

CITY OF VICTORIA Engineering & Public Works

AAA Priority Cycling Network

Remaining Projects & Network Completion



1

Purpose

To present the recommended routes and associated designs in support of delivering the remaining All Ages and Abilities priority cycling network.



2

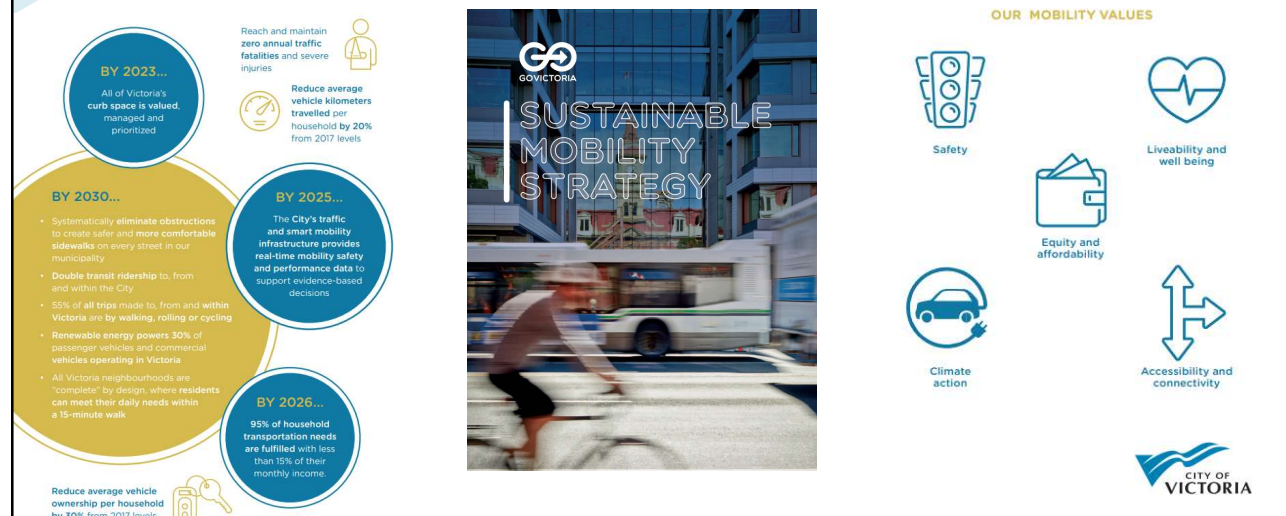
Background

- **Council Strategic Priority to complete 32km priority All Ages and Abilities (AAA) cycling network by end of 2022**
 - Goal to connect every neighbourhood and the downtown core – when complete 95% of municipality will be within 500m of AAA route.
 - Safe connections between destinations, employment areas, schools, shopping, parks, and recreation centres
- **Network delivery supports approved policies in Official Community Plan and Go Victoria; Contributes to 80% mode share by transit, cycling, and walking by 2030**
 - Affordability, equity, climate leadership, age-friendly
- **Complete street lens to improve road safety**
 - Accessibility, placemaking, urban forest, asset renewal



3

Clean, Seamless Mobility Options for Everyone



4

Current Network Implementation



5

James Bay Network Planning

Considerations:

- Unique geography and access
- Neighbourhood density and street network
- Seasonal tourism pressures
- Parliament precinct activities
- Past planning processes and community input

Limited formal infrastructure - new riders, including children and youth, have few options to safely access destinations and amenities within James Bay and to connect with rest of City



6

James Bay Network Planning

- **Several years of route exploration and analysis**
 - 2016 Biketoria network study
 - 2018 James Bay Active Transportation Committee
 - 2020 Network analysis activity
- **Routes Reviewed through Multi-criteria evaluation**
 - Road safety improvement potential, network connectivity, current and future cycling demand, parking retention, synergies with asset renewal
- **Consideration of**
 - Hubs and destinations, neighbourhood coverage, land use designations, population demographics, public preference



7

James Bay Network Planning

- **Superior Street and Michigan Street:** explored as east/west route candidates
- **Montreal Street:** Serves schools, parks, playgrounds, and daycares - distributes network across the neighbourhood
- **Government Street:** provides a direct link to the existing AAA facilities on Humboldt Street and Dallas Road.

