

Jubilee Neighbourhood profile

Jubilee is located on the edge of Victoria, bounded by the municipalities of Saanich and Oak Bay.

Jubilee is home to many businesses, health agencies and institutions. Commercial and medical practices cluster around these health facilities and around major intersections creating a significant employment hub and driving considerable commuter traffic to the area.

Jubilee is primarily a residential neighbourhood and there is a wide range and variety of housing throughout the area. Jubilee urban villages, which draw people to shops and services, are predominantly located on its borders and cluster around major intersections. Many streets serve as important transportation routes and provide Jubilee residents easy access to all points around the City.

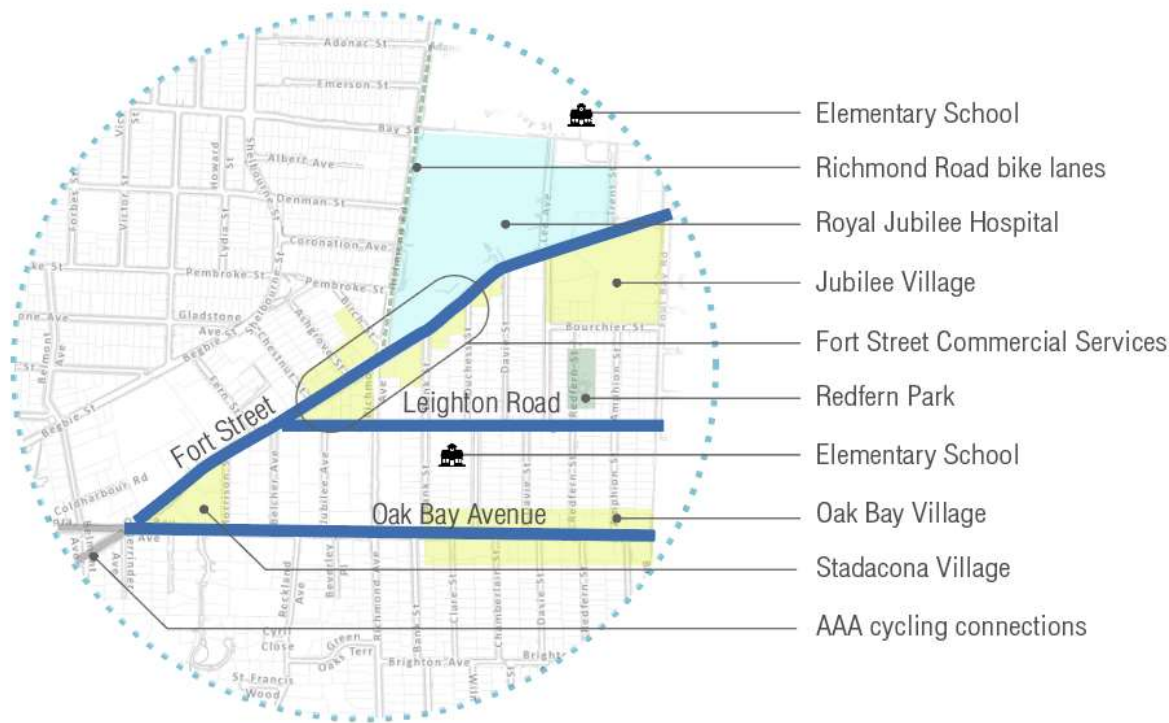
Schools, Parks, and Recreation

Jubilee has two neighbourhood parks: Fern and Redfern. Residents also access small parks and play areas offered at local schools.

Schools:

- St. Patrick’s Elementary (private)
- École Beausoleil (K-Grade 3, SD93)

The graphic below highlights a sample of destinations in the neighbourhood that are important to consider in route selection. Network connectivity and potential to meet demand are highly desirable in the scope of the complete network.



Route option details

Public input will help us determine which route will best meet the needs of the community, in the context of the complete network. The selected route will serve key destinations in the Jubilee Neighbourhood and connect to the district of Oak Bay.

