

AAA Cycling Network: Oaklands, Fernwood, Fort Central and Fort East

Committee of the Whole

March 18, 2021

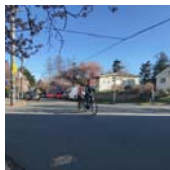


1

Purpose of Report

To present recommendations to Council on:

- Fort Street East as the priority AAA route alignment for the Jubilee Neighbourhoods
- Concept designs for Fort Street East and Fort Central projects
- Concept designs for Oaklands Connector and Fernwood Connector projects



2

Go Victoria: Our Vision, Targets and Values



3

Active Transportation

The All Ages and Abilities (AAA) cycling network is a part of the City's commitment to road safety, climate action, and affordability objectives.

32km priority network extending into every neighbourhood - connecting schools, parks, employment areas, destinations, and regional trails

Network adoption in 2016 with goal to complete by end of 2022

Supports local mode share targets and Regional Pedestrian & Cycling Master Plan objectives

TARGET

By 2030, 55% of all trips made to, from and within Victoria are by walking, rolling or cycling.

GOALS

- 1 Make every street safer and more enjoyable for walking
- 2 Make cycling safer, more convenient and comfortable
- 3 Evaluate, prevent and remove barriers to accessibility in our transportation network
- 4 Build a community culture that supports accessibility and active transportation



4

Understanding the Opportunity

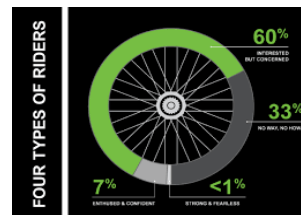
Research demonstrates that cycling becomes a **viable option for more people, more often** when there is a **safe connected network**

39% of cyclists and 42% of non-cyclists ➤ interested but concerned

Latent demand

Fear of traffic and **desire for connected bicycle routes** are top factors influencing the decision to ride (or not).

63% of cyclists and 48% of non-cyclists ➤ Likely to cycle more...
More likely to cycle...
...if more infrastructure is built



5

What We Are Trying To Achieve



When the priority network is complete, **95% of the municipality will be within 500m of an AAA cycling route.**

The network aims to give more choices to:

- Children and seniors
- Women
- Low-income riders
- Shift workers
- People who occasionally bike or who are concerned about safety and want to bike more often



6

Network Implementation Progress

This report focuses on third phase of the priority network - adding 4.8km and contributing to 81% network completion.



Additional Highlights:

- 13km underway or complete
- 8km planned construction in 2021
- James Bay alignment – alignment and design consultation
- Pandora Avenue Floating Bus Stop Retrofits



7

AAA Bike Infrastructure

Protected Facilities
(busy streets)



Neighbourhood Bikeways
and Advisory Bike Lanes
(traffic calmed streets)



Off-street Facilities
(car free routes)



8

Continuous Learning

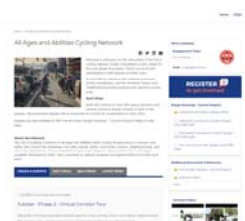
- **A “complete street” design lens is consistent with Go Victoria and the Official Community Plan**
 - Replaces old assets and improves road network performance
 - Embraces multi-modal level of service
 - Improves the pedestrian experience and removes barriers in the built environment
- **Stakeholders have important insights and ideas**
 - Early feedback is critical to design success
 - Multiple trade-offs in every project – balancing needs within limited space
- **Increasing experience with AAA infrastructure**
 - Increasing user familiarity
 - Lighter touches to balance regulatory requirements and aesthetics
 - Interim treatments to support development and land use changes
 - Planning for future spot improvements



9

Design Consultation Process

- New approaches to consultation with COVID-19
 - Public process August 2020 – November 2020
 - Agency partners January and February 2021
 - Direct mail, advertisements, emails, networks

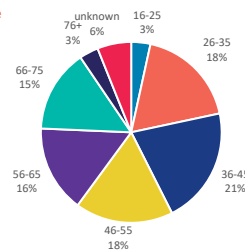


10

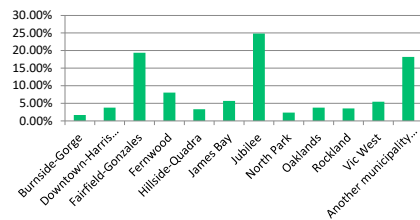
Design Consultation Process

- Strong participation with broad range of feedback
 - New suite of on-line tools, with phone calls and written feedback
 - 2,700 informed visitors with 1,198 surveys completed
 - 653 new participant registrations
 - 292 pins posted to the route map tool
 - Discussions with neighbourhood associations, business networks, advocates, District of Oak Bay, Island Health, Parent Advisory Councils

Respondent Age



What neighbourhood do you live in?