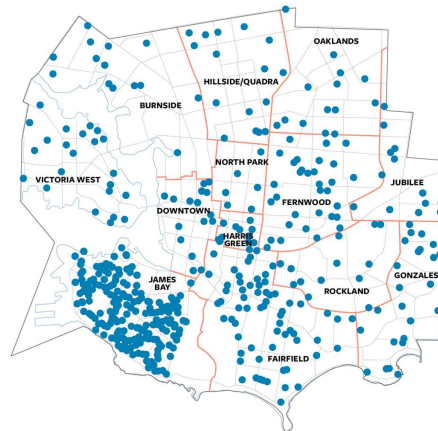


8

Engagement Process

- **Two-phases - February to June 2021**
 - On-line surveys, videos and Q&A forums
 - Virtual meetings
 - Site visits
- **Comprehensive feedback with important insights**
 - 1,026 surveys completed
 - 238 people in 11 virtual meetings
 - 67 people wrote or called directly
 - 971 downloads of corridor designs
 - 166 pins posted to the route map tool

Location of Respondents
(Victoria neighbourhoods)



9

Promotional Strategies

- Paid advertising - on-line and in print
- Letters to residents
- Corridor signs
- Stakeholder Meetings
- Neighbourhood Association Meetings
- City e-newsletter and website
- Print packages delivered to businesses, libraries, schools and community centre



10

Evaluation of Route Options

Technical Evaluation and Assessment

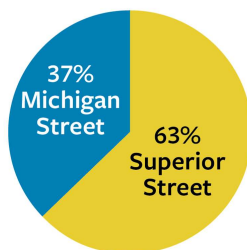
	Road Safety Improvement Potential	Infrastructure and Network Connectivity	Current and Future Cycling Demand	Vehicle Circulation Retention	Parking Retention	Synergies with Asset Renewal
Michigan	Low	Moderate	Moderate	High	High	Low
Superior	High	High	High	High	Moderate	High



11

Evaluation of Route Options

Public Input Preference



Primary reasons for public support of Superior Street were cited as:

- representing a bigger safety improvement for the community;
- providing a better balance for all road users;
- building on existing infrastructure and connections to the rest of the cycling network and accessing neighbourhood destinations.



12

Superior Street Design

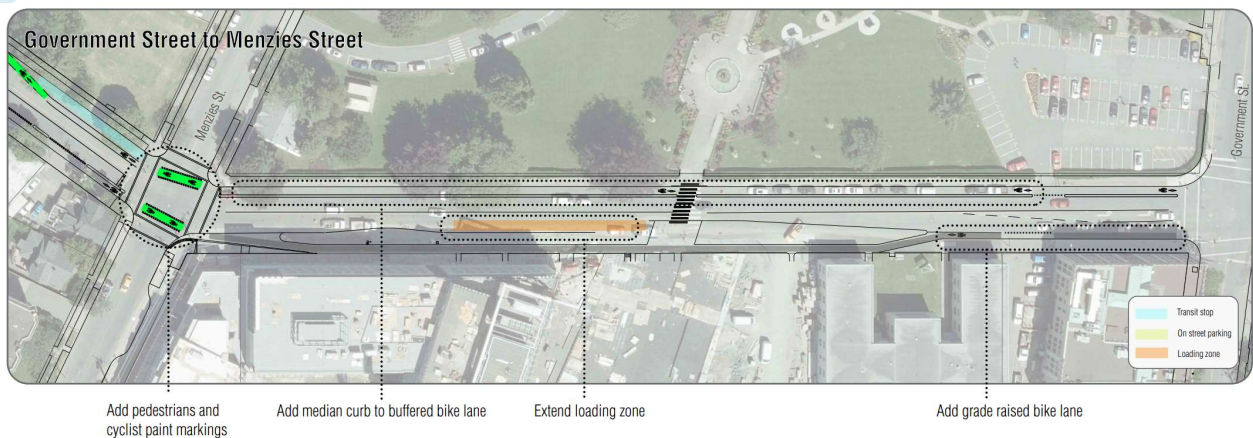
- One-way protected bike lanes from Government to Montreal Street
- Painted advisory lanes from Montreal Street to St. Lawrence Street
- Curbside transit stops, new pedestrian crossings, curb bulges, and let downs.
- New street trees / landscaping
- New commercial loading zone
- Requires on-street parking removal

