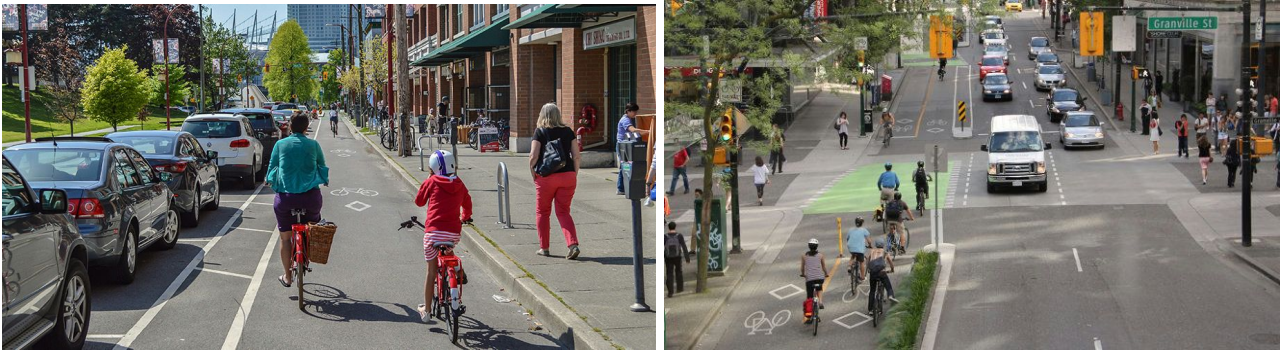


# Protected Bike Lanes in Victoria

The City of Victoria has embarked on an ambitious new plan for a network of all-ages-and-abilities (AAA) bikeways called Biketoria. Most of this work is on major streets and will feature protected bike lanes, as well as neighbourhood bikeways and other bike-friendly street design.

## What is a protected bike lane?

A protected bike lane is a bike lane with added physical separation between bike riders and traffic: planters, concrete barriers, planters etc.



Left - Union St, Vancouver, Right- Dunsmuir St, Vancouver

## Why build protected bike lanes?

Separating bikes from traffic increases feelings of safety and comfort, which makes cycling an attractive transportation option for the majority of the population. Surveys show that up to 60% of the population identify as 'interested but concerned:' i.e. people who are interested in cycling more but concerned for their safety.<sup>1</sup>

## What changes would have to be made to install protected bike lanes?

Changes vary from street to street and block to block. Fully detailed designs have not been released yet, but here are some of the changes that could be expected:

**Fort and Pandora:** One of three travel lanes to be removed, 2-way protected bike lane installed. Some parking removed to improve sight lines. Many current parking spaces will be retained, but would be re-positioned away from curb, providing protection between moving vehicle lanes and people riding in the new bike lanes. [See Union St. photo above].

**Cook:** Removal of turn lane in Cook Street/North Park Villages, two 1-way protected bike lanes installed. Some parking removed to improve sight lines, but most parking will be maintained on both sides of the road. As with Fort, a likely design option is a parking-protected bike lane that would relocate but still keep much of the existing parking spots.

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<sup>1</sup> <https://www.portlandoregon.gov/transportation/article/264746>

## What impact do protected bike lanes have on businesses?

Dozens of North American cities have installed bike lanes, and there is much evidence that businesses along those bike routes have benefited greatly.

### Increase business sales

Study after study in cities as diverse as New York, Salt Lake City and Seattle have shown that protected bike lanes increase business on streets after they are installed.

- Seattle- saw sales increased 65% on 65th Street with a new protected bike lane (compared to a street without a new lane).<sup>2</sup>
- New York- Retail sales increased 49% along an eight block stretch of 9th ave where a protected bike lane was installed, compared to 3% overall growth in the borough.<sup>3</sup>
- Salt Lake City- 30% of car parking was removed along Broadway St and replaced with improved crosswalks, sidewalks and protected bike lanes. Retail sales were up 8.8%, compared to a 7 percent increase citywide. 59% of business owners on the street supported the changes; only 18% opposed.<sup>4</sup>

*But what about the City of Vancouver study that showed a decrease in business on bike routes?*

The Vancouver study used only self reported data, with 30% of businesses reporting. US data comes from sales taxes, so presents an unbiased view of all sales along bike routes.

