

Evaluating Bikeway Criticism

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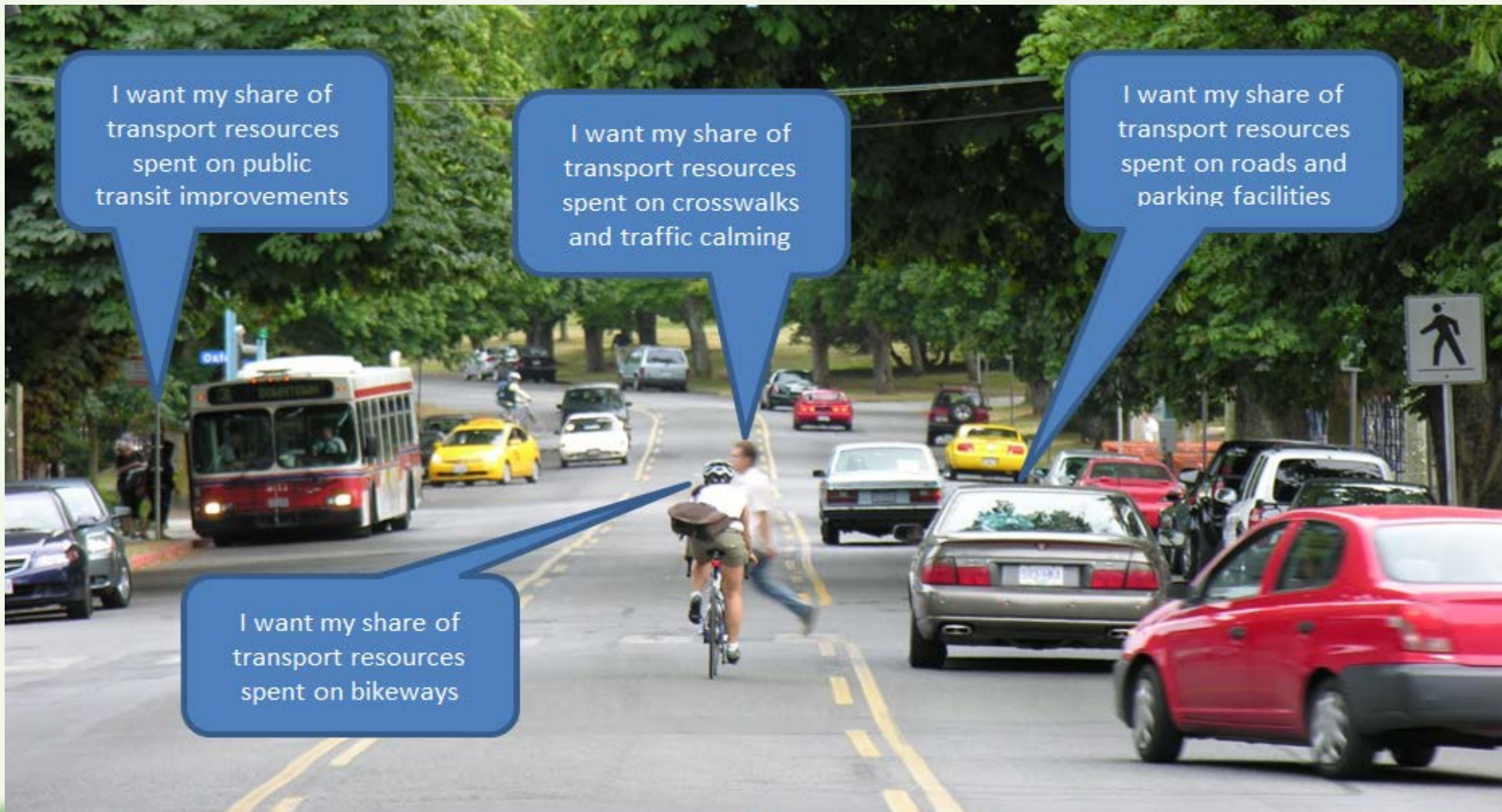
Presented

Victoria City Council

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Victoria's bikeway plan will create 32 kilometers of All Ages and Ability (AAA) bikeways where active modes have priority over motor vehicle traffic. This will help the city achieve its transportation targets and community goals. The bikeway network will represent 12% of Victoria's road-kilometers and about 3% of total street space, which is less than the portion of residents who bicycle and our mode share targets.