Superior Street



13

Superior Street



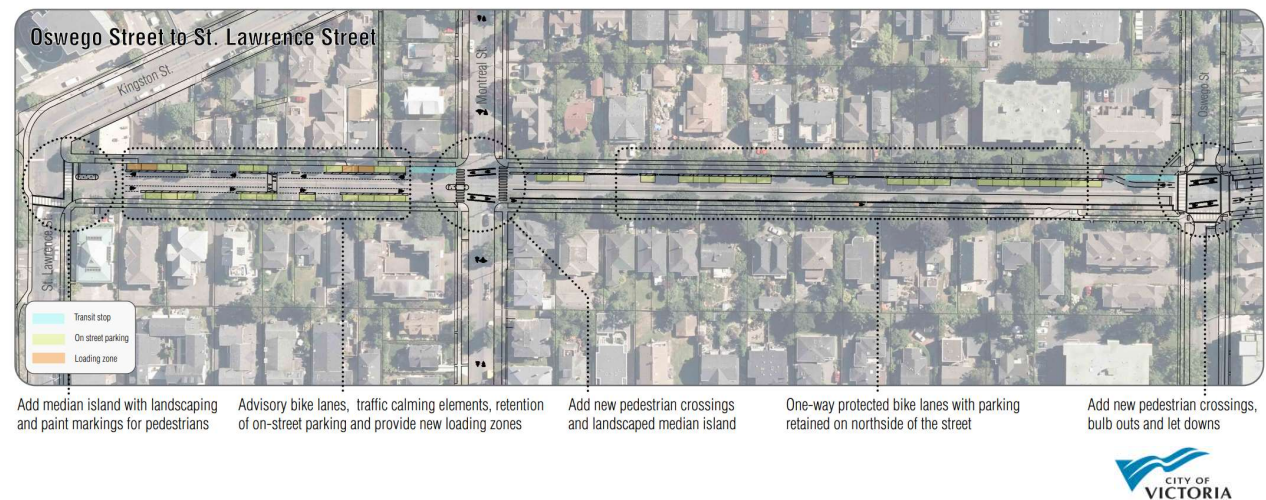
14

Superior Street



15

Superior Street



16

Montreal Street Design

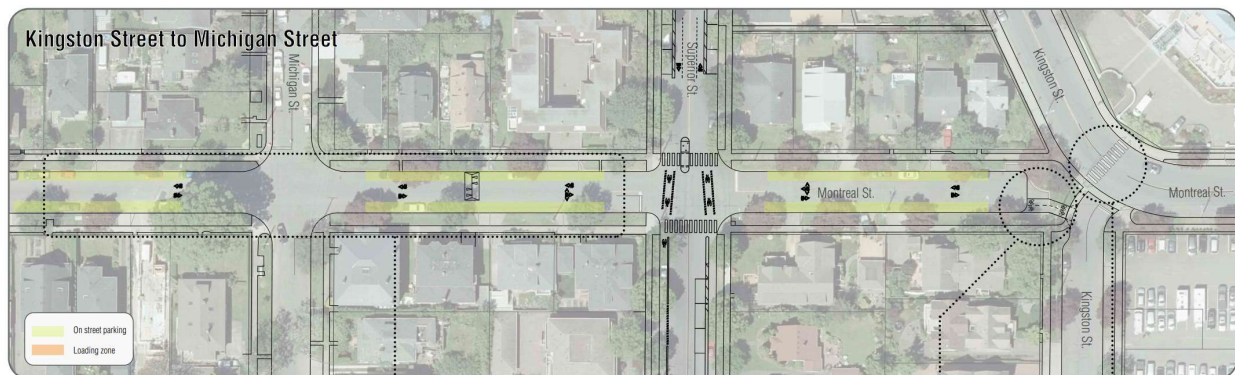
- Shared road traffic-calmed design from Kingston Street to Dallas Road, via Niagara and Dock
- Improved cycling connection, upgraded crosswalk and expanded landscaping zone at Kingston Street
- New paint markings at Simcoe Street
- New crossing for cyclists to connect with Dallas Road AAA route
- Requires minimal on-street parking removal