Charles Gauthier of the Downtown Business Association says businesses now accept the bike lanes, and certain streets like Hornby now have a lower vacancy rate than before the lanes were installed.<sup>5</sup>

### Other Studies

Numerous studies have shown that business shop owners overestimate the number of people that travel to their business by car and underestimate the number that arrives by foot, bike and bus.<sup>6</sup>

Another study from Portland shows cyclists and pedestrians spend the same or more per month than car drivers at businesses, usually spending less in a single trip but making more trips, on average.<sup>7</sup>

**For other benefits, see the “Why Build Protected Bike Lanes” Infographic.**

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<sup>2</sup> <http://www.citylab.com/work/2013/09/no-bike-lanes-dont-hurt-retail-business/6833/>

<sup>3</sup> <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

<sup>4</sup> <http://www.peopleforbikes.org/blog/entry/salt-lake-city-street-removes-parking-adds-bike-lanes-and-sales-go-up>

<sup>5</sup> <http://www.cbc.ca/news/canada/british-columbia/vancouver-s-bike-lanes-finally-accepted-by-downtown-business-group-1.3086795>

<sup>6</sup> <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>

<sup>7</sup> <http://www.citylab.com/commute/2012/12/cyclists-and-pedestrians-can-end-spending-more-each-month-drivers/4066/>

### What about deliveries and disabled access?

Good design in other cities has shown how deliveries can easily be accommodated alongside a protected bike lane. The most common practice is to raise up the bike lane to the sidewalk level, as can be seen in this Vancouver example on Hornby St in front of the Vancouver Art Gallery.



### Why are we building bike lanes on busy roads like Cook St instead of quieter routes like Vancouver St?

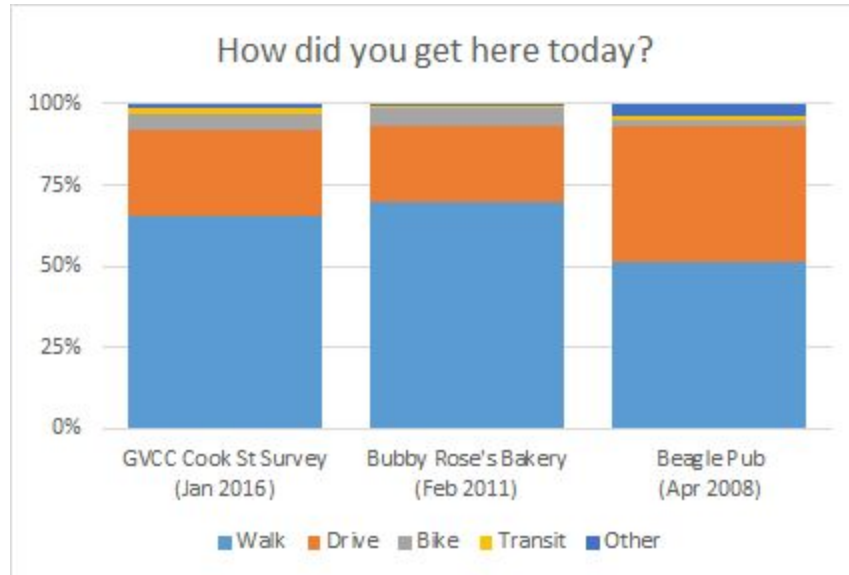
The best bike networks include both neighbourhood bikeways on traffic calmed side streets, and protected bike lanes on commercial and arterial streets.

Cook St offers a **direct connection** to the front doors of dozens of services, stores and eateries in two neighbourhood villages.

Putting protected bike lanes on major roads with many commercial destinations (instead of residential roads with few destinations) lets people chain multiple trips together easily. It normalizes riding a bike and makes doing everyday things on a bike safer and more convenient

## Summary of Parking Studies in Cook Street Village

3 studies pictured below: Beagle Pub + Bubby Rose's Parking Studies submitted for parking variance applications, and an intercept survey conducted by the GVCC in Jan 2016.



*[All three surveys show 50%+ trips to village by walking].*

Most patrons and visitors **walk** to Cook Street Village and its businesses; only one-fifth to one-third drive to the village

All three surveys have remarkably consistent findings: half to two-thirds walk, while only about a third drive. *[Note: all three surveys took place Jan-April; May to October numbers would show higher bike/walk numbers].*

**Adjacent neighbourhoods have high percentage of residents who walk, bike or take transit**  
(Statistics Canada 2011 & CRD 2011)

- ❑ City of Victoria has among the highest level of bike ridership (all trips and journey to work) in Canada.
- ❑ 55% of Fairfield residents walk, bike or take transit to work, higher than the city average of 47%
- ❑ 15.2% of Fairfield residents bike to work, the highest rate of any neighbourhood in the CRD, and among the highest in Canada. [Statistics Canada]

