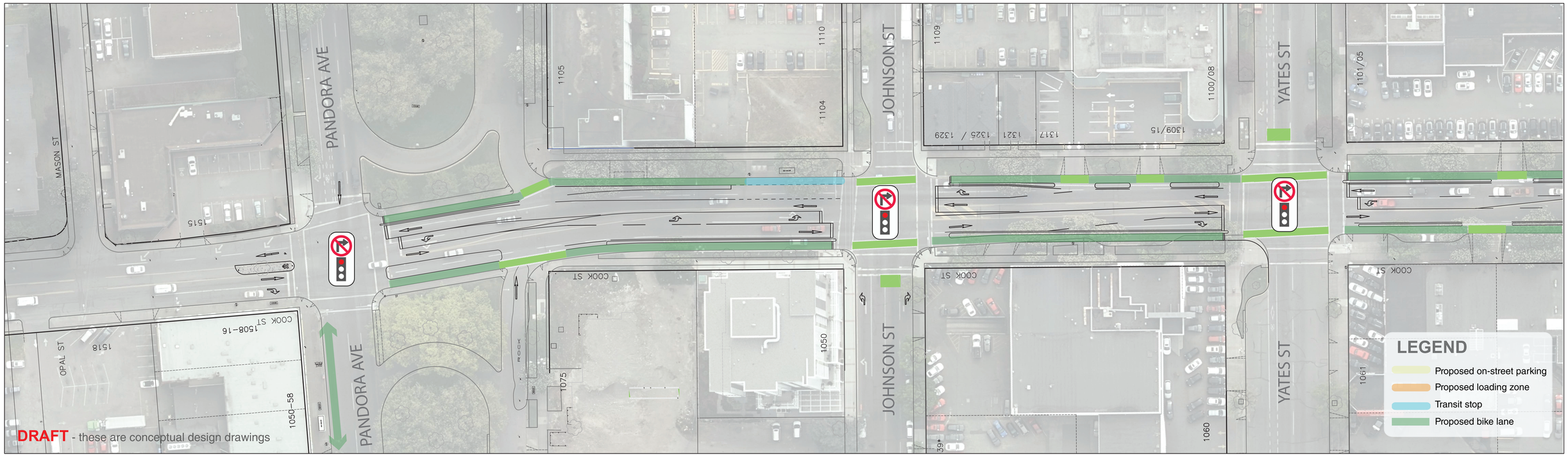
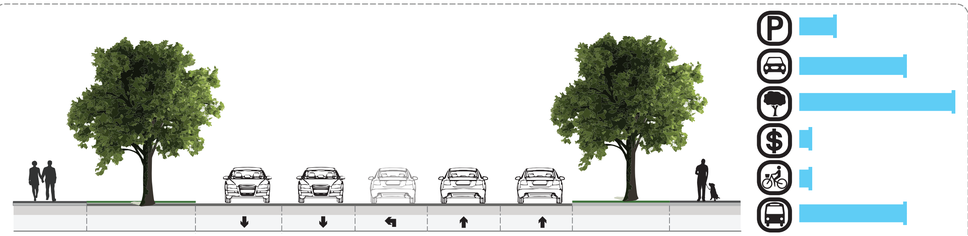
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

COOK STREET | design concept

SEGMENT A | Pandora Avenue to Yates Street



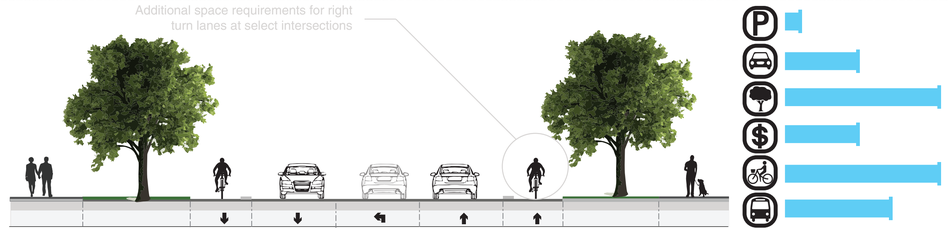
Existing Conditions: 5 travel lanes and no on-street parking