11

Jubilee Route Analysis

- Oak Bay Avenue recommended as part of original Biketoria Network study in 2016
- Council motion to undertake further consultation and consider alternative alignments following community concerns
- Consideration of three routes, within 230m of each other :
 - Fort Street East
 - Oak Bay Avenue
 - Fort-Leighton Corridor



12

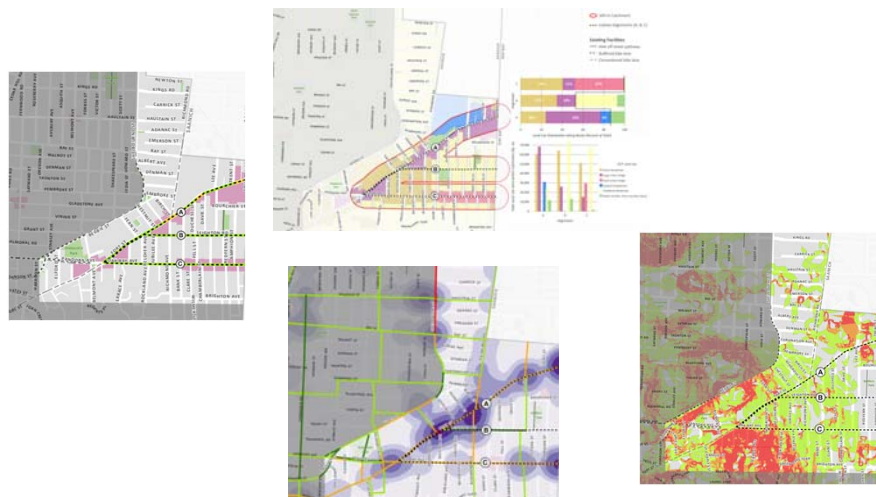
Jubilee Route Analysis

- Multi-criteria evaluation:
 - Road safety improvement potential
 - Network connectivity
 - Current and future cycling demand
 - Vehicle circulation retention
 - Parking retention
 - Synergies with asset renewal
- Consideration of:
 - Hubs and destinations
 - Neighbourhood coverage
 - Land use designations / OCP
 - Topography
 - Tree impacts



13

Sample Route Analysis & Attributes



14

Fort Street East – Protected Bike Lanes

Key destinations:

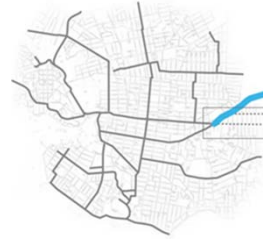
Royal Jubilee Hospital District, St. Patrick's School, Fern Street Park, and several commercial shops and services (within *large urban village* designation of OCP)

Connectivity:

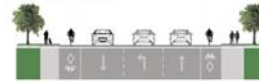
Connects to existing bike lanes on Richmond Road, Cadboro Bay Road, and Foul Bay Road.

Constraints:

Sections with limited right-of-way as well as moderate topography for west bound riders.



Existing Conditions



Proposed Conditions (one-way protected bike lanes)



15

Oak Bay Avenue – Protected Bike Lanes

Key destinations:

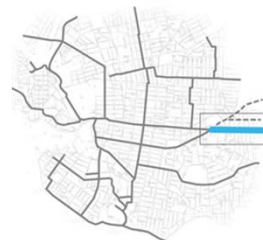
École Beausoleil Elementary School / Bank Street School, and direct connection to Oak Bay Village (within the *small urban village* designation of OCP)

Connectivity:

No current plans for cycling infrastructure or streetscape improvements east of Foul Bay Road within the District of Oak Bay.