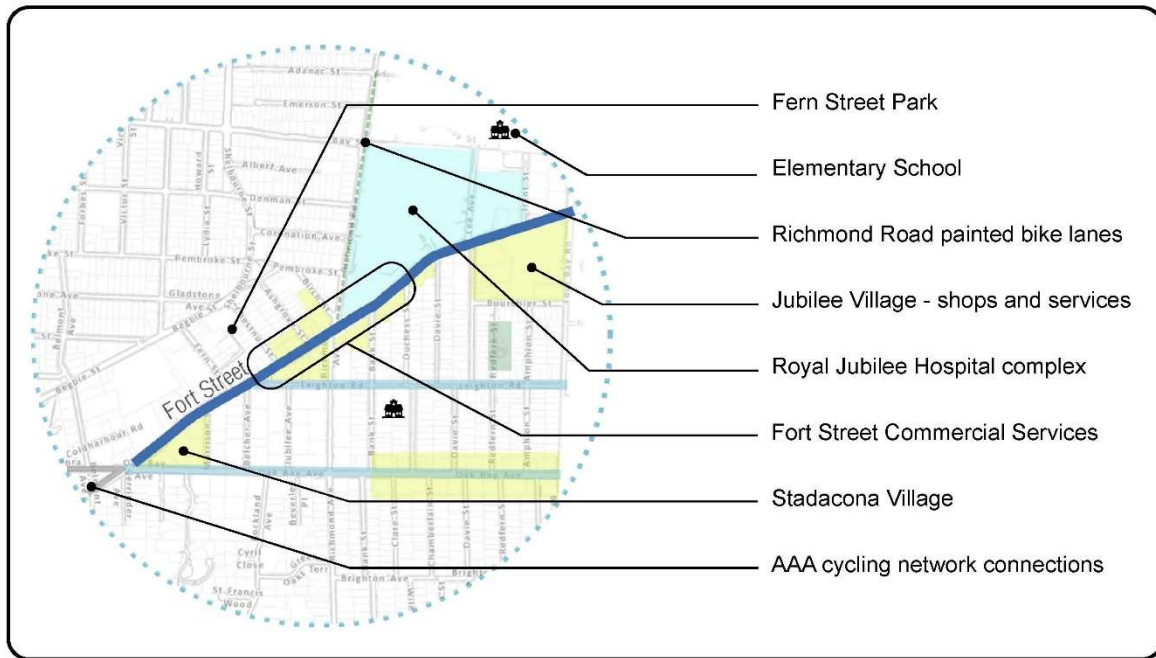
The corridor will extend from the AAA cycling facilities at the intersection of Fort Street and Pandora Avenue to the City limits at Foul Bay Road. Three route options are being considered:

- Fort Street
- Fort-Leighton
- Oak Bay Avenue

In the sections that follow, we highlight the route characteristics and design considerations for each route option. We ask that you review these as you complete the survey.

FORT STREET

The Fort Street option proposes upgrading the existing painted bike lanes to one-way protected bike lanes on both sides of the street. The graphic below outlines how the corridor will meet transportation demand in the neighbourhood and what key destinations the route would connect to.



Route characteristics

- Arterial road, inter-municipal travel corridor
- Traffic volume: 15,000 – 20,000 vehicles per day
- Serves commercial traffic, emergency services
- Frequent transit route
- Designated truck route

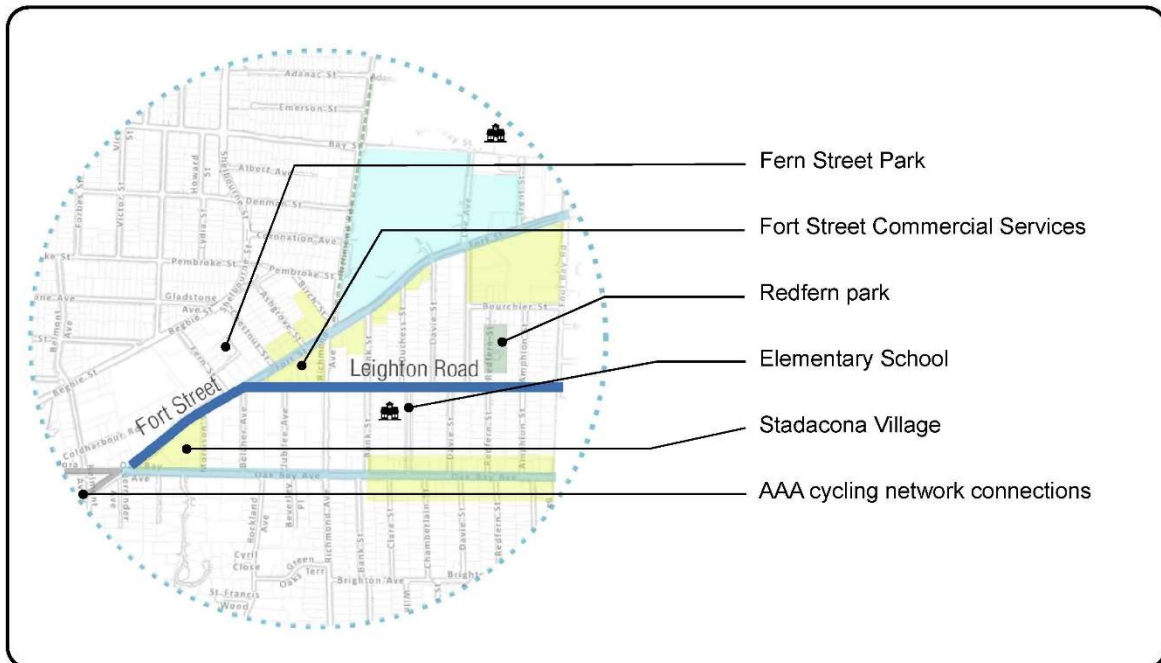
Network connectivity

Cycling network connectivity ensure that cycling investments support travel throughout the City and to neighbouring municipalities.