Existing Conditions Summary (Pandora to Fort Street)

- There is currently no on-street parking and 4 loading zones with low utilization rates
- Large mature trees line both sides of the street in the boulevard between the sidewalk and the road way
- Cycling on Cook Street is currently uncomfortable for most user types and provides little space for cars to pass
- Vehicle level of service is currently graded as a C and characterized by stable operation with acceptable intersection delays
- The wide road area of Cook Street provides a cost effective opportunity to add bike lanes within the roadway
- Local transit routes provides service stops at 20-30 min intervals with stops distributed every 300-400 meters

3 Lane Concept: 1 way protected bike lanes on each side of the street



3 Lane Concept Design Summary (Pandora to Fort Street)

- To accomodate the space requirements for turning lanes at intersections, 1 of 4 loading zones can be retained
- The large mature trees would be preserved with 1 potential impact to accomodate a new right hand turn lane at Yates Street
- Protected bike lanes and context sensitive intersection interventions will drastically improve safety and comfort for cyclists
- Vehicle level of service grading of C would be maintained with tolerable delays at high volume intersections at peak travel times
- Project costs would be moderate by keeping the majority of the construction confined to the existing roadway
- Local transit service is planned to continue under existing service levels with shared bike bus stops due to low frequency service

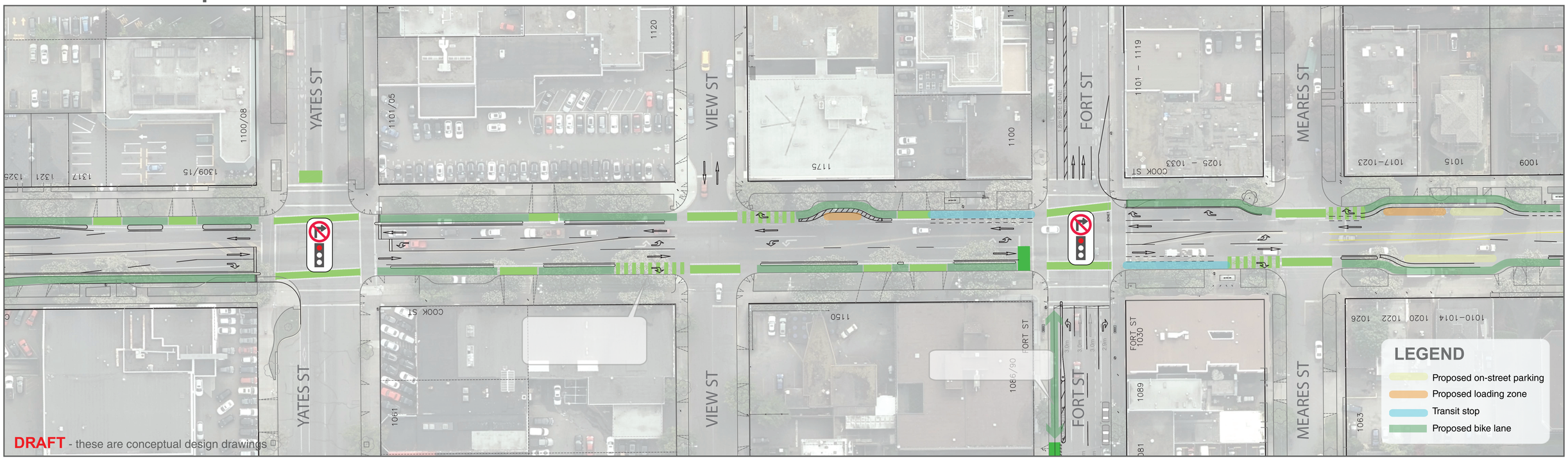
For more information | victoria.ca/cycling

