

2022

CITY OF VICTORIA | Engineering & Public Works

Beyond the Priority AAA Network

Cycling in Victoria 2023 - 2028

July 2022



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Council Direction

Report back to Council by the end of Q2 2022 with a progress update on planning for future enhancements to the cycling network



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Purpose of Presentation

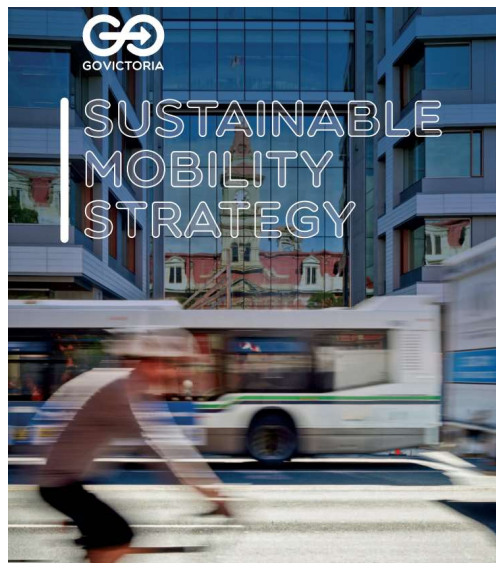
- Provide an overview of the transition of the cycling network from before Biketoria to today
- Describe the broader outcomes and benefits of the BMP program beyond cycling
- Share future delivery approach for cycling shaped by multiple influences including current learning and broader mobility, safety & asset renewal priorities
- Introduce upcoming and future corridors and spot improvements which will form the basis of the 2023 – 2028 Financial Planning process



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Go Victoria:

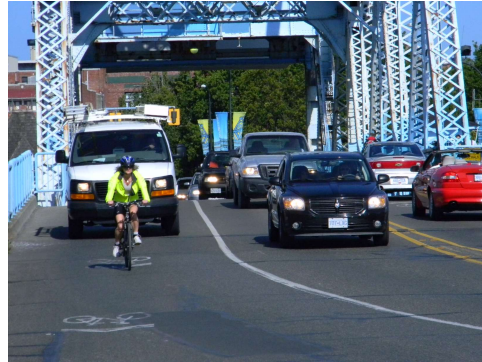
**Clean, Seamless
Mobility Options
for Everyone**



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Cycling Before Biketoria

- Incomplete routes and stagnant ridership levels
- New development activity and growing population
- Infrastructure which didn't reflect emerging best practices in road safety



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Priority AAA Network

- #Biketoria Network Study
 - Make cycling irresistible by improving safety
 - Create connections between neighbourhoods and destinations
 - Establish a minimum grid network
 - Respond to new growth
- Target the “interested but concerned” rider
- Position the City as the leading municipality in the CRD



Types of riders in Victoria



85.4%

Interested but concerned
about road safety and
prefer AAA routes



11.4%

Experienced -
comfortable riding in traffic when
necessary, but prefer AAA routes



3.2%

Fearless -
very comfortable
on all streets

Source: INTERventions, Research, and Action in Cities Team (INTERACT) 2019 Victoria Report to Stakeholders



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Network Progress – Animation



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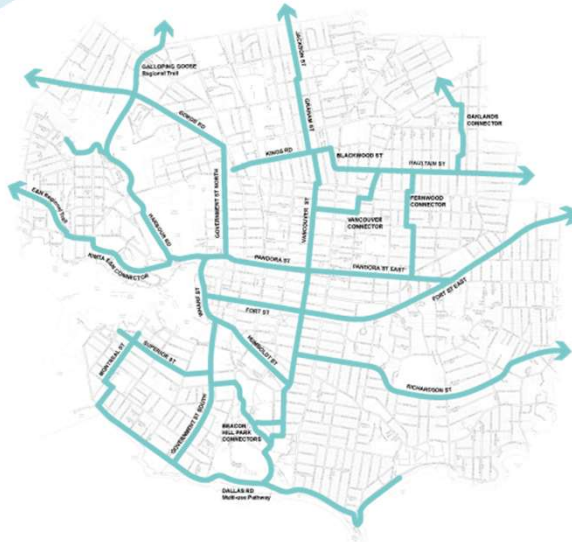
Priority Network Delivery

- **Kimta Rd / E&N Trail** – Construction Summer 2022; complete Winter 2022
- **Superior Street** – Construction Summer 2022; complete 2023
- **Government Street South** - Construction Summer 2022; complete 2023
- **Montreal Street** - Construction Summer 2022; complete 2023
- **Fort Street East** – Construction Fall 2022; complete 2023
- **Gorge Road** – Tender Fall 2022; complete 2023
- **Pandora East** – To be Determined



