



## Presentation Overview

- Victoria's First Protected Bike Lanes
- Design Options
- Public Engagement
- Results
- Recommendations
- Implementation & Next Steps



## Victoria's First Protected Bike Lanes

- March 2015 Council passed motions:
  - 1) That Council commits to consultation, design and installation of a safe and efficient cycling facility on Pandora Avenue
  - 2) That consultation proceed on two design options:
    - A) A two-way protected bike lane with traffic signal changes along Pandora Avenue
    - B) A pair of one way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street



## Victoria's First Protected Bike Lanes

- 3) That staff report back to Council by June 2015 with the results of consultation and a proposed design for this cycling facility



## Strategic Plan

- Objective 9: Complete a multi-modal and active transportation network
  - 2015 actions:
    - Collaborative design and completion of network of 4-8 high quality cycling corridors by 2016
    - Build protected cycling facilities, more bike parking and start an Active Transportation Advisory Committee. Begin to see all planning and engineering through multi-modal lens
    - Designate money in 2015, 2016, 2017 and build it (cycling network)
  - \$7.75 million was allocated in Financial Plan to complete cycling network
  - Both options were designed with all ages and abilities riders in mind



## Design Options

- “Option A”: a two-way protected bike lane with traffic signal changes on Pandora Avenue and a marked bike lane on Johnson Street
  - Considerations:
    - Connection to Galloping Goose Trail
    - Marked bike lanes on Johnson Street extended
    - Larger right-of-way on Pandora Avenue
    - Estimated cost: \$2,160,000 to construct
    - Impact to parking: 44 on-street spaces removed



## Option A



## Design Options

- “Option B”: a pair of one-way protected bike lanes with traffic signal changes on Pandora Avenue and Johnson Street
  - Considerations:
    - Intuitive to drivers and cyclists
    - Less road space would mean narrowing sidewalks in areas
    - Estimated cost: \$2,865,000 to construct
    - Impact to parking: 78 on-street spaces removed



## Option B



## What we wanted feedback on

- Option A and Option B
  - The community was asked to share their thoughts on the benefits and concerns of each option
- Types of separation
  - Feedback on the preferred type of separation from vehicle traffic



## Public Engagement

- Awareness about engagement opportunities was promoted through:
  - Print ads, a media release and social media
  - Stakeholder emails
  - Hand-delivered invites to residential and businesses along Pandora Avenue and Johnson Street
  - Save-On-Foods Memorial Centre display board
  - “Future Bike Lanes Coming” signs lining the two corridors
  - Bike to Work Week celebration stations
  - Cooperation with Greater Victoria Placemaking



## Open House and “Pop Up Bike Lane”





## Public Engagement

- The May 26<sup>th</sup> Open House featured a “pop up bike lane” showcasing the different types of separation and what a protected bike lane along Pandora Avenue could look and feel like
- Feedback from the public was captured through an ideas board and drawing directly on the conceptual illustrations
- Approximately 400 people attended the open house and over 750 online surveys were submitted



## Results – Option A

- The most commonly shared benefit of Option A by the public was that it would be a great connection to the Galloping Goose Trail
- The biggest concern was about the possible confusion of a two-way bike lane on a one-way street



## Results – Option B

- The most commonly shared benefit of Option B by the public was that maintaining the flow of traffic in one direction makes sense
- The biggest concerns were about project costs and impacts to parking



## Results – Separation

- During the open house the most commonly received feedback was that it doesn't matter what the City uses to separate the bike lanes, as long as the bike lanes are separated
- Survey respondents were most interested in using parked cars with bollards as a type of separation





## Results

- Both options presented to the public had significant support and concerns, which did not provide a clear indication of which option is preferred by the public
- A third option was presented by the Greater Victoria Cycling Coalition
  - Two-way protected along Pandora Avenue, and a one-way protected along Johnson Street (estimated cost: 3,175,000 to construct)



## Recommendation

- Staff recommend Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue due to:
  - Overall connectivity to existing bike lanes and trails
  - Consistency in design
  - Impacts to other uses of the right-of-way
  - Lowest overall cost



## Recommendation

- Staff recommend the physical separation between people riding bikes and vehicle traffic be parked cars and bollards
- In addition, enhanced separation be used at critical areas to ensure a high level of protection (concrete islands) is used at bus zones, crosswalks and near intersections



## Implementation & Next Steps

- Subject to approval – a Request for Proposal for final design drawings will be issued in July
- Construction is set to start in fall 2015, with a planned completion date in spring 2016



# Questions?