CITY OF VICTORIA

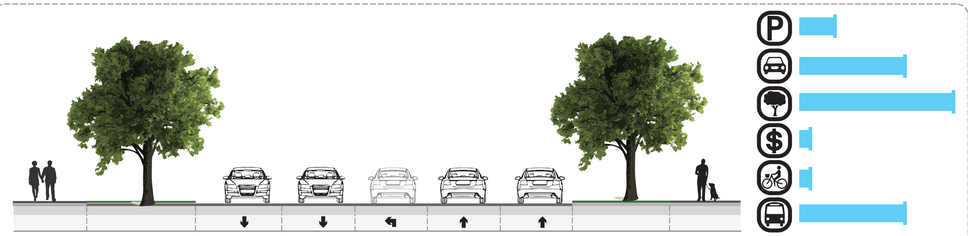
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

COOK STREET | design concept

SEGMENT B | Yates Street to Meares Street



Existing Conditions: 5 travel lanes and no on-street parking



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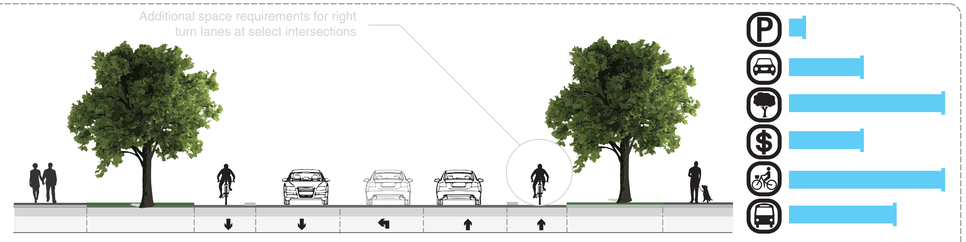

3 Lane Concept Design Summary (Pandora to Fort Street)

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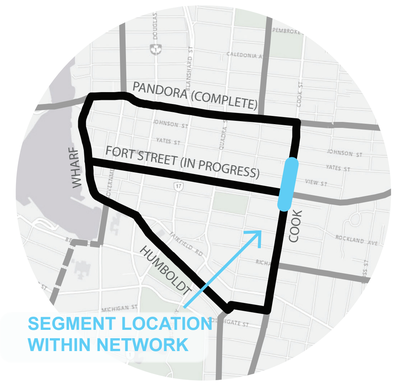

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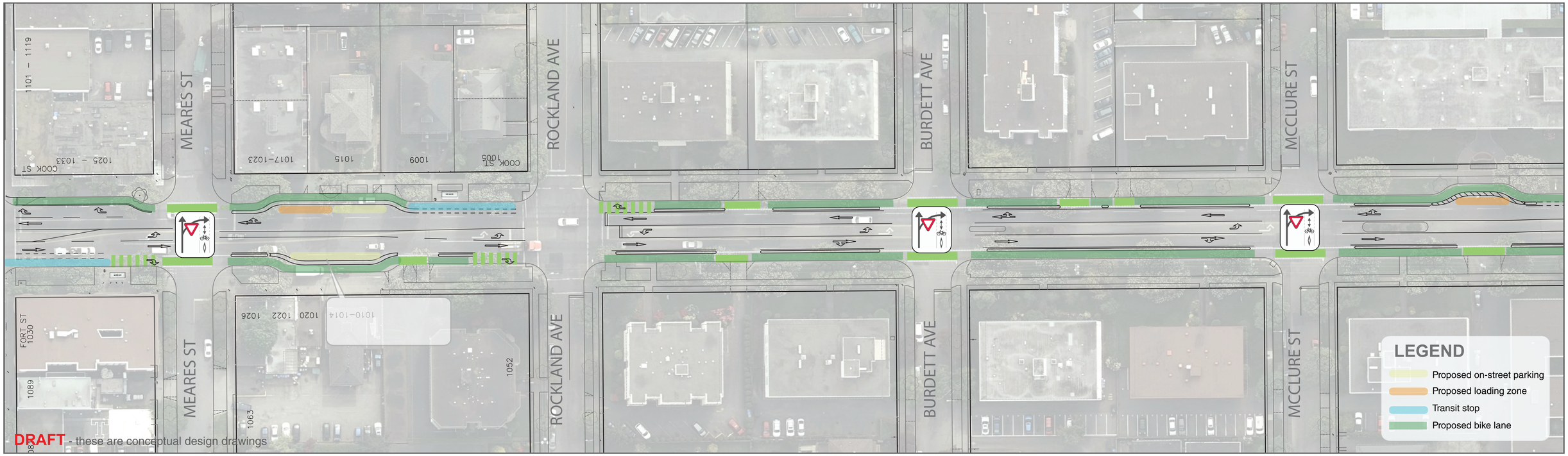
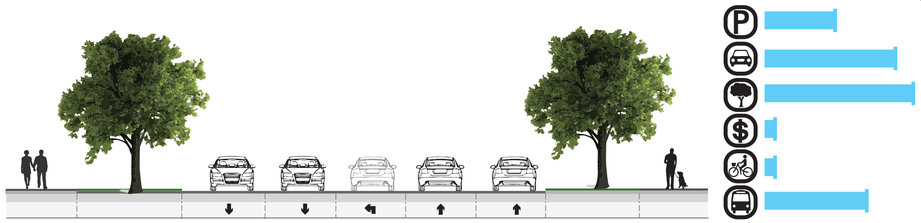
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