- All options will connect to the City's AAA routes on Pandora and Fort Street to the west and extend to the City limits to the east
- This route would connect to the District of Oak Bay's AAA cycling route on Cadboro Bay Road to the east

FORT-LEIGHTON

The Fort-Leighton option proposes a route that uses Fort Street and Leighton Road. The extent on Fort Street (Pandora to Belcher) would be the same as described for the Fort Street option, above (upgrading existing painted bike lanes to protected lanes). The extent on Leighton Road (Belcher to Foul Bay Rd) would be a shared use neighbourhood bikeway design. Leighton Road has existing traffic calming to lower vehicle speeds and volumes therefore minimal changes would be required to create a AAA cycling environment. The graphic below outlines how the corridor will meet transportation demand in the neighbourhood and what key destinations the route would connect to.



Route characteristics (Leighton Road)

- Local Road with existing traffic calming
- Traffic volume ~500 vehicles per day
- Primarily serves neighbourhood traffic

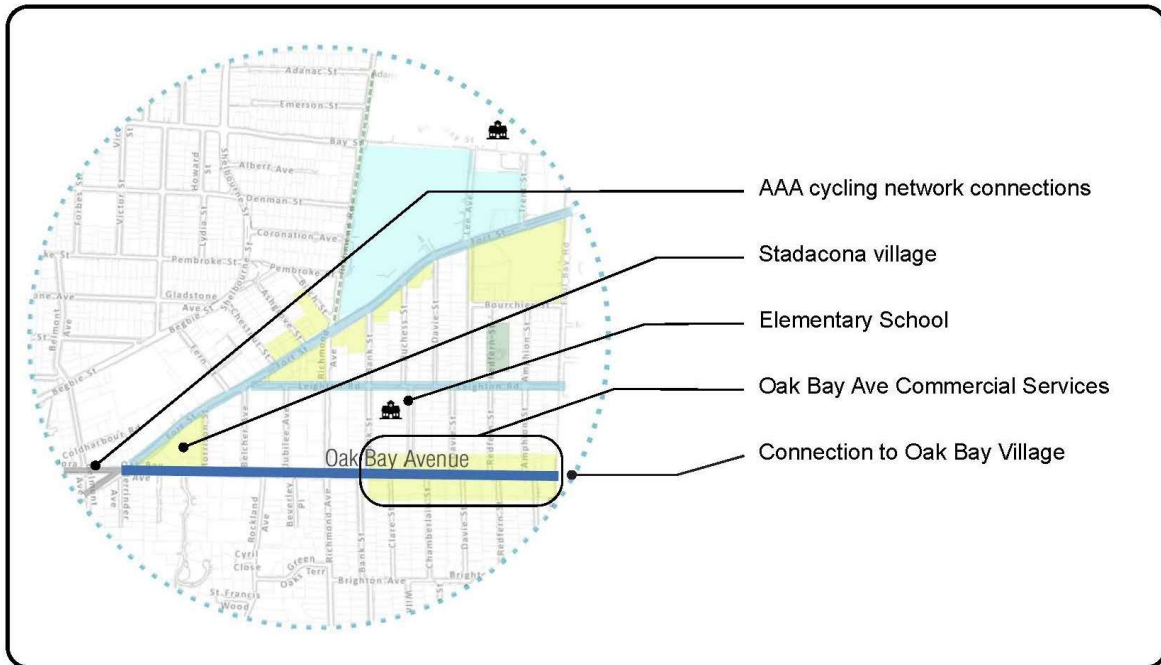
Network connectivity

Cycling network connectivity ensure that cycling investments support travel throughout the City and to neighbouring municipalities.

- All options will connect to the City's AAA routes on Pandora and Fort Street to the west and extend to the City limits to the East
- Leighton Road ends at Foul Bay Road and would not provide potential for a regional east-west connection beyond the City limits. It would connect to painted bike lanes on Foul Bay Road.

OAK BAY AVENUE

The Oak Bay Avenue option proposes reconfiguring the streetscape to add one-way protected bike lanes on both sides of the roadway while retaining parking on one side. The graphic below outlines how the corridor will meet transportation demand in the neighbourhood and what key destinations the route would connect to.



Route characteristics

- Arterial road, inter-municipal travel corridor
- Traffic volume: ~12,000 vehicles per day
- Serves commercial traffic, emergency services
- Standard transit route

Network connectivity

Cycling network connectivity ensure that cycling investments support travel throughout the City and to neighbouring municipalities.

- All options will connect to the City's AAA routes on Pandora and Fort Street to the west and extend to the City limits to the east
- Though the District of Oak Bay has identified Oak Bay Ave as a potential location for AAA cycling facilities in their long-term transportation plans, there is no existing infrastructure or near-term plans for improvements on Oak Bay Ave east of Foul Bay Road.