Efficient and Fair Transportation



I want my share of transport resources spent on public transit improvements

I want my share of transport resources spent on crosswalks and traffic calming

I want my share of transport resources spent on roads and parking facilities

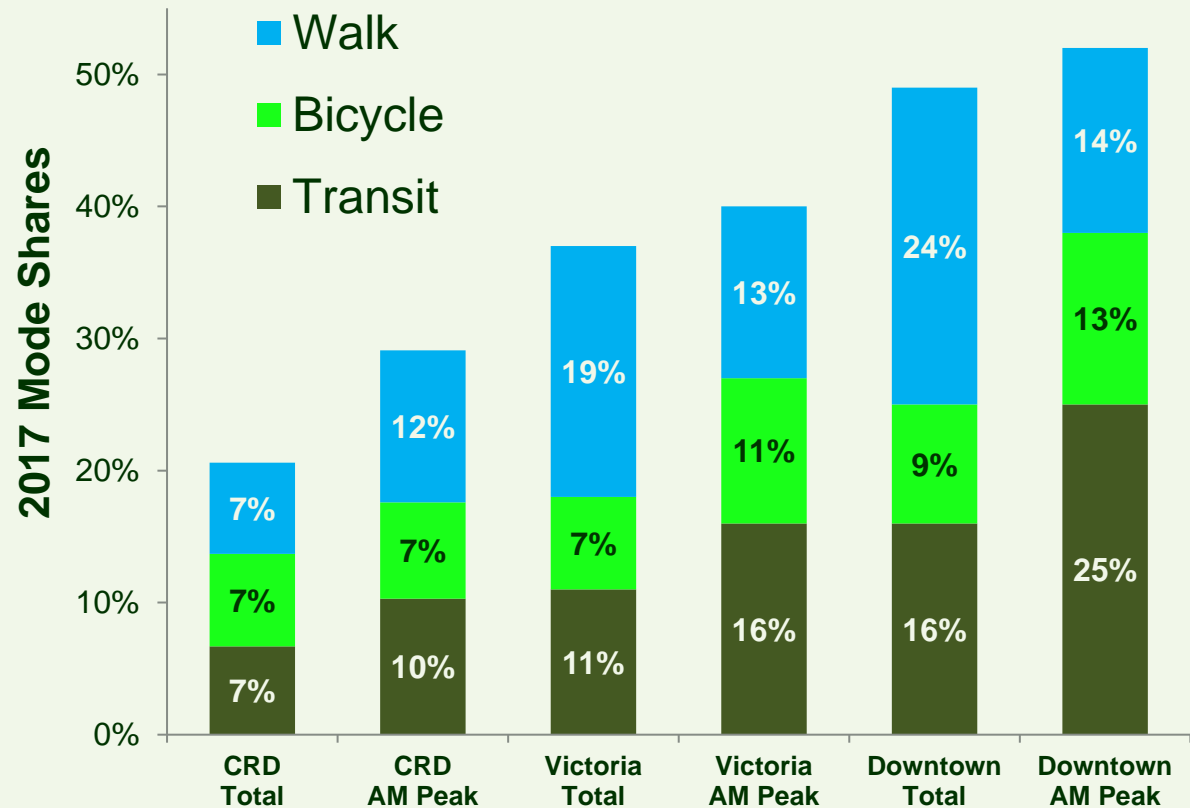
I want my share of transport resources spent on bikeways

Active Transportation Targets

In 2017, 7% of total trips and 11% of peak-period trips in Victoria were by bicycle. These shares have probably increased since.

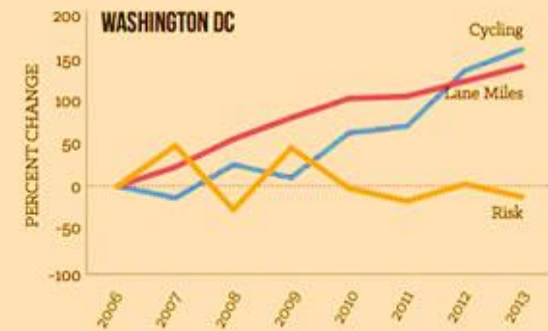
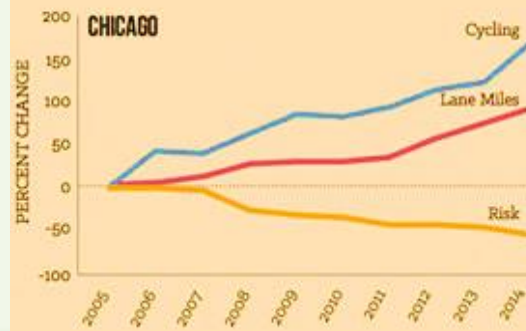
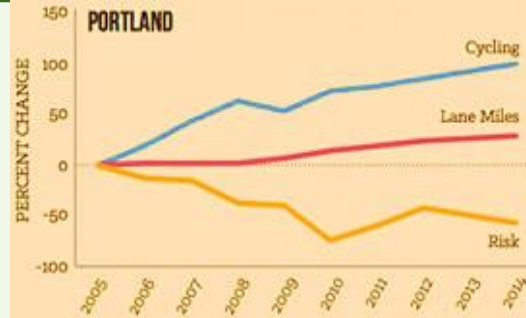
Active mode targets:

- **Victoria:** Increase to 55% and transit mode shares to 25% by 2050.
- **CRD:** Increase to 30% region-wide and 50% in denser areas by 2038
- **BC:** Double by 2030.



Bikeways Increase Ridership and Safety

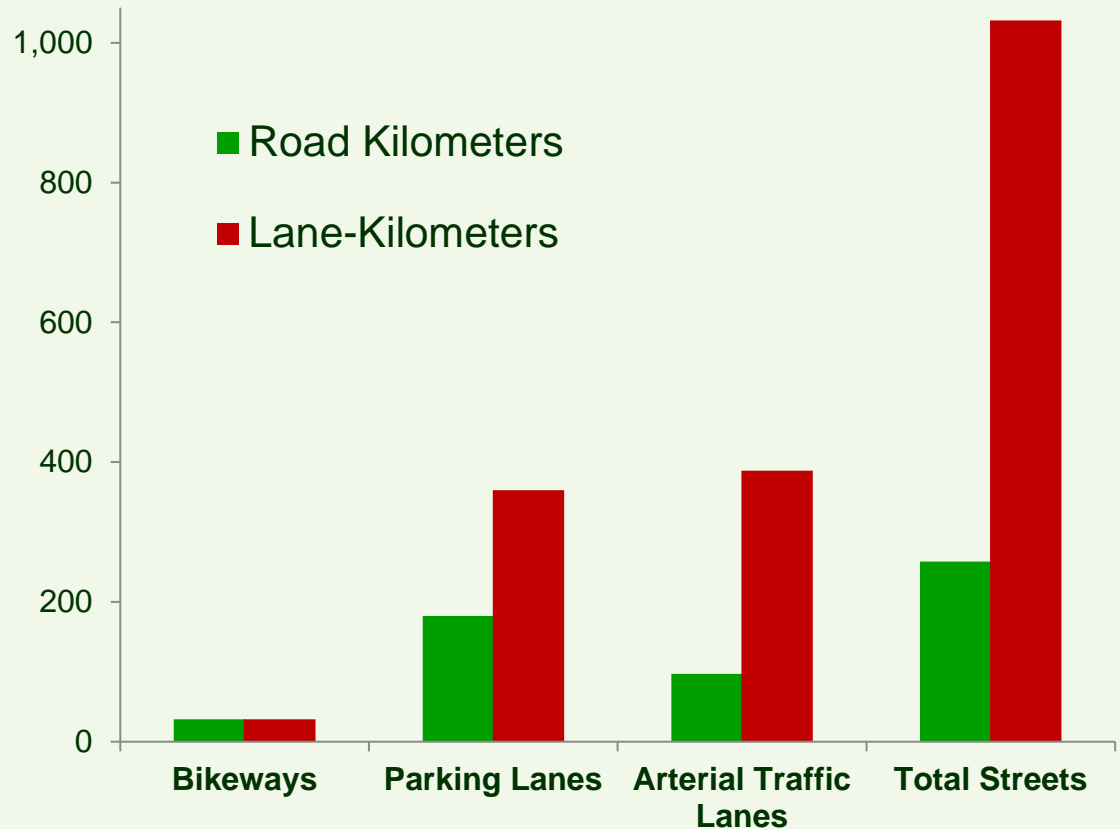
Cities that build more bike lane experience more bicycling and lower crash rates, an effect called “safety in numbers.”



Bikeways Compared with Auto Road Space

Victoria's 32 kilometers of planned bikeways represent just 12% of the city's 258 kilometers of streets, and less than 3% of total lane-kilometers.