COOK STREET | design concept

SEGMENT C | Meares Street to McClure Street



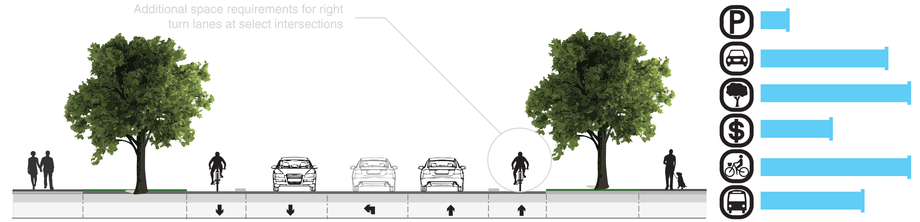
Existing Conditions: 5 travel lanes and no bicycle facilities



Existing Conditions Summary | Fort to Southgate

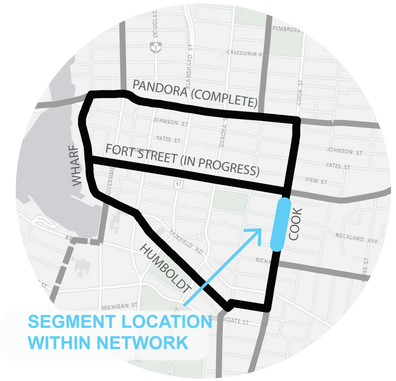
- There is currently 5 loading zones and 17 on-street parking (with many restricted for use from 4pm to 6pm)
- Large mature trees line both sides of the street in the boulevard between the sidewalk and the road way
- Cycling on Cook Street is currently uncomfortable for most user types and provides little space for cars to pass
- Vehicle level of service is currently graded as a B for this segment and characterized by stable operation with minimal delays
- The wide road area of Cook Street provides a cost effective opportunity to add bike lanes within the roadway
- Local transit routes provides service stops at 20-30 min intervals with stops distributed every 300-400 meters

3 Lane Concept: 1 way protected bike lanes on each side of the street



3 Lane Concept Design Summary | Fort to Southgate

- Retention of 3 loading zones and 5 on-street parking stalls would be possible with most parking impacts south of Fairfield
- The large mature trees would be preserved with 1 potential impact to accomodate a new right hand turn lane at Yates Street
- Protected bike lanes and context sensitive intersection interventions will drastically improve safety and comfort for cyclists
- Vehicle level of service grading of B would be maintained with minmal delays and stable conditions
- Project costs would be low with little intersection interventions required due to the lower traffic volumes south of Fort
- Local transit service is planned to continue under existing service levels with shared bike bus stops due to low frequency service