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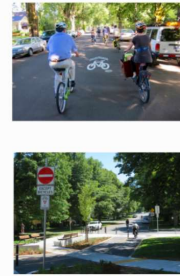
Network & Infrastructure



One-Way and Two-Way Protected Bike Lanes



Shared-Use Neighbourhood Bikeways



Multi-Use Pathways



Advisory Bike Lanes



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Multiple Scales of Change

- Multi-block, complex and impactful projects
- New infrastructure and routes
- New habits and requirements
- High level of public, business and media attention
 - Network delivery, corridor design, & project completion phases
- Difficult conversations and trade-offs
- New riders and experiences



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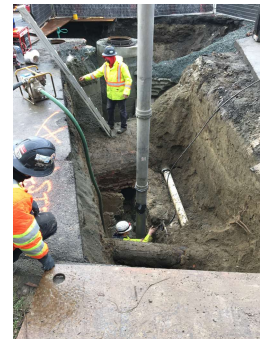
Complete Street Designs

- Council direction for a “complete street design”
- Network delivery coordinated with investments in:
 - Underground infrastructure renewal
 - Road paving
 - Stormwater management
 - Public art
 - Sidewalk renewal
 - Crosswalk installations
 - Traffic signal upgrades
 - Accessibility
 - Urban forest



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Asset Renewal



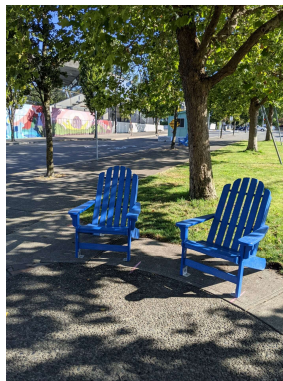
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Urban Forest Expansion



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Barrier Reduction



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Placemaking



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Traffic signals and crosswalks



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33km Priority Network Deliverables

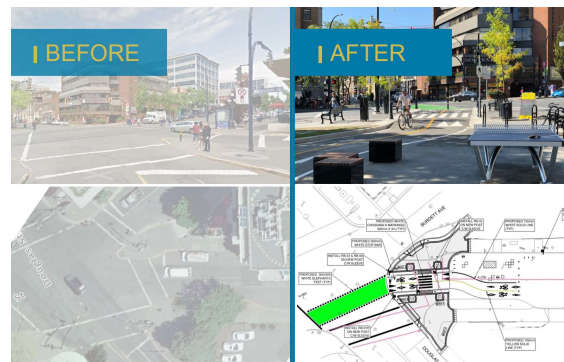
- 17.5 km of protected bike lanes
- 15.5 km of “slow shared streets”
- 240 new or upgraded crossings
- 8.5 km road paving
- 5 coordinated underground replacement projects
- 83 new or upgraded traffic signals
- 57 new trees
- 9 new plazas / gathering spaces
- 3 green stormwater infrastructure projects



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Funding Contributions

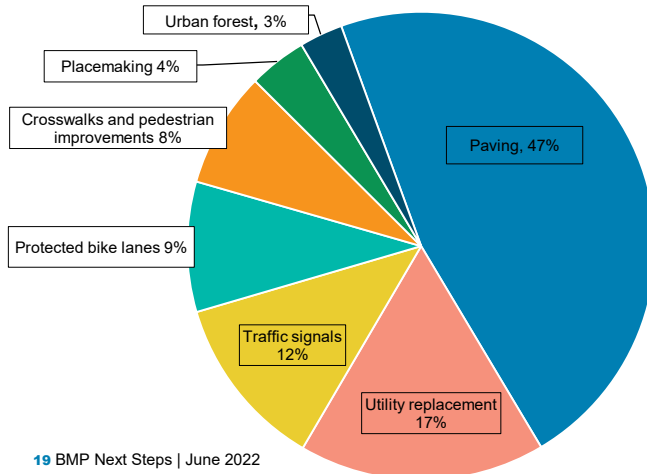
- Canada Community Building Fund
- Development Cost Charges
- External Grants
 - Pandora Avenue
 - Wharf Street
 - Humboldt Road
 - Vancouver Street
 - Harbour Road
 - Vancouver Connector
 - Government Street North
 - Fort East (submitted application)
- Dedicated asset renewal funds