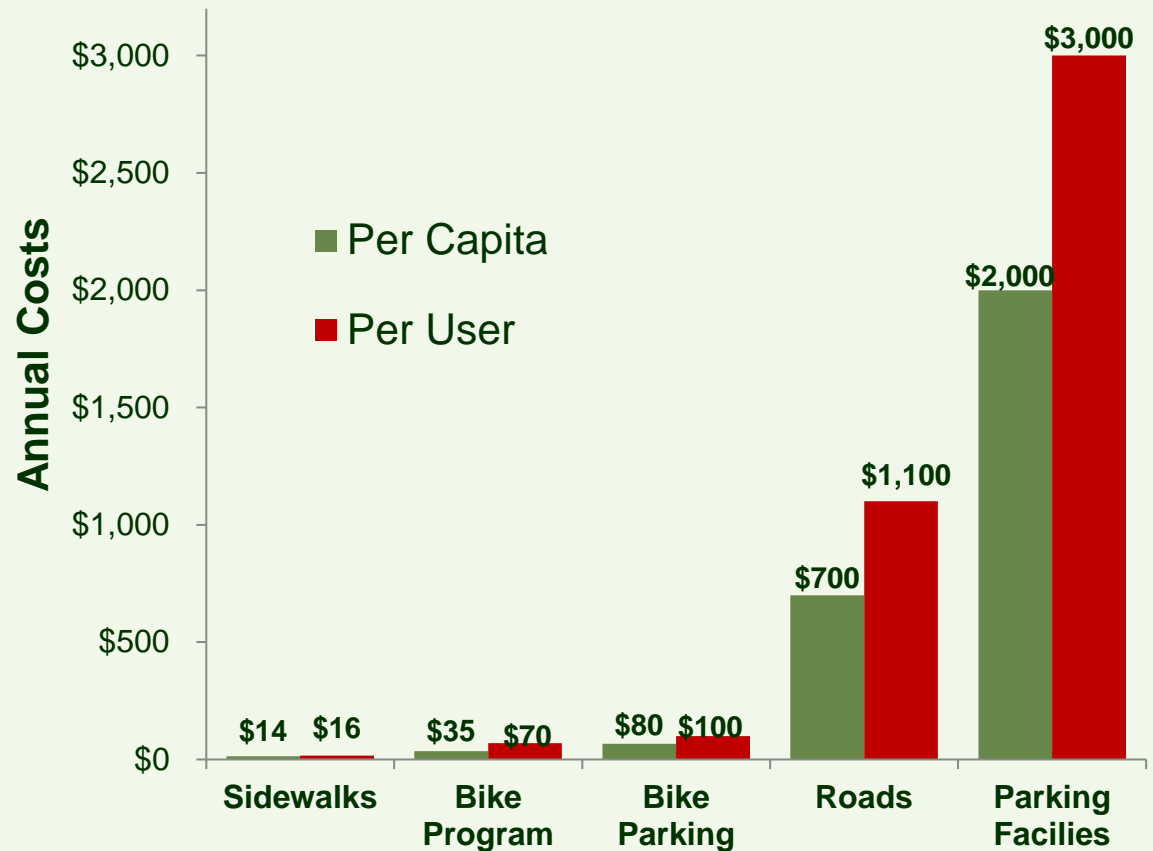
For every square meter of bikeway there are about 12 square meters devoted to parking lanes and 12 square meters devoted to arterial traffic lanes that serve automobile travel.



Estimated Annual Costs

Because they are small and light, active modes have much lower facility costs than motorists.

As a result, people who rely on bicycles tend to subsidize motorists' facility costs, and Victoria residents subsidize non-resident motorists who use our roads and parking facilities.



Critics Exaggerate Delays

Oak Bay Avenue is already shorter and faster (4.8 kms, 12 minutes) for than Richardson St. (5.1 kms, 13 minutes) from Oak Bay to downtown Victoria.