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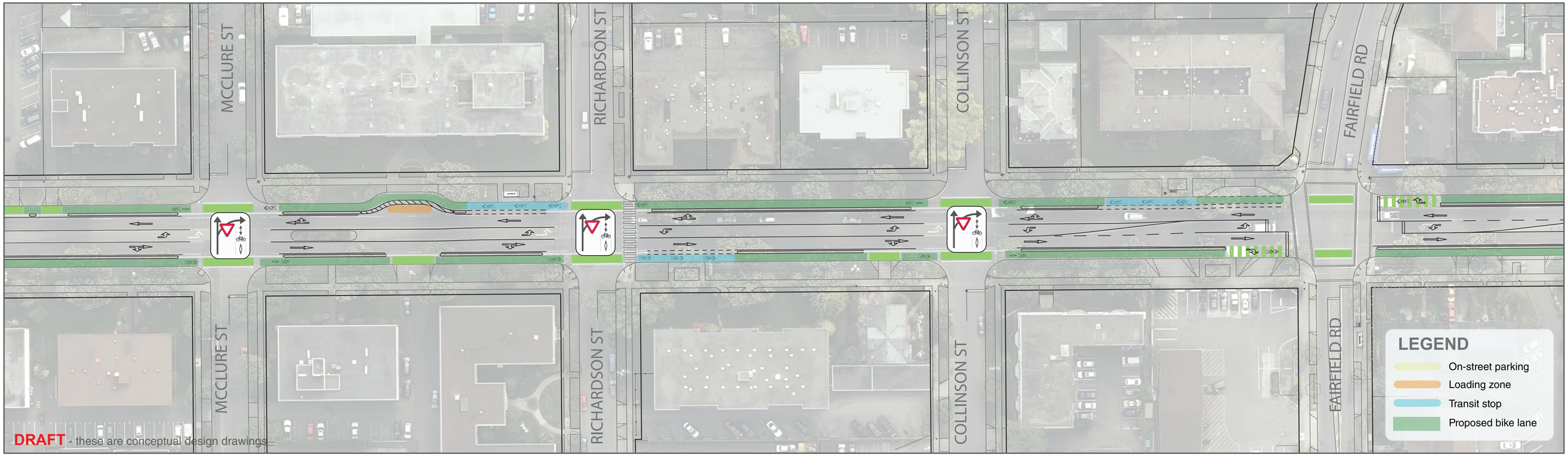
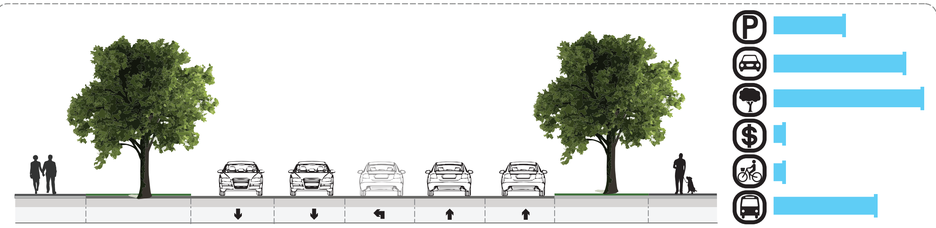
PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

COOK STREET | design concept

SEGMENT D | McClure Street to Fairfield Street



Existing Conditions: 5 travel lanes and no bicycle facilities



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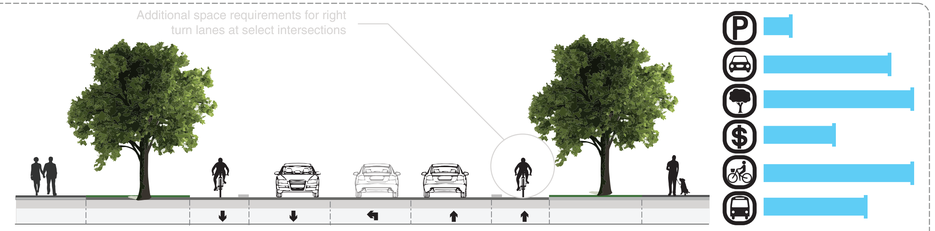
3 Lane Concept: 1 way protected bike lanes on each side of the street



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PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