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Sample Project Breakdown

Government Street North - \$4.3M



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Support Programs

- Educational campaigns
 - Back to School Road Safety Campaign
 - Corridor focused Skills Courses & Awareness Campaigns
 - *Way to Go* Road Safety Campaign
- Encouragement initiatives
 - Go By Bike Week
 - Walk & Roll to School Week
 - School Streets
 - Enhanced bicycle parking
 - Bicycle Valet Pilot
 - Project 529 registration
 - Yates Street Parkade Retrofit
 - Bicycle parking shelters



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Moving forward on Cycling Infrastructure

- Recognition of the time and resources to plan and deliver on the priority network
 - The City now has comprehensive understanding of level of effort, complexity, impacts and benefits and "scale of change management"
- With upcoming completion of the priority network, future investments can transition to expansion and improvements aligned with asset renewal and other mobility and safety considerations
 - Take the learnings from the past 6 years and apply them moving forward



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Learnings

- **A "complete street" design adds complexity and costs in short term but is the right thing to do**
 - ✓ Aligns with OCP and Go Victoria
 - ✓ Increased potential for grant funding
 - ✓ Broader public support
 - ✓ Avoids future re-work & Less costly in long term
- **Benefits to bundling projects**
 - ✓ Engagement, procurement, construction management
 - ✓ Deliver multiple city objectives
- **Clarity from Council on outcomes and priorities has been helpful**
 - ✓ Staff authority to problem solve and implement changes



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Learnings

- **Stakeholders have important insights**
 - ✓ Engineering standards vs user experiences
 - ✓ Differing priorities between agency partners, commuters, residents and businesses
 - ✓ Collaboration is key
- **More functional and nuanced design**
 - ✓ Fewer signs, less paint, reduced clutter
 - ✓ Quality is of highest importance
 - ✓ Design for all users
- **Data collection and continued feedback is critical**
 - ✓ Automated data collection, screen line / intersection counts and analysis
 - ✓ Experiences and stories from users



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Future Network Priorities

Cycling program and long-term network will be informed and shaped by:

- Community safety and Vision Zero
- A greater focus on asset condition and rehabilitation
- Coordinated underground infrastructure opportunities
- Increased development activity and coordination opportunities
- Growth and changes in new mobility – eg: e-bikes, adaptive bikes
- Route development by other municipalities and CRD
- Input through local area planning processes and advisory committees
- On-going desire for complete street projects
- Agency priorities (ICBC, BC Transit etc)
- Being responsive to emerging issues and opportunities



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Key Themes 2023 - 2028

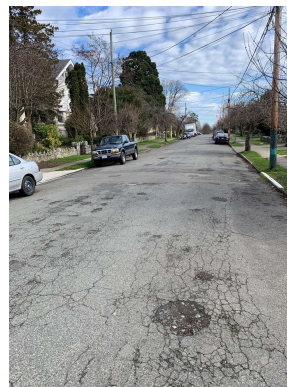
- **Infrastructure renewal is a key consideration for cycling investments**
 - Underground utilities
 - Road paving
 - Traffic signal replacement
 - Land Development Coordination
- **Provincial and federal investments in transit will shape cycling connections**
 - Delivered within context of mobility hubs and emerging services like RapidBus



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Roadway Renewal

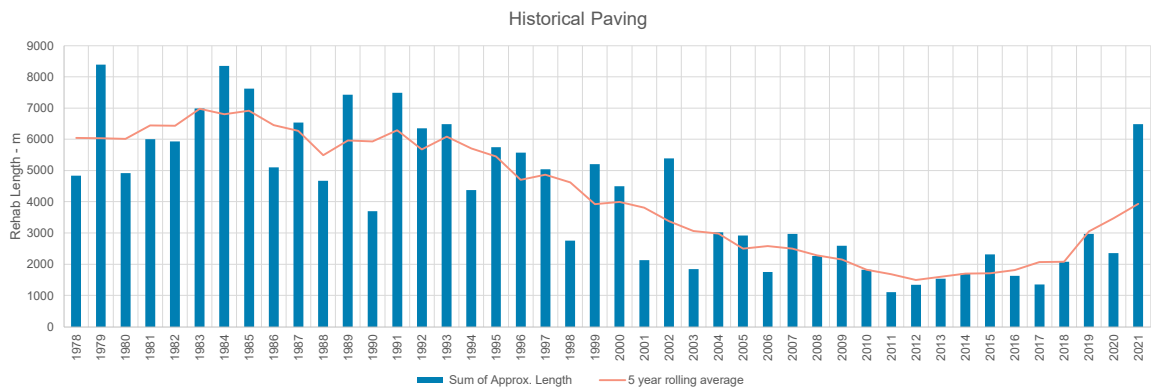
- Paving condition and electrical assessment underway
- Aging infrastructure
- New demands (eg: Fibre Optics)
- Weather and development related impacts