It is absurd to claim that Richardson's bikeway will significantly increase travel delay, crash risks and pollution; it may for some car trips but these are offset by shifts to active travel.

google.com/maps/dir/South+Oak+Bay/Downtown+Victoria/@48.4225635,-123.364914... Update

Gas Groceries Hotels Uplands Golf Club

South Oak Bay, Oak Bay, BC V8S 2S2
Downtown, Victoria, BC
Add destination

Leave now OPTIONS

Send directions to your phone

via Richardson St Best route	13 min 5.1 km
via Yates St DETAILS	12 min 4.8 km
via Rockland Ave	13 min 4.7 km

Explore Downtown

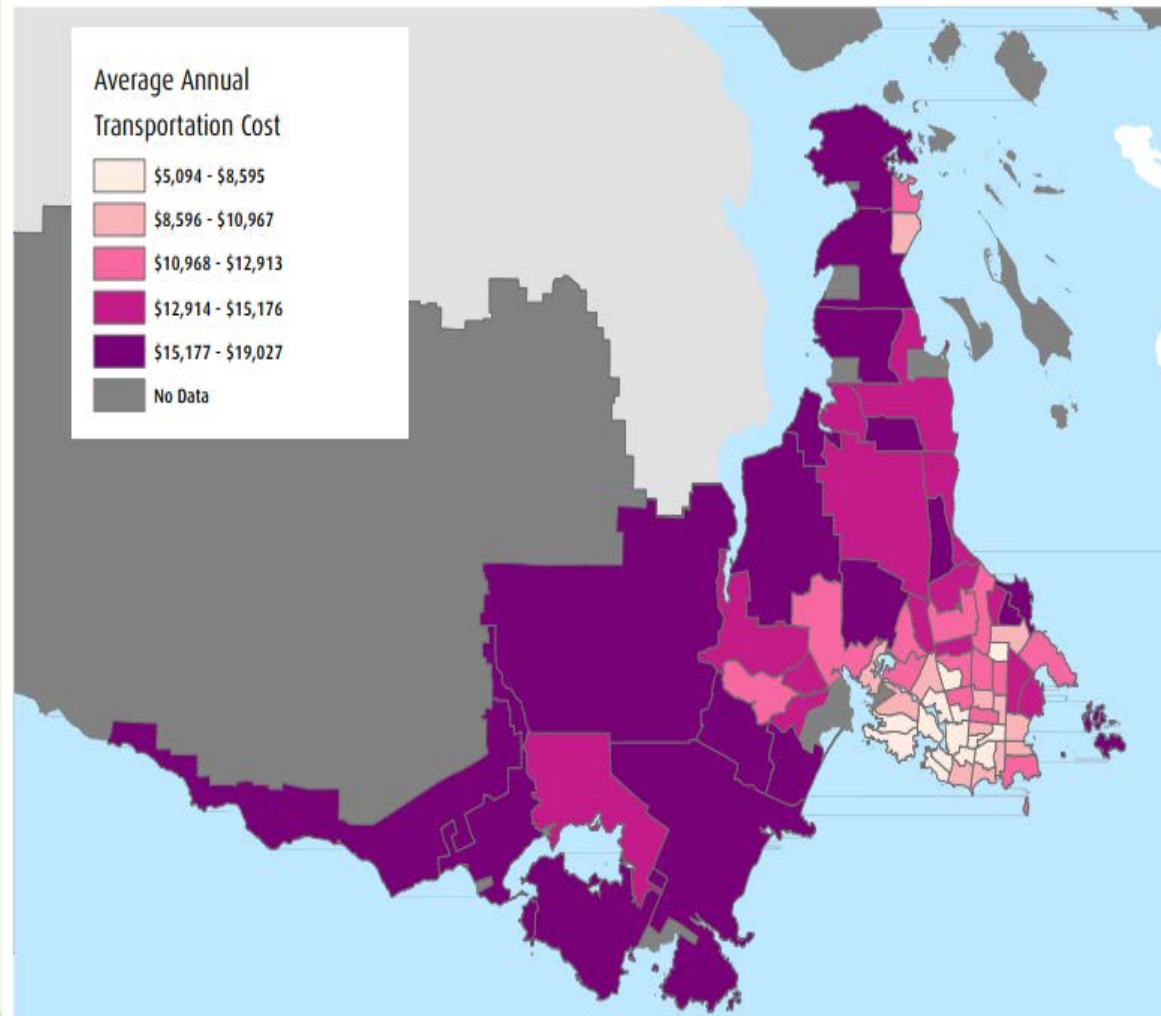
Satellite

Google

Affordability

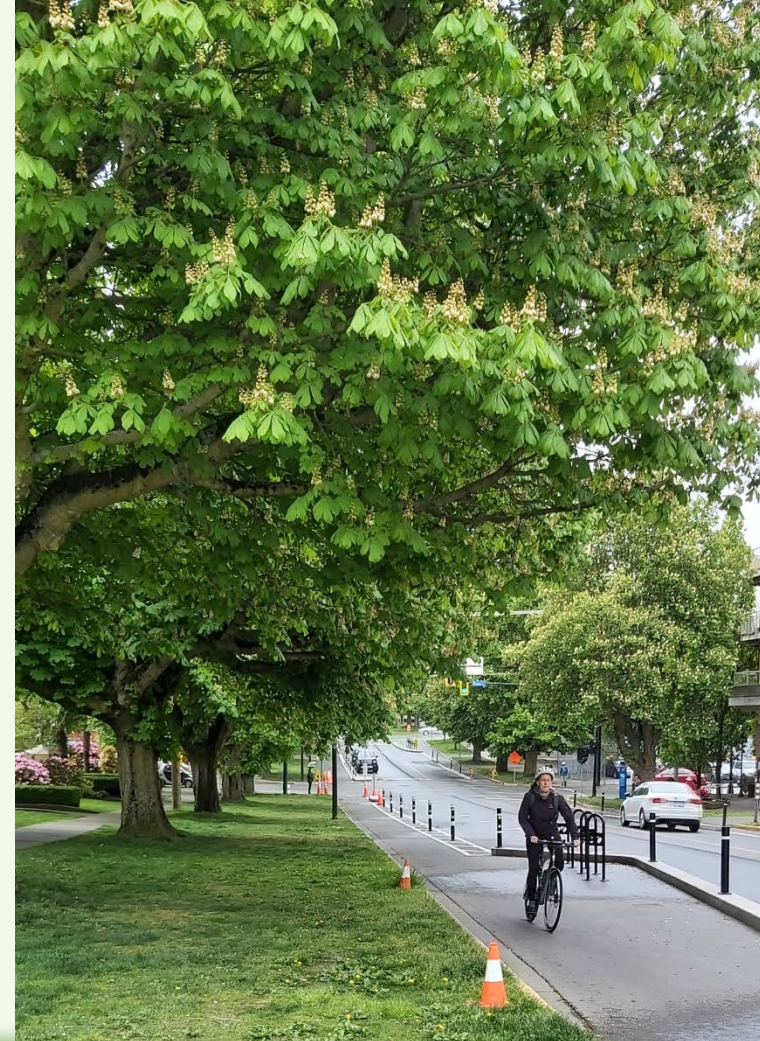
Household transportation costs are much lower in compact, multimodal neighborhoods where residents can minimize their vehicle expenses.

(CRD Housing and Transportation Cost Estimate Study, 2020)



Conclusions 1

- Victoria is building an All Ages and Abilities (AAA) bike network to help achieve various community goals. Although most residents seem to support this plan there are vocal critics who argue that bikeways are wasteful, and unfair. These claims are not justified.
- Surveys indicate that many people want to bike more, but fear riding on busy streets. Experience shows that bikeways can significantly increase bicycle travel and reduce automobile traffic, and their costs are usually repaid many times over through vehicle and infrastructure savings, health and equity gains, plus environmental and economic benefits.