Montreal Street



17

Montreal Street



Add sharrow paint markings - speeds humps on Montreal Street to be added through traffic calming program

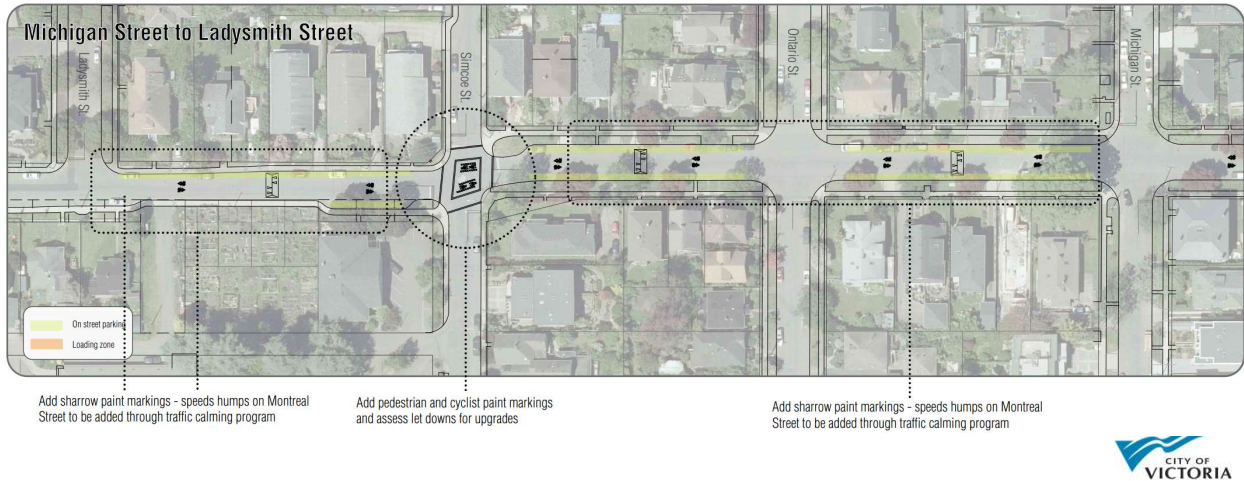
Improve access for bikes, expand boulevard, and explore opportunities for new street trees