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Roadway Renewal

Paving funding and delivery increasing since 2018



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Roadway Renewal

DRAFT 5-year paving strategy

- Delivered with current bicycle master plan priority projects
- Guide for future Complete Street Projects
- Future update to Council



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Program Delivery 2023 - 2028

- **Delivery of complete street corridors**

- Guided by major asset renewal programs and land development activities
- Multi-block projects which encompass a full suite of improvements
- Opportunistic to deliver the long-term bicycle network
- High potential for senior level funding

- **More targeted “spot” improvements**

- Guided by vision zero priorities, missing links and connections, land development
- Intersections, crossings and segments
- Return to early corridors for changes based on user experiences / operational needs

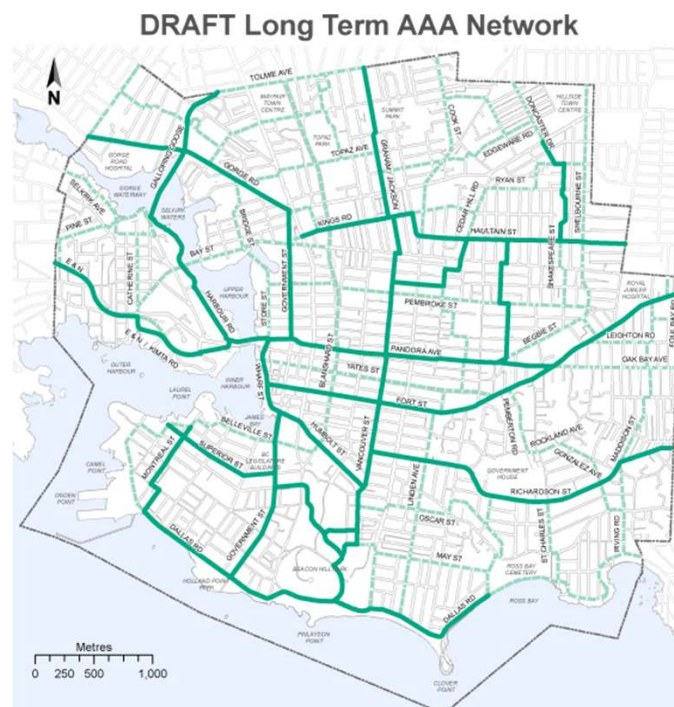
- **On-going support programs to encourage cycling and navigate the increasingly complex world of new mobility**

- Enhanced bicycle and device parking programs
- Education and encouragement programs
- Potential new regulations and bylaws