- A significant and growing portion of Victoria residents bicycle. In 2017, 7% of total trips were by bike, with higher rates under congested conditions. Victoria has more adult bicycles than cars, over a quarter of residents bicycle at least occasionally, and more would do so if riding conditions improved.



Conclusions

- Critics ignore the high costs that vehicle traffic imposes on urban neighborhoods and the large benefits provided by shifts to active modes. Because of their large size, speed and risk, cars impose more than ten times the infrastructure, crash and environmental costs as bicycle travel under typical urban conditions.
- Critics exaggerate negative impacts and ignore many potential benefits. Bikeways may slow some car trips, although far less than critics claim, but by improving active travel conditions they increase walking and bicycling, and reduce traffic problems.
- Critics are wrong to claim that Victoria's bikeway investments are excessive and unfair. Bikeways use about 3% of road space, compared with 35% devoted to car parking and 38% devoted to arterial traffic lanes that are unsuitable for most bicyclists. Less than 7% of Victoria's roadway spending and less than 2% of total road and parking spending is devoted to bicycle facilities. This is far less than the portion of residents who currently bicycle or our mode share targets. In contrast, more than 90% of Victoria's road space and transportation spending is devoted to automobile facilities, although they have only 63% mode share. Overall, bicyclists subsidize motorists and Victoria residents subsidize out-of-town car trips. *That is unfair.*