

Time to Ride

Phase One: Bicycle Master Plan Update



Purpose

- Present results of Phase One:
 - Engagement findings
 - Proposed new Bicycle Master Plan network
 - Proposed strategic improvements
 - Outline scope for phase two

Background

- 1995 Bicycle Master Plan
- Bicycle Master Plan Update approved in November 2013
- Phase Two to begin in Fall 2014

Overview of Engagement Program

- Hosted 11 information stations, 3 workshops
- Engaged 1,500 people, received 1,307 surveys



Engagement Objectives

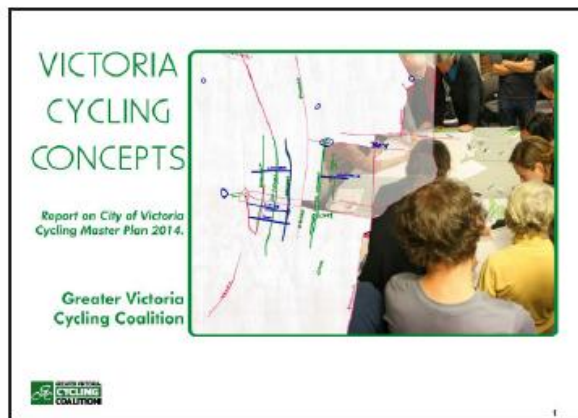
- Increase awareness of existing cycling network and process to update Bicycle Master Plan.
- Understand current cycling needs, preferences and priorities.
- Seek input on desired cycling corridors, barriers to cycling and a vision for future cycling network.
- Engage non-cyclists.



Pre- Engagement Workshops

Greater Victoria Cycling Coalition Workshop

UVic Cycling Focus Groups



Focus on Cycling:
Transportation Behaviour Change in the City
of Victoria and The University of Victoria

FINAL REPORT
4 April 2014



Information Stations

- 11 stations, 6 neighbourhoods, 1,300 people
- Collected route feedback, increased awareness, promoted workshops
- Pop Up Open House – By Bike.



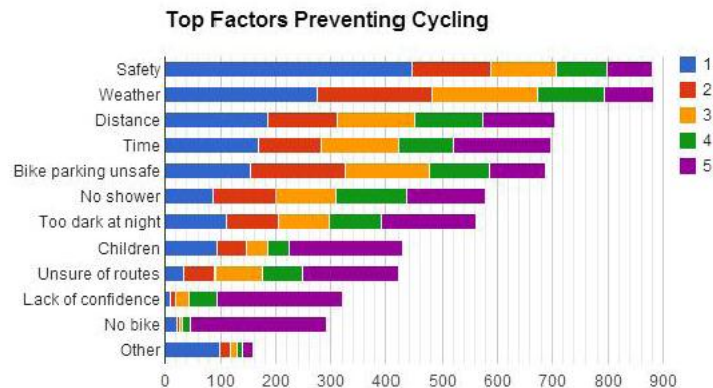
Workshops

- Two for current cyclists: Downtown and Vic West
- One for future cyclists: Fernwood



Survey and Vic Map Feedback

- Collected 1,307 surveys
- Received 72 maps with route improvement suggestions



What We Heard

Key themes:

- Safety Is The Largest Barrier
- Be Bold And Be A Leader
- Make Cycling Irresistible



Vision

"Visible cyclist priority indicators: signage, road markings, art work"

"Safe village to village connectivity via main & secondary arterial roads"

- Cycling is Safe
- Cycling is for All Ages and Abilities
- Cycling is Convenient

"People feel safe to ride and park their bikes everywhere."



Big Moves to Achieve the Vision

1. Separation between cyclists and motorists
2. Increasing the amount of bike lanes
3. Completing gaps to create a connected network
4. Education for road users to reduce conflicts between motorists and cyclists and build the confidence of cyclists
5. Ensuring adequate funding for cycling infrastructure
6. Political willingness to prioritize cycling improvements



Favoured Routes

- Galloping Goose Trail
- Moss Street
(from Fort Street to Dallas Rd)
- Dallas Road
(from Simcoe Street to Foul Bay Rd)
- Vancouver Street
(from Bay Street to Park Blvd)
- Haultain Street
(from Cook Street to Richmond Rd)



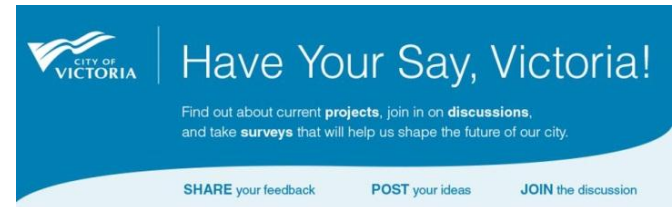
Routes Suggested for Improvements

- Bay Street
- Blanshard Street
- Cook Street
- Douglas Street
- Fort Street
- Johnson Street
- Johnson Street Bridge
- Pandora Street
- Shelbourne Street
- Vancouver Street
- Wharf Street
- Hillside Ave
- E&N Trail



New Approaches

- HaveYourSayVictoria.com
- Back of Bus Advertising
- Integrated Planning Team
- Early Engagement



From Engagement to Action

- We Engaged, We Listened.