Improve pedestrian crossing with flashing beacons



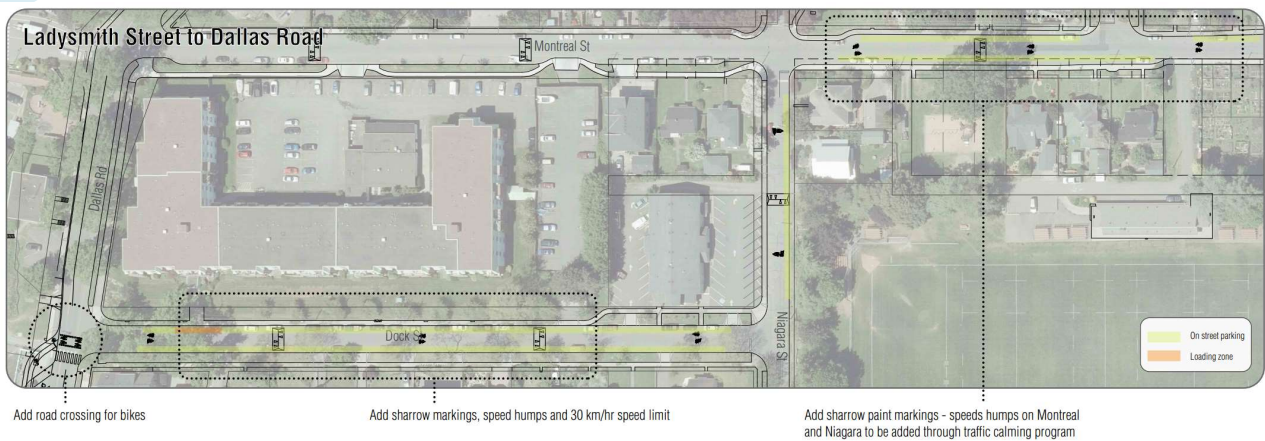
18

Montreal Street



19

Montreal Street



20

Government Street Design

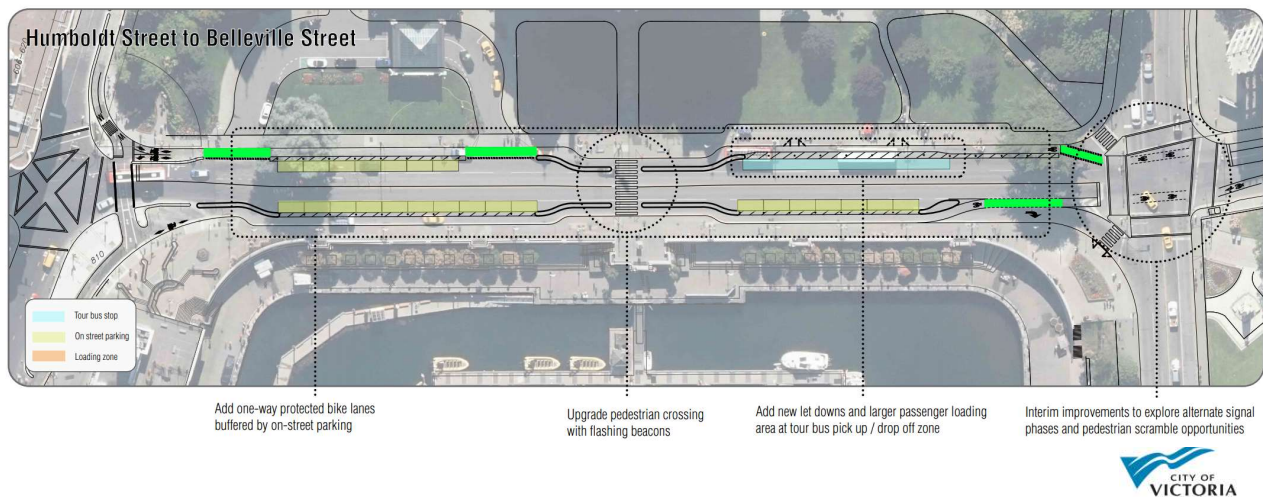
- Combination of AAA facilities and conventional cycling infrastructure
- High and competing demand for curbside uses along the corridor
- Requires removal on-street parking and relocation of transit layover zones
- The design for the 600 block anticipates future changes at Royal BC Museum and Legislature Building
 - Continued collaboration and exploration with BC Transit with additional public transit service and delivery of RapidBus Network