Constraints:

Limited right-of-way, loss of 59 parking stalls (47%); some underground utility conflicts



Existing Conditions



Proposed Conditions (one-way protected bike lanes)



16

Fort-Leighton Corridor – Shared Use

Key destinations:

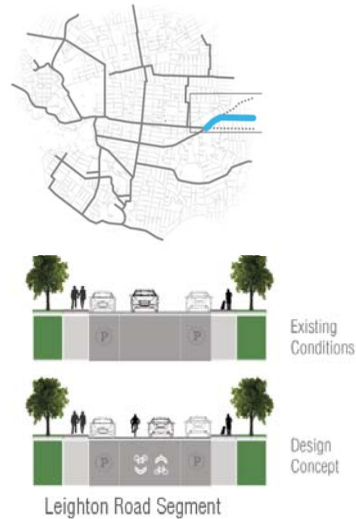
École Beausoleil Elementary School / Bank Street School, Fern Street Park, Redfern Park, and some commercial shops and services at the west end.

Connectivity:

No existing infrastructure on Foul Bay Road

Constraints:

Lack of destination decreases opportunity for ridership growth; limited options for traffic calming to achieve target volumes



17

Route Assessment Summary

	Road Safety Improvement Potential	Infrastructure and Network Connectivity	Current and Future Cycling Demand	Vehicle Circulation Retention	Parking Retention	Synergies with Asset Renewal
Fort Street East	Moderate	High	High	High	High	High
Oak Bay Avenue	High	Moderate	High	High	Low	Moderate
Fort Street – Leighton Road	Moderate	Low	Moderate	Moderate	High	Low

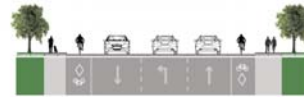
18

Jubilee Route Recommendation

- **Fort Street East as Priority Network Investment**

- Best balance of all factors with fewer trade-offs to achieve AAA design
- Contributes to managing trip demand at Royal Jubilee Hospital
- Supports higher diversity of land use under the OCP
- Formal coordination and support from District of Oak Bay

Existing Conditions



Proposed Conditions (one-way protected bike lanes)



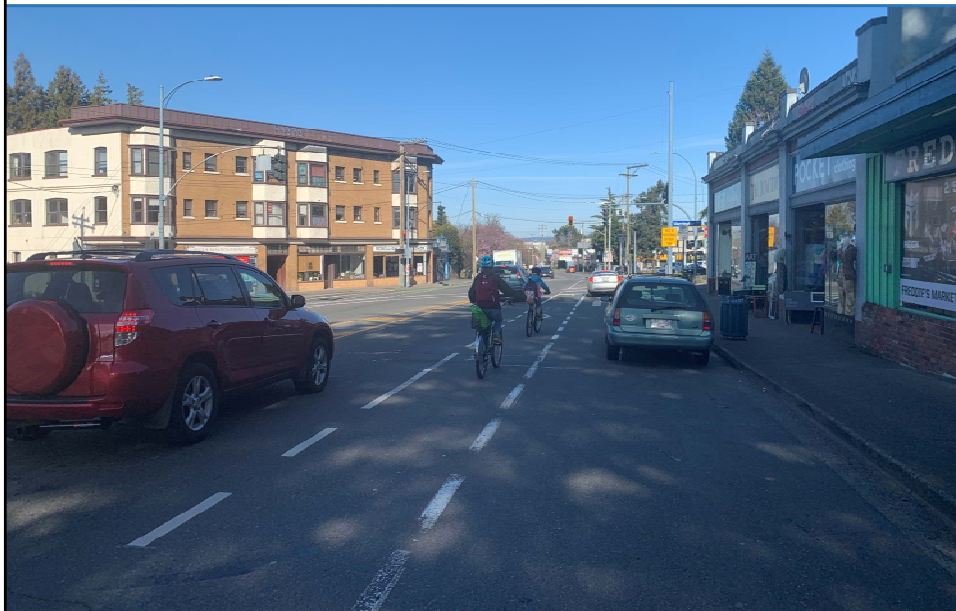
- **Oak Bay Avenue and Leighton Road to remain on long-term network**

- Near and medium-term road safety improvements
 - Crosswalk upgrades
 - New crossings
 - Painted bike lanes



19

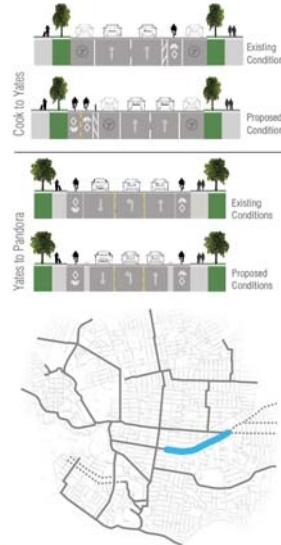
Concept Designs



20

Fort Street Central Design Overview

- 1.4km protected bike lanes
 - Two-way protected bike lane from Cook to Yates Street
 - One-way protected bike lanes from Yates to Pandora Street
- Pedestrian crossing enhancements,
 - Linden Avenue
 - Yates Street
- Accommodates frequent transit service and maintains vehicle circulation
- Loss of 37 of 136 parking stalls (27%)
- Detailed Design 2021; Construction 2022