 Retweeted by City of Victoria

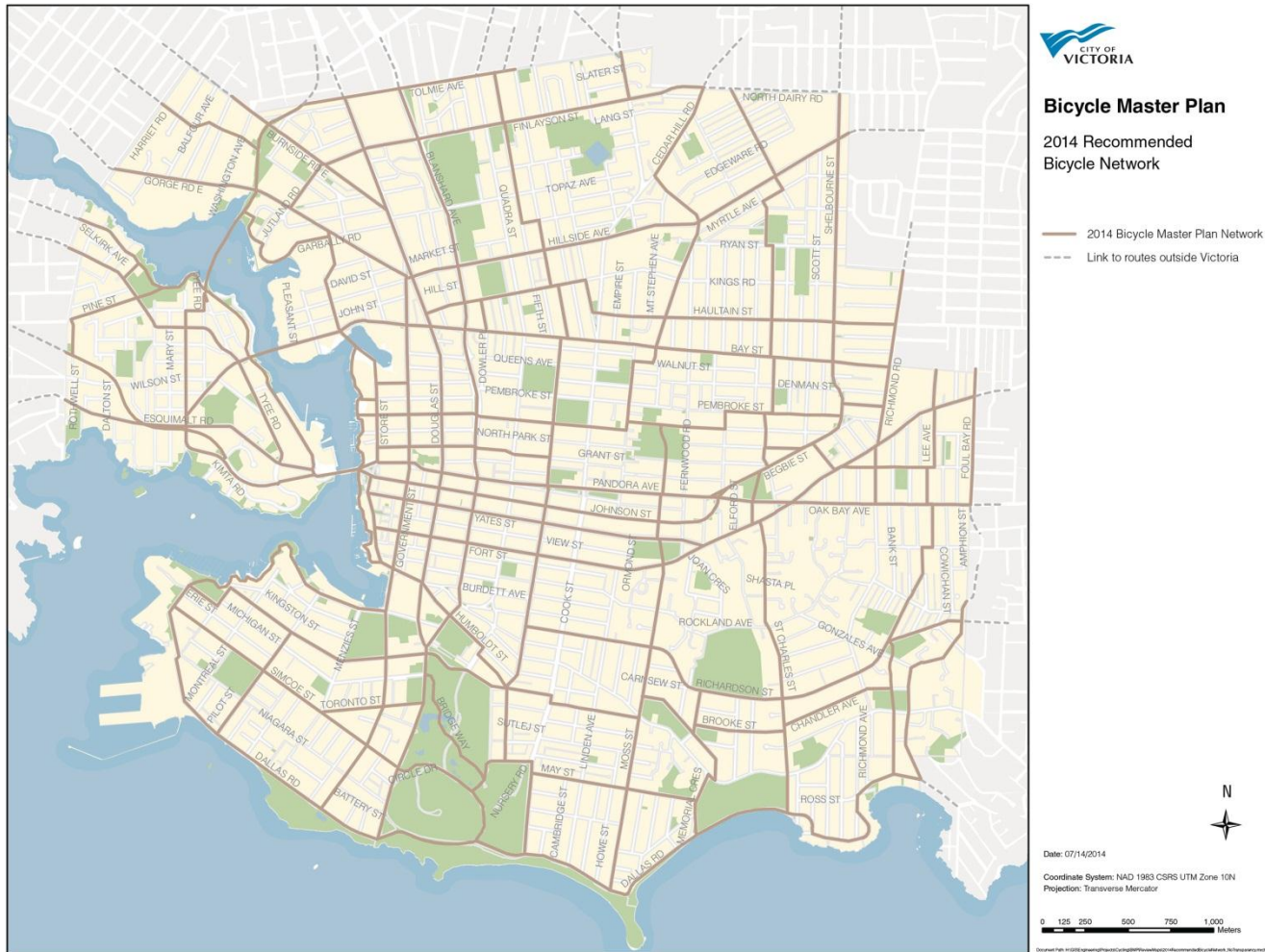


Mike Russell @CommunityMike · May 14

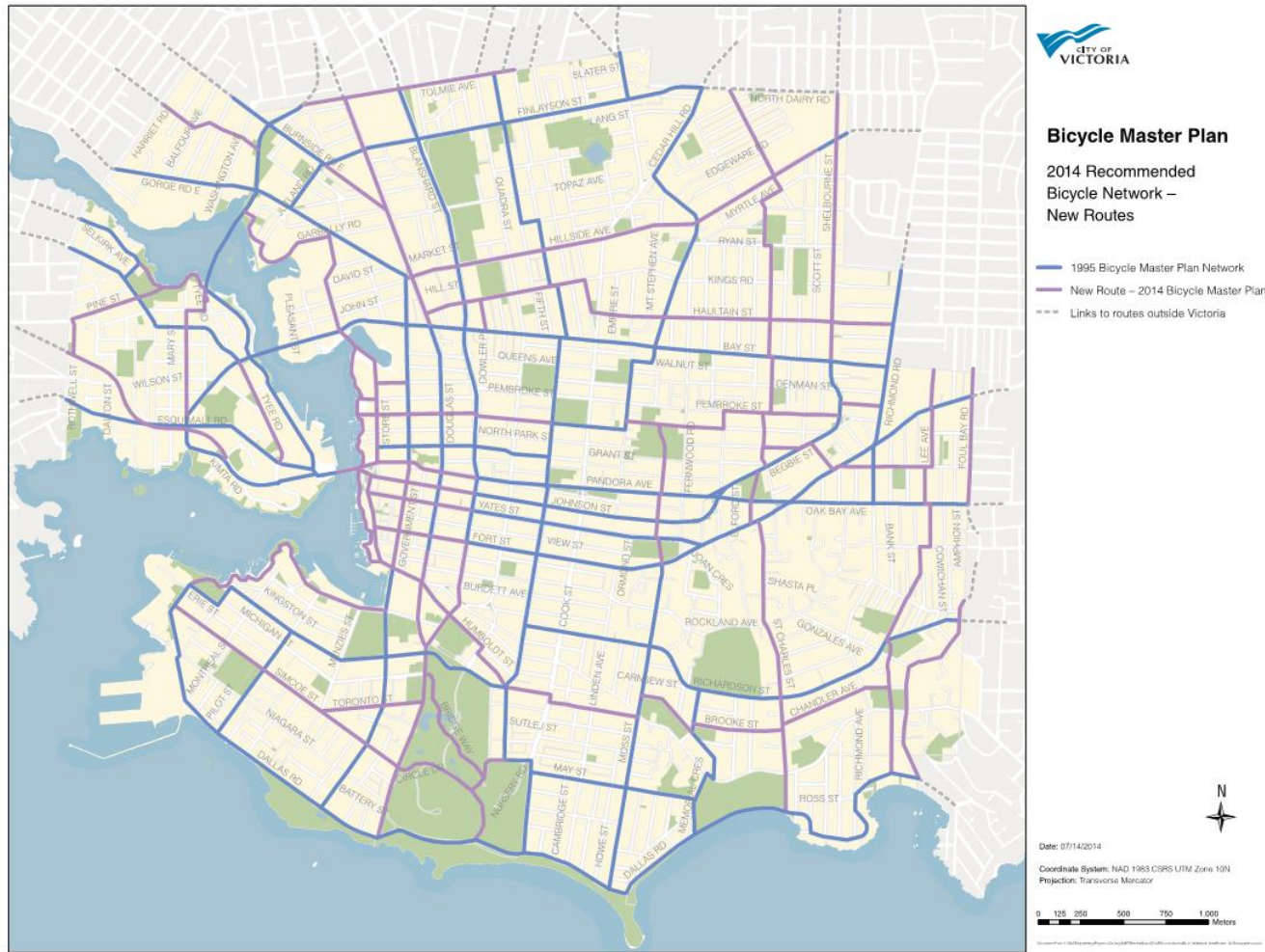
The eldest's submission for tonight's @CityofVictoria Bike Master plan session. #yyjbike #familybike #familycycli...



Proposed 2014 Network



Recommend New Routes



All Ages And Abilities Routes



Project Priority Framework

- Data-driven approach to selecting priority projects
- Based on best practices, tailored to Victoria



Project Priority Framework

- Projects evaluated against four objectives
- Corresponding criteria and measurements

Objectives	Criteria
1. Improve connectivity within the existing network, to other networks, and to key destinations	Connectivity to cycling network
	Connectivity to other networks
	Connectivity to key destinations
2. Increase comfort and safety for all ages and abilities	Serves safety need
	Enhances comfort
3. Improve routes that have a high level of existing or potential demand	Return on investment
	Travel demand
4. Encourage projects that are achievable within anticipated resources	Resources
	Leverage
	Future Upgrades
	Adopted Plan