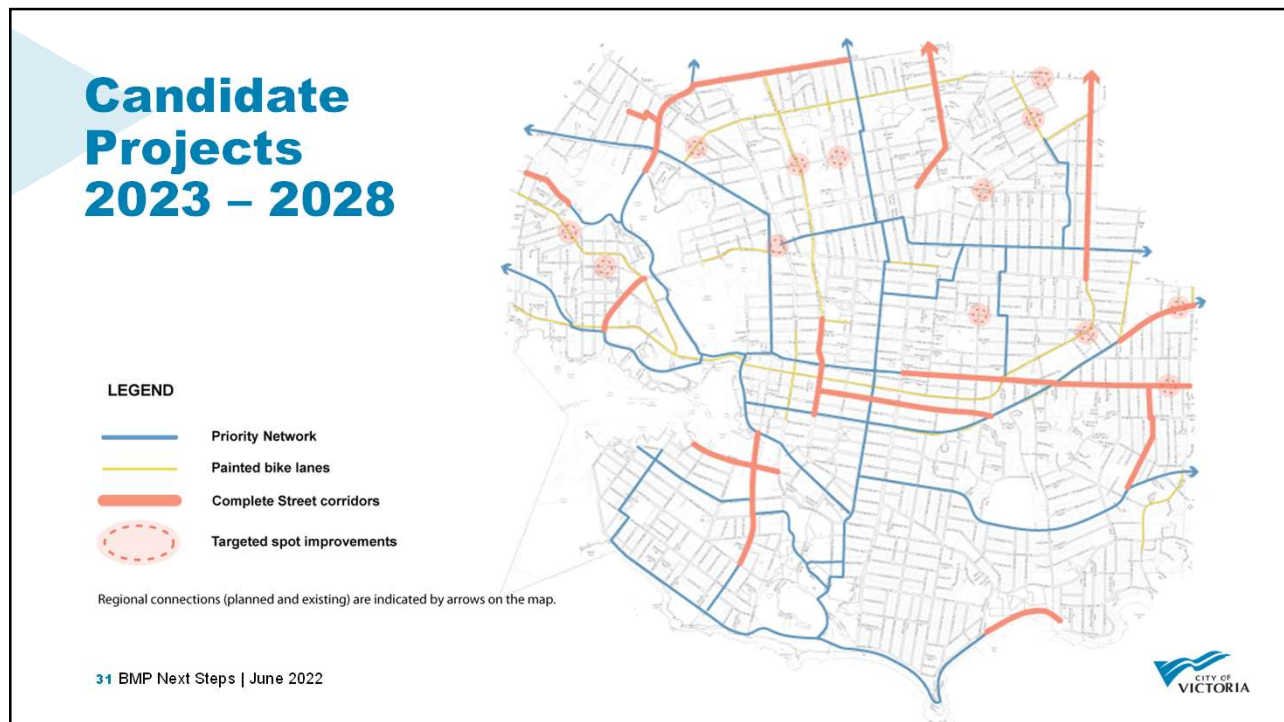


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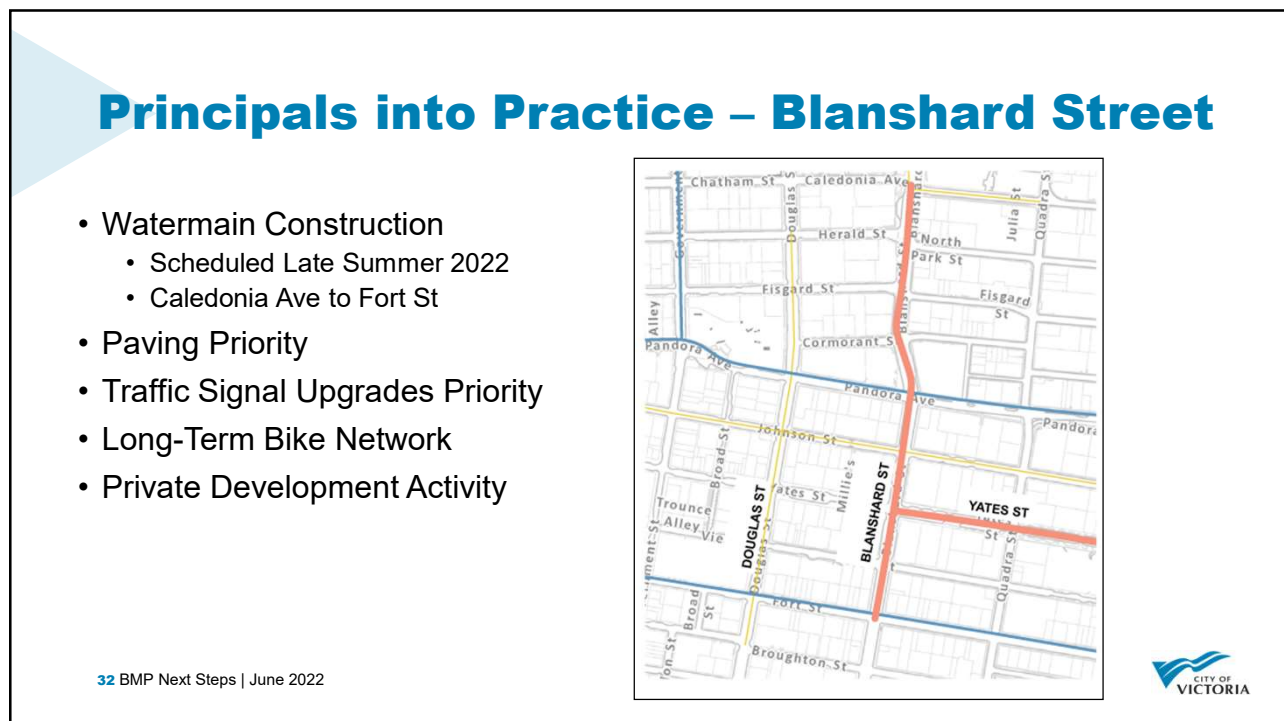
Draft Long-Term AAA Network



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Principals into Practice – Blanshard Street

Desired Outcomes

- Improved safety
- Renewed assets
- Maintain vehicle capacity
- Improve downtown circulation
- Facilitate new options for Douglas Street (RapidBus)

Potential Design Features

- Protected Left Turn Lanes
- Buffered/Protected Bike Lanes
- Commercial Loading Zones
- Wider sidewalks
- New Trees
- EV stations / Accessible Parking

33 BMP Next Steps | June 2022



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Next Steps

- Complete the priority AAA network
- Develop funding estimates and refine program for 2023 Financial Plan



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