Government Street



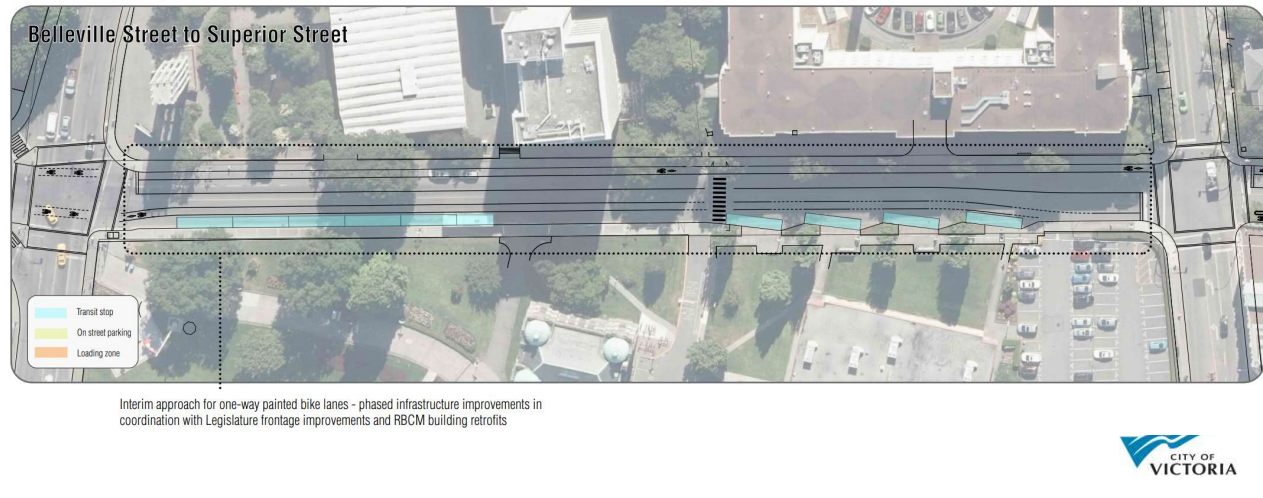
21

Government Street



22

Government Street



23

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24

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26

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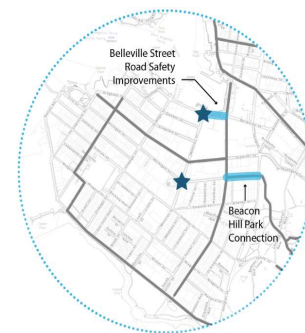


27

Other Improvements

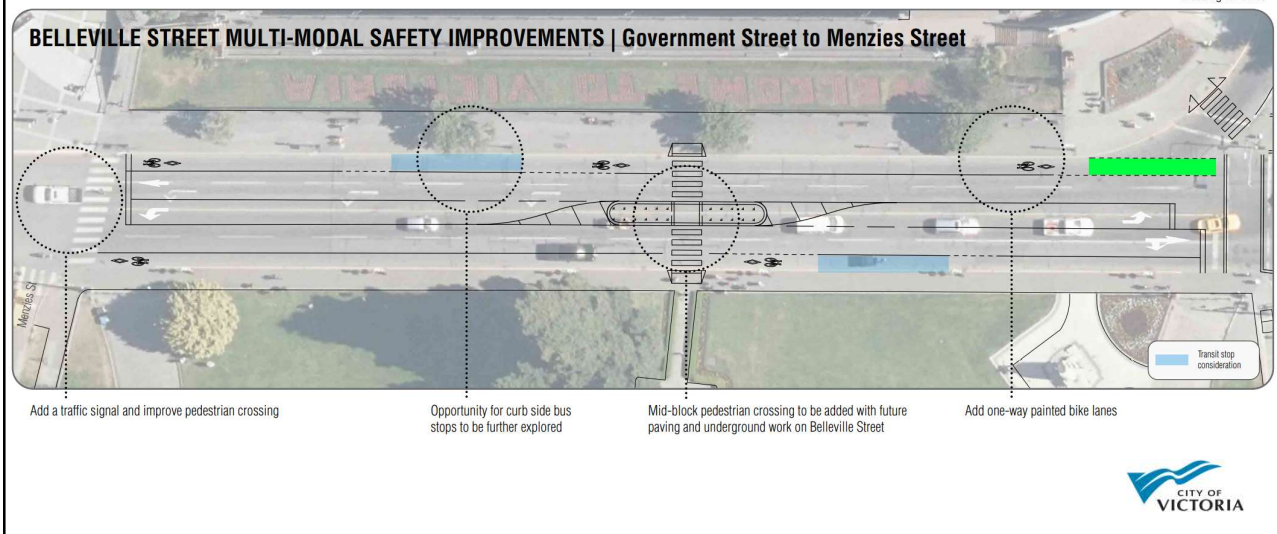
The engagement process identified other opportunities for other road safety and network improvements in vicinity

- **Beacon Hill Park AAA connector** on Michigan Street between Government Street and Douglas Street with advisory bike lanes and improved road crossing
- **Pedestrian crossing upgrades** on Menzies and Michigan
- **New traffic signal and road safety improvements** on Belleville Street between Government Street and Menzies Street



