacts to shared use design conditions east of Douglas and alternate option impacts to parking*

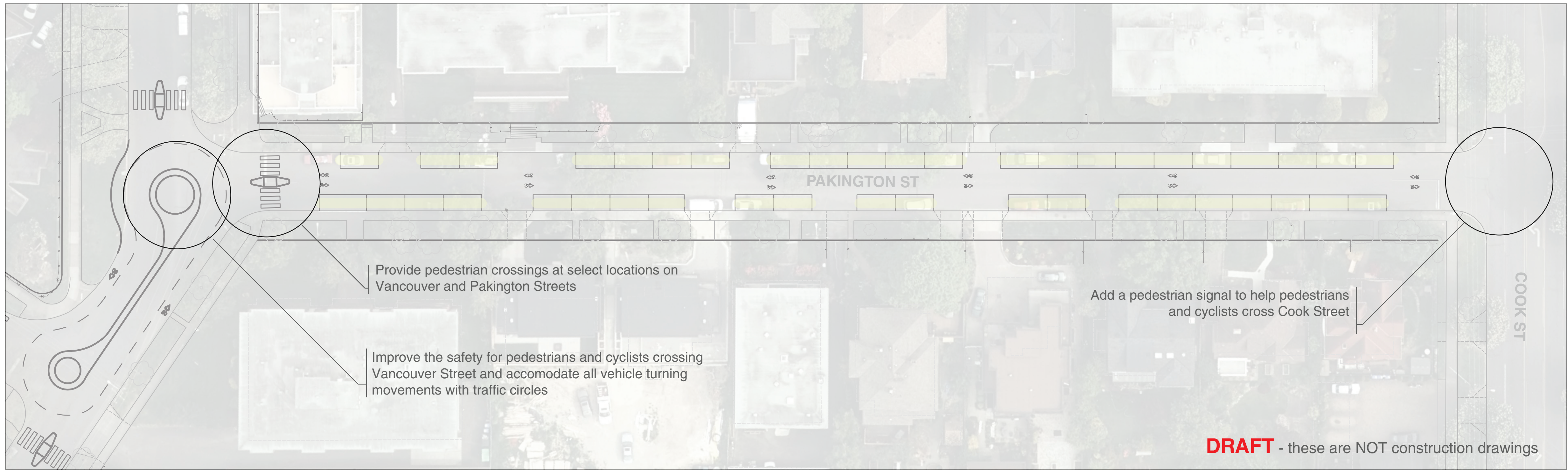
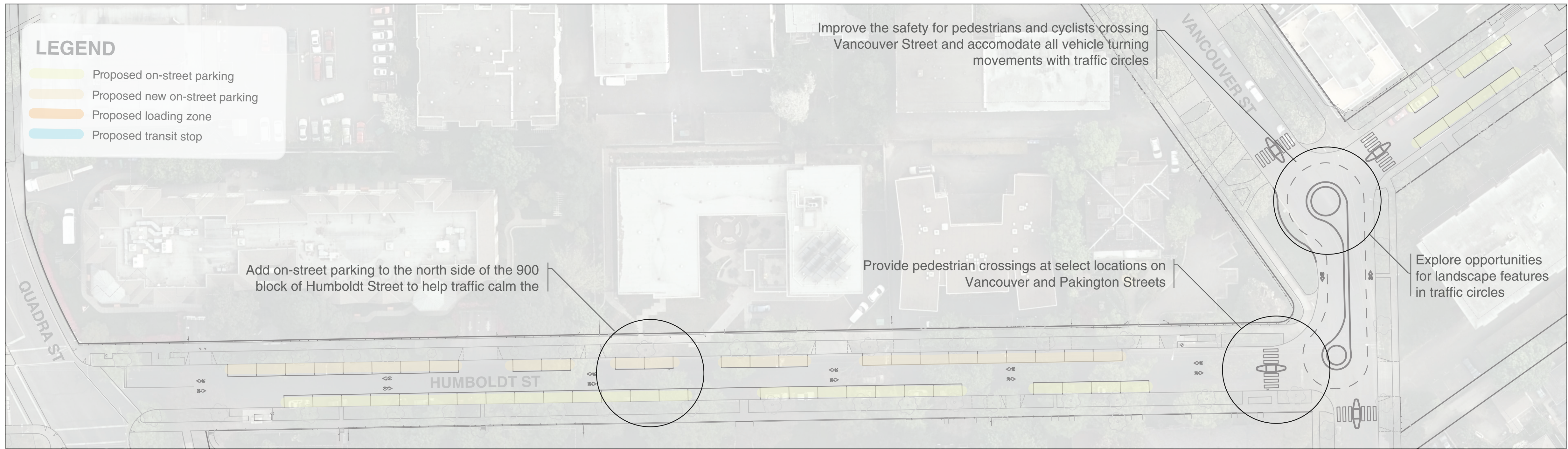


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PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

HUMBOLDT | Preferred Design Concept

SEGMENTS D & E | 900 and 1000 Blocks



Conceptual design consultation findings

(design revisions informed by consultation activities Q3-Q4 of 2017)

Preferred Design Elements:

- Limit vehicle access to Humboldt from Douglas to emergency vehicles, pedestrians, cyclists and ride for hire services
- Traffic calm Humboldt with 30km/hr speed limit and design features
- Add on-street parking to the north side of the 900 block of Humboldt
- Continue to explore traffic circles at Vancouver Street

Other design elements suggested:

- Build one-way protected bike lanes on both sides of Humboldt Street - *not suitable due to significant impacts to on-street parking and loading*
- Make Vancouver Street one-way - *not suitable due to impacts to the circulation of local traffic*