21

Fort Street Central Design

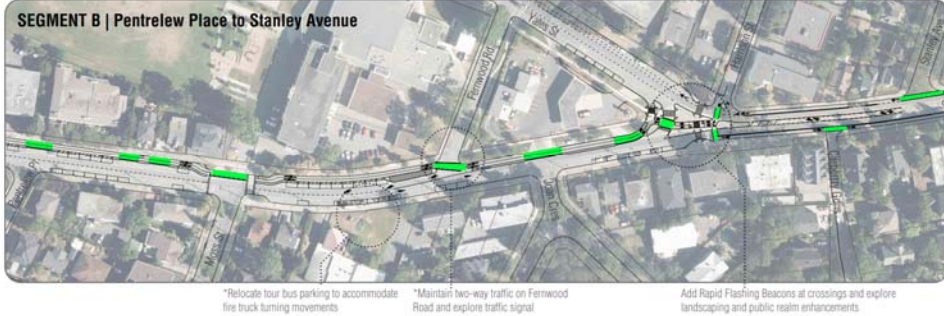
- Historical context: wagons and streetcars has shaped road network
- Complex arterial intersections
- Varied circulation and access needs
 - Emergency vehicles, transit, school and gas station
- Proposed design represents multi-modal streetscape transformation



22

Fort Street Central Design

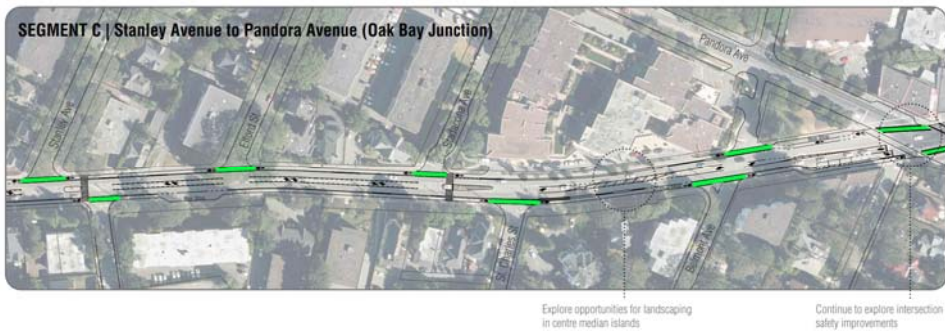
SEGMENT B | Pentrelew Place to Stanley Avenue



23

Fort Street Central Design

SEGMENT C | Stanley Avenue to Pandora Avenue (Oak Bay Junction)

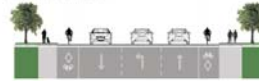


24

Fort Street East Design Overview

- 1.3km one-way protected bike lanes from Pandora Avenue to Foul Bay Road
- Pedestrian crossing enhancements
 - Richmond Road
 - Chestnut Street
- Accommodates frequent transit service and maintains vehicle circulation and parking
- Detailed Design 2021; Construction 2022

Existing Conditions



Proposed Conditions (one-way protected bike lanes)