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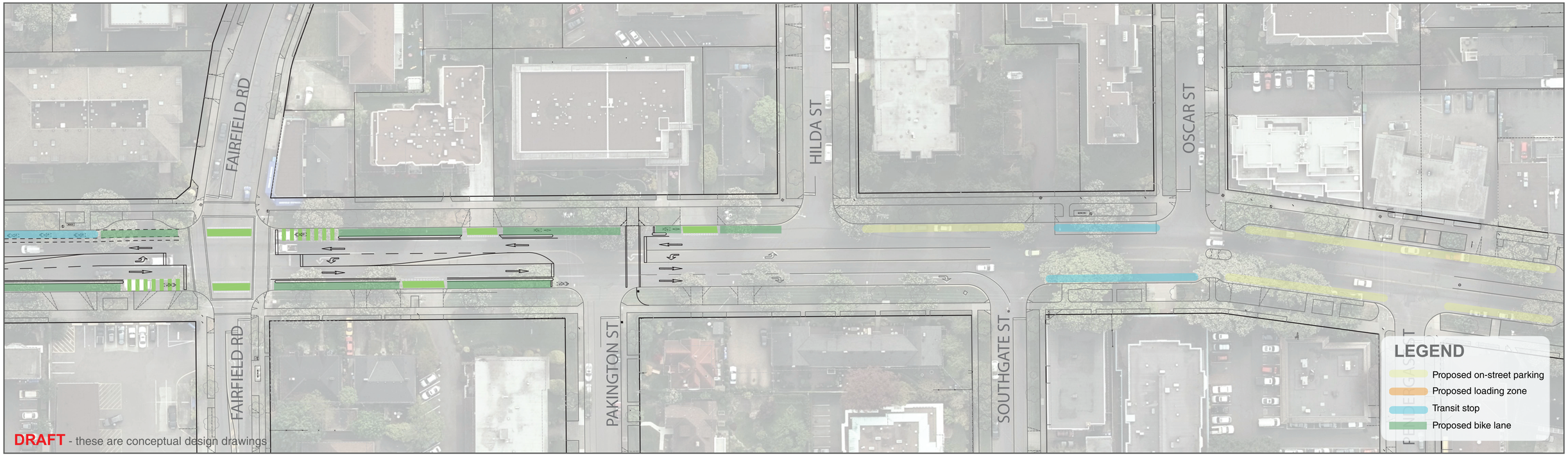
SEGMENT E | Fairfield Street to Pakington Street



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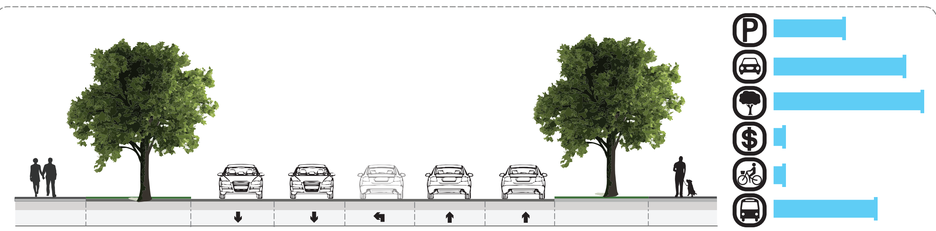

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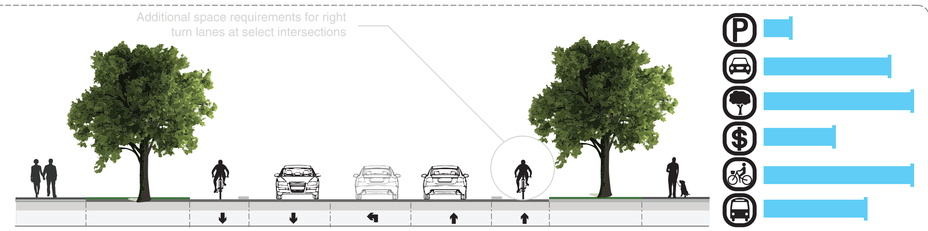

3 Lane Concept Design Summary | Fort to Southgate

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