

Appendix A: Draft GoVictoria Policy Directions

The following policy directions represent the draft set of approaches and guidelines to help shape all future mobility planning at the City. These directions are operationalized through Key Initiatives, each with its own targets, goals and strategies.

1. **Integrating Land Use and Transportation:** Integrating our land use planning and transportation investments creates complete, connected communities. Compact, walkable land uses connected by a multimodal network are at the heart of sustainable mobility. Victoria will continue to be a city of town centres and villages where housing, employment, services, and recreation are connected by short trips. To support these centres and villages, our frequent transit network creates growth corridors that become a new focus for housing and jobs.
 - 1.1. Streets are places for people
 - 1.2. New growth is serviced by transit
 - 1.3. Compact land use reinforces sustainable travel behaviour
 - 1.4. Downtown continues to be our regional employment centre
 - 1.5. Complete communities centre on multi-modal mobility hubs

Vision:

- All of Victoria's neighborhoods have connected mobility systems that include a variety of convenient, and sustainable mobility choices.
- Our rapid and frequent transit network anchors corridors with increased housing and employment density.
- The daily needs of residents can be met within a 15-minute walk.

2. **Aligning Our Networks:** Victoria's mobility system is comprised of seamlessly integrated modal networks. Understanding the most important corridors and connections for each mode provides clarity on the function of every street in the mobility network. Coordinating our walking, cycling, transit, auto, and freight networks—and integrating modal priorities into our right-of-way allocation and decision making—fosters complete networks and efficient movement of people and goods throughout our city.
 - 2.1. Layered networks reconcile our modal preference recognizing our established hierarchy of transportation.
 - 2.2. Modal priorities are designed into specific streets/zones.
 - 2.3. Street classifications optimize design and network implementation.

Vision:

- Our network of sidewalks, trails, and safe crossings connects destinations and provide great places for people walking and rolling.
- Our safe, connected, and equitable cycling network provides comfortable facilities for everyone biking, scooting, or using other low-speed mobility devices throughout Victoria.
- Our regional and frequent transit network provides convenient and reliable connections.
- Goods move efficiently throughout Victoria on our freight network.

3. **Multi-Modal Level of Service:** Our approach to assessing the performance of our mobility system focuses on making sure every mode gets what it needs, recognizing that each mode's "wants" might not be optimized on every street. We evaluate performance and make decisions

based on an integrated view and multi-modal level of service. We do not only focus on the movement of cars or reducing delay for people driving. Instead, we measure and evaluate all modal networks for the connectivity and comfort – including pedestrians, cyclists and transit riders. Multi-modal level of service establishes a target level of service for each mode given the location and context of a transportation improvement. This evaluation approach informs trade-off decisions between modes with the goal of maintaining a standard of quality for all modes.

3.1. Desired outcomes shape what we evaluate.

3.2. Different streets have different levels of service for different road users.

Vision:

- People walking and rolling will have a connected network of sidewalks with ample widths, crossing opportunities and separation from motor vehicles.
- People of all ages and abilities will comfortably ride bicycles between destinations along a network of dedicated infrastructure that limits conflict points with vehicles.
- People taking transit will enjoy reliable travel times, frequent service to important destinations, and high-quality amenities throughout their entire transit journey.
- People driving will experience limited congestion and predictable travel times along corridors most of the time

4. **Valuing Our Right-of-Way:** The city's right-of-way, is the public space between property lines, and is a valuable and limited resource so we must make the best use of what we have. We actively manage this resource to meet the needs of today's growing population and those of future generations. Right-of-way allocation and management policies ensure that we achieve the highest and best use. A powerful lever to support sustainable travel behavior, we value and price the right-of-way accordingly to support convenient access for high-occupancy, low-carbon, and active travel modes and the efficient delivery of goods.

4.1. Essential right-of-way functions are balanced between three zones: the pedestrian realm, the travel way, and the curbside space.

4.2. The value of the right-of-way is proportional to demand for mobility needs.

Vision:

- Right-of-way is allocated and actively managed to prioritize sustainable mobility choices and support sustainable travel behavior and the movement and delivery of goods.
- The ecological functions of the right-of-way are part of mobility decision making to ensure space is available to support assets like the urban canopy and stormwater infrastructure.
- Dynamic curb space management and pricing design reflects demand and supports mode share targets at all times of day.
- The needs of all modes are balanced with a data-driven right-of-way allocation framework informed by our multimodal level of service standards, street types, and mode shift priorities.

5. **Operating and Maintaining Our Assets:** The City of Victoria manages curb space, and public right-of-way, parkades, docks and bridges. Investing in the maintenance of our aging infrastructure competes with funding for new capital investments. Both are critical to support our growing population and changing mobility needs. We are committed to maintaining Victoria's mobility assets for today's residents and for future generations. As a resilient city,

we will make good use of our financial resources and limited right-of-way to ensure a state of good repair and pricing that reflects the value of our infrastructure.

- 5.1. Proactive maintenance ensures our mobility networks operate safely, reliably, and efficiently.
- 5.2. System operations focuses on safe and efficient movement of people and goods.
- 5.3. Collaboration across agencies and jurisdictions is crucial for maintaining complementary assets.
- 5.4. Innovative financing mechanism to support operating and maintaining.

Vision:

- Our mobility assets and networks are resilient, responsive, and adaptable to changing conditions and climate-related impacts. Streets, sidewalks, and pathways are well maintained to ensure accessibility for all people and to achieve operations consistent with our level of service standards.
- Investments in existing infrastructure are prioritized to achieve our desired mobility future, with a keen focus on our mode share goals.
- Stable, long-term local funding ensures a state of good repair supported by pricing that reflects the value of our infrastructure.