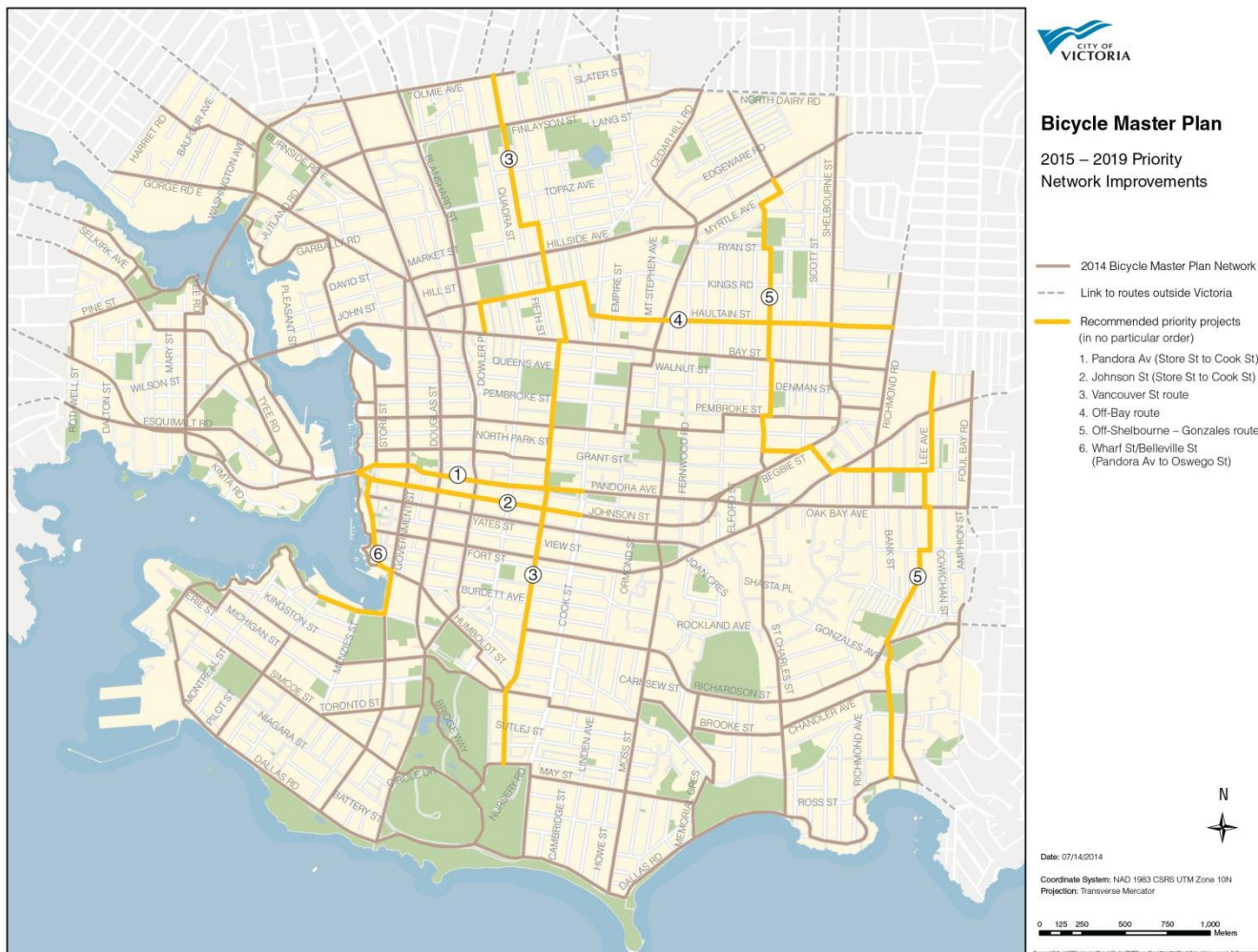
2014 Strategic Improvements

Smaller scale improvements for 2014:

- Doncaster Drive between Myrtle Street and Hillside Avenue (path realignment)
- 900 block Convent Street (improved access at Vancouver Street)
- 900 block Collinson Street (improved access at Quadra Street)
- Galloping Goose trail (paving of pedestrian path south of Selkirk Trestle)



Priority Projects 2015-2019



Priority Projects 2020 and Beyond

17 remaining priorities including

- Dallas Road between Clover and Ogden Points
- Gorge Rd between Douglas St and Jutland Rd
- Government St between Yates St and Hillside Av



Phase 2: Comprehensive Update

- Goal: increase the number of people who cycle
- Strategies and actions for the next 25 years
- Range of topics to be addressed



Phase 2: Comprehensive Update

- Cross-departmental approach
- Focused engagement
- Next steps developed in September 2014
- Completion: March 2015



Estimated Costs

- Estimated implementation costs = \$5 million
 - \$1.25 million currently allocated
- Potential External Funding



building trust. driving confidence.



Conclusion

- Broad engagement + technical analysis
- Expanded network
- Clear priorities



Recommendation

- Endorse 2014 network
- Implement strategic improvement projects for 2014
- Endorse six priority projects for 2015 – 2019
- Proceed with design work for Pandora Ave.
- Consider Pandora Ave. for approval in 2015