28

Other Improvements



29

Gorge Road

- 1.8km complete street upgrades with road repaving, pedestrian improvements, and protected bike lanes
- Long standing policy directions for road safety improvements – history of collisions
- Comprehensive corridor investigation and design analysis over several years.
 - ✓ 2011 CRD Pedestrian & Cycling Master Plan
 - ✓ 2016 Biketoria Network Study
 - ✓ 2017 Burnside Gorge Neighbourhood Plan

Gorge Road



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30

Gorge Road

- Collaboration with District of Saanich in 2022 / 2023
 - Design consistency and predictability for inter-municipal travel
 - Consultation and construction coordination opportunities
 - External funding opportunities
- Recommend focused and targeted engagement with businesses, neighbourhood association, residents, advisory committees and agency partners
 - Proceed directly into detailed design for construction in 2022
- When complete, Gorge Road will provide AAA detour route for future works on Galloping Goose Regional Trail



31

Pandora East

- 1.2km of improvements: two-way and one-way protected bike lanes, pedestrian crossing upgrades and new landscaping
- Project design completion and public consultation delayed due to Human Rights Tribunal Process.
- Anticipation design consultation in 2022 with construction expected in 2023.
- Will allow for full completion of Fort Street project (Cook to Foul Bay)

Pandora East



32

AAA CORRIDOR	2021	2022	2023	LENGTH (metres)
Kings-Haultain	Construction	Construction		3,000m
Vancouver Connection	Construction	Construction		980m
Fernwood Connection	Construction	Construction		1,225m
Oaklands Connection	Construction	Construction		880m
Richardson Street	Construction	Construction		2,845m
Government Street North	Construction	Construction		1,070m
Kimta - E&N	Construction	Construction		955m
Fort Street - Phase 2	Design	Construction		2,615m
Montreal Street	Design	Construction		895m
Superior Street	Design	Construction		1,040m
Government Street South	Design	Construction		1,520m
Gorge Road	Engagement / Design	Construction		1,875m
Pandora Ave - Phase 2		Engagement / Design	Construction	1,210m
AAA to be completed				20.1 kilometres
AAA completed to date				12.9 kilometres
Total AAA Network by 2023				33.0 kilometres

33

Regional Trail Widening & Lighting

- Planning for a Spring / Summer 2023 sanitary sewer replacement project below the Galloping Goose.
- Construction will be several months & requires a full closure and detour
- Complex project with several site challenges and project elements
- Opportunity to achieve lighting and widening objectives
- Close coordination with Ministry of Transportation & Infrastructure and CRD

CRD - Regional Trails

Widening and Lighting Project

Changes would be made over time, with the busiest sections of trail being given priority.



34

Planning for 2023 and Beyond

- **With the completion of priority network, staff are now planning for the next several years and the integration of future bike projects within broader mobility and transportation improvements**
 - Spot treatments on early projects
 - Wayfinding approaches
 - Expanded bicycle parking and storage solutions
 - Enhanced data collection
 - Infrastructure integration
 - Road re-paving and re-design
 - Traffic calming
 - Land development opportunities
- **2023 evaluation and recommendations on steady-state funding for business unit as well as staffing resources**



35

Recommendations

That Council:

1. Approve the designs for Superior Street and Montreal Street as part of the priority AAA cycling network and direct staff to incorporate detailed design and construction costs into the 2022 Financial Plan
2. Approve the current designs for Government Street South as part of the priority AAA cycling network and direct staff to incorporate detailed design and construction costs into the 2022 Financial Plan. Continue to work with agency partners and community stakeholders on establishing an implementation strategy for achieving ultimate streetscape and public space designs in conjunction with future works in the Inner Harbour District
3. Approve the Gorge Road project and direct staff to complete detailed design and construction, with costs incorporated into the 2022 and 2023 Financial Plans
4. Direct staff to undertake public engagement on the design of the Pandora East Project in 2022 and incorporate construction costs into the 2023 Financial Plan.



36