25

Fort Street East Design



Continue to explore intersection safety improvements

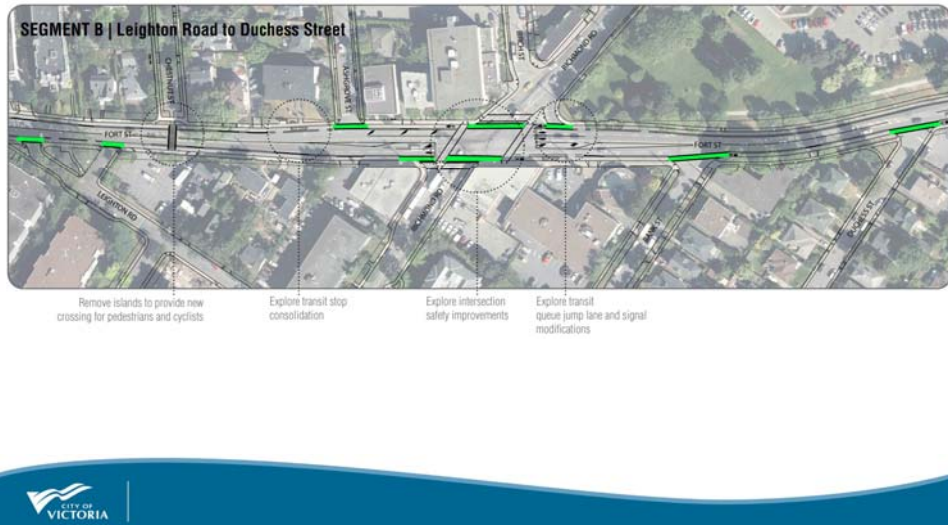
Remove median island to provide space for protected bike lanes and larger vehicle lanes

Remove islands to provide new crossing for pedestrians and cyclists



26

Fort Street East Design



27

Fort Street East Design



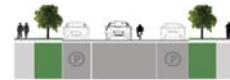
28

Oaklands Connector

• 1.0km from Hillside Avenue to Haultain Street

- Route via Doncaster Drive, Pearl Street, Shakespeare Street and through Oaklands Park
- Uses existing multi-use pathways
- Lowering speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings
- Retains on-street parking, no impacts to public transit or emergency vehicles access.
- Future consideration of pathway widening, daylighting projects, pedestrian lighting, and fencing as demand increases
- Planned to be constructed in 2021 with existing funds.

Existing Conditions



Proposed Conditions

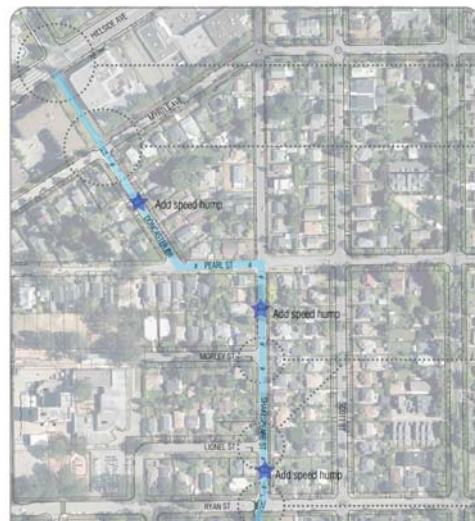


Shared use neighbourhood bikeway



29

Oaklands Connector Design



Add paint markings for southbound cyclists

Improve crossing for cyclists and pedestrians and explore grade raised intersection treatment

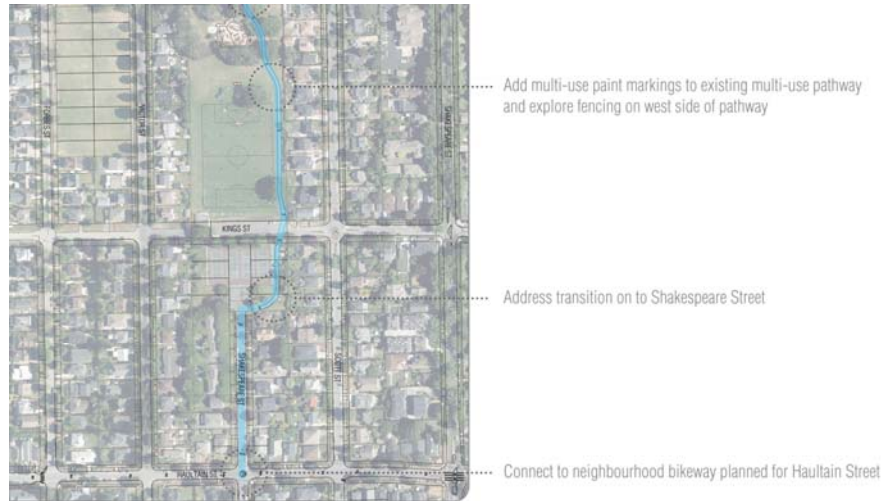
Add stop sign on Morley and Lionel Streets

Improve road crossing for cyclists and pedestrians



30

Oaklands Connector Design



31

Fernwood Connector

- **1.1km from Haultain Street to Begbie Street**
 - Route via Avebury, Oregon, and Stanley Avenues.
 - Lowering speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.
 - Detailed design process to further investigate crossing on Bay Street with agency partners
- Minimal loss of parking, no impacts to public transit or emergency vehicle access.
- Planned to be constructed in 2021 with existing funds.