### Excerpts from Beagle St. Pub Parking study, Bunt and Associates, 2008

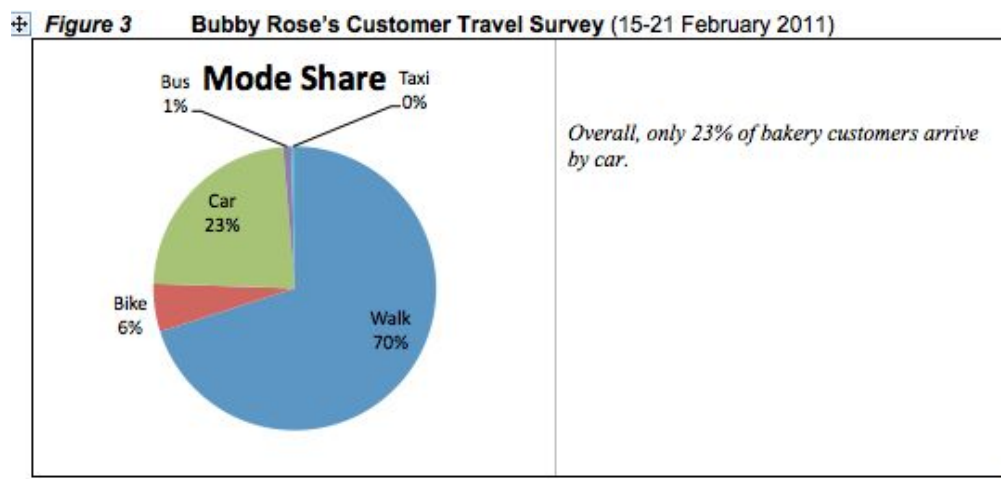
"The predominant mode of transportation to the pub is walking and it is more prominent during the busiest hours from 6:00pm to 7:30pm when almost 80% of pub patrons are non-drivers." (*Bunt Report, p.6,*)

- ❑ Daytime customers: 32.7% of customers drive, 67.3% do not drive
- ❑ Peak time (6-730pm) 21.3% drive, 78.7% do not drive

- “The [parking] lot does accommodate the patrons driving to the pub the majority of the time as there was always at least one parking space available during all our survey periods.” [p. 31]
- “During all surveys of on-street parking, there was parking available on Cook Street.” [p. 31]
- “Observations and surveys during the Pub’s busiest periods show that there is an adequate parking supply within the pub lot to meet the pub’s needs the majority of the time.” [p. 27]
- “There is sufficient on-street parking available to be used by patrons during those infrequent times when the lot is full.” [p. 31]
- “The current off-street parking supply is adequate for this pub in this unique pedestrian-oriented village area.” [p. 32]

### Excerpts from Bubby’s Kitchen Parking Management report, 2011

- “Over the entire week only 23% of customers arrived by car, about a quarter of what typically occurs at automobile-dependent locations.”
- “It is common for visitors to park once and walk to multiple destinations. This minimizes the number of parking spaces needed at each location.”
- “Cook Street Village is a perfect location to implement parking policy reforms. It is a compact, walkable, mixed-use center where automobile travel, and therefore parking demand, is relatively low.”



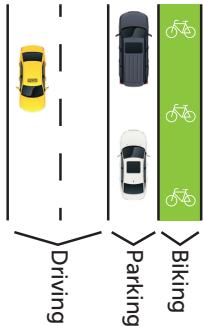
### Excerpts from letter Bubby’s Kitchen owners (Jan 12, 2011) to City of Victoria (Mayor and Council)

- “In our 8½ years in business, we have noted that vast majority (about 90%) of our customers travel by foot and bicycle to our location at 313 Cook St.”
- “Our philosophy includes.... discouraging the use of cars. Granting of a [parking] variance [i.e. five fewer parking stalls than required] will further enhance the comfort level of pedestrians in the Village.”



# WHY BUILD PROTECTED BIKE LANES?

## WHAT ARE THEY?



Protected bike lanes put a barrier between drivers and bike riders.

The barrier can be parked cars, plastic posts, or planters.

They are popular in cities with high amounts of bike riders for everyday use.



## GOOD FOR SAFETY

89%

fewer injuries among bike riders on streets with protected bike lanes.<sup>5</sup>



Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!<sup>6</sup>



**DRIVERS** don't have to worry about unexpected bike maneuvers.



**PEDESTRIANS** don't have to worry about bike riders on the sidewalks.

## GOOD FOR BUSINESS

↑ 49%

9th Ave in New York City saw a increase in business after protected bike lanes were installed.<sup>1</sup> Nearby streets only saw a 3% increase.

↑ 55%

More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.<sup>2</sup>

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.<sup>3</sup>



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

*Maybe because it costs less to walk or bike?*

## GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.<sup>7</sup>

## GOOD FOR EVERYONE

71%

of Americans have expressed interest in riding a bike more often, but find it unsafe.<sup>8</sup>

*Are you one of them?*

LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

**LIKE PROTECTED BIKE LANES?  
TELL YOUR LOCAL ELECTED OFFICIALS!**



**Transitized.com**

1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets  
2. CDOT, [http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial\\_findingskinziestreetprotectedbikelane.html](http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial_findingskinziestreetprotectedbikelane.html)  
3. Jennifer Dill, Bicycling for Transportation and Health: The Role of Infrastructure, <http://www.palgrave-journals.com/jphp/journal/v30/nS1/full/jphp200856a.html>  
4. The Clean Air Partnership, 2009, Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood

5. Kay Teschke, M. Anne Harris, et. al. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study.  
6. <http://injury prevention.bmj.com/content/9/3/205.abstract>  
7. Chicago Tribune, City says Dearborn bike signals keeping cyclists in line, June 10 2013.  
8. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008