Existing Conditions



Proposed Conditions

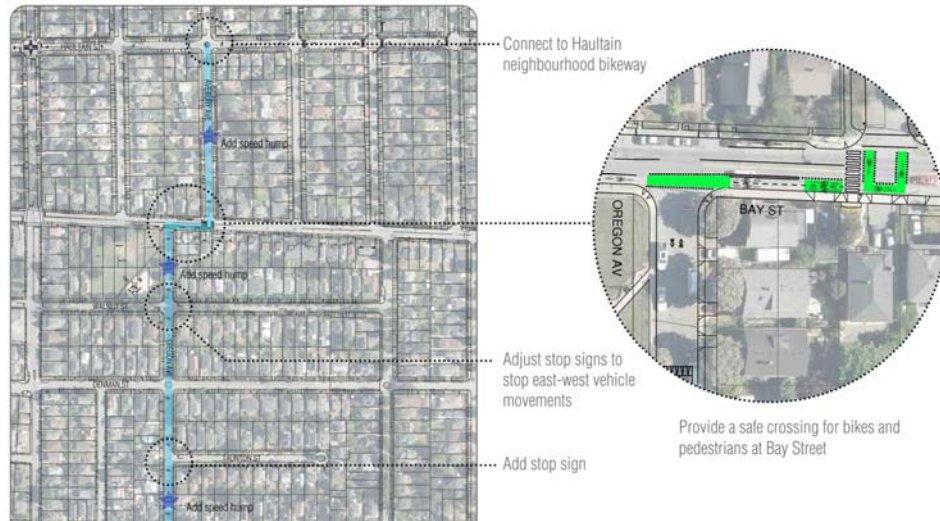


Shared use neighbourhood bikeway



32

Fernwood Connector Design



33

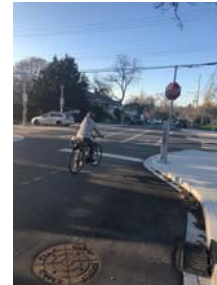
Fernwood Connector Design



34

Network Implementation Progress

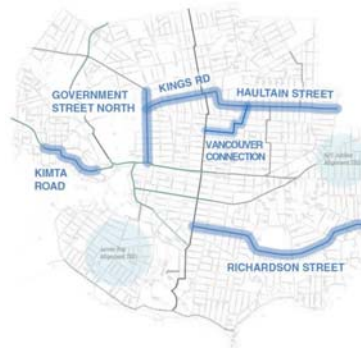
- Vancouver, Graham, Jackson opening in April 2021
 - Underground infrastructure replacement – water and sanitary sewer
 - Road re-paving
 - Neighbourhood plaza at McClure and RAP
 - Circulation improvements at Burdett, Southgate and Pandora



35

Network Implementation Progress

- Anticipated construction in 2021:
 - **Government Street North**
 - Protected bike lanes
 - Underground renewal
 - GoHI Electrical and Civil Works
 - Road repaving
 - **Richardson Street**
 - Shared road traffic calming
 - Road repaving
 - New sidewalk
 - Neighbourhood plaza
 - **Kimta Road / E&N Regional Trail**
 - Protected bike lanes and off-street pathway
 - Lighting upgrades
 - **Kings-Haultain Corridor**
 - Vancouver Street AAA Connector, via Cedar Hill and Chambers



36

Network Implementation Progress

- Continued exploration of new funding opportunities
- Planned Q2 2021 update to Council
 - James Bay Routes
 - Gorge Road
 - Pandora East
 - Future upgrades to Galloping Goose Regional Trail with CRD
- Regional data collection efforts
- Secure bicycle parking solutions in downtown core and village centres



37

Recommendation Summary



AAA Network Status

- Complete or in progress
- 2021 Project Corridor
- 2022 Project Corridor
- Alignment Considerations
- AAA Network Coverage (500m buffer)

- Approve Fort Street East as priority AAA network Alignment
- Approve concept designs for Fort Street East and Fort Central project, complete detailed design in 2021 with existing funds and refer construction costs to the 2022 Financial Plan
- Approve concept designs for Oaklands Connector and Fernwood Connector, with planned construction in 2021 using existing funds



38