



APPENDIX A



Favoured Existing Routes

The most favoured cycling routes as captured through the survey, information stations workshops include:

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

Even though these routes were mentioned as highly favoured, recommendations for improvements were still provided, including:

- More integration of traffic calming measures to reduce vehicle volume and speed.
- Better connections to key destinations along the route.
- More focus on making the route aesthetically pleasing.
- Closing gaps to create longer, continuous routes.

Routes Recommended for Improvement

Improvements for the entire region were provided throughout engagement. The scope of the project focuses solely on the Victoria; therefore, only segments of routes within the city's borders have been identified.

The routes most frequently mentioned as requiring improvements as captured through the survey, information stations and workshops include:

Bay St (from Tyee Rd to Richmond Rd)	<ul style="list-style-type: none"> • Bike lane ends near Blanshard St • Bay St & Graham St intersection
Blanshard St (View St to Tolmie Ave)	<ul style="list-style-type: none"> • Large volume of parked cars • High volume
Cook St (from Maplewood Rd –double check to Park Blvd) Most commonly mentioned segment: Cook St & Bay St to Cook St & Park Blvd	<ul style="list-style-type: none"> • Better signage needed • High volume • Narrow lanes • Congestion in village • No separation
Dallas Rd (from Fairfield Rd to Simcoe St)	<ul style="list-style-type: none"> • Tour buses and traffic • Not great infrastructure for recreational cyclists
Douglas Street (from Belleville St to Tolmie Ave)	<ul style="list-style-type: none"> • Incursion of cars into bike/bus lane • No dedicated space for bikes • Parked cars
Fort Street (Wharf St to Foul Bay Rd)	<ul style="list-style-type: none"> • Narrow lanes with no space for bikes • No physical separation • High volume
Johnson Street (Wharf St to Fernwood Rd)	<ul style="list-style-type: none"> • High volume • Poor yields to cyclist • Difficulty to access bridge • Surface texture • Merging issues • Limited visibility • Wharf St intersection, bike box not understood
Johnson Street Bridge	<ul style="list-style-type: none"> • Unsafe at turn northbound onto the Johnson St. bridge • Often cars parked in the bike box at the East end of the bridge • “Squished” on Johnson St bridge – Cars pushing into cyclist space

Pandora Ave (from Store St to Harrison St)	<ul style="list-style-type: none"> • No physical separation • Bike lane ends
Shelbourne St (from Pemroke St to North Dairy Rd) Most commonly mentioned segment: Shelbourne St & Bay St to Shelbourne St & North Dairy Road	<ul style="list-style-type: none"> • No physical separation • High volume • Right turn onto Hillside • Poor pavement • No space for bikes • Bike lane ends
Vancouver St (from Bay St to Park Blvd) Most commonly identified problem areas: Vancouver St & Bay St – intersection Vancouver St & Southgate St to Vancouver St & Kings St	<ul style="list-style-type: none"> • Too many stop signs • Narrow • High volume • On-street parking • Poor signal coordination (coordinated for E-W) • No lane/no physical separation • Princess intersection, high volume for bike route, on-street parking • Caledonia intersection, disrespect for turn restrictions, Bay St intersection
Douglas St (from Belleville St to Tolmie Ave)	<ul style="list-style-type: none"> • High volume • Bus-bike conflict • No space for cyclist • Douglas & Gorge intersection • Incursion of cars into bike/bus lane
Wharf St (from Government St to Johnson St)	<ul style="list-style-type: none"> • On-street parking • No room for bikes • Slow tourist traffic • No physical separation
Hillside Ave (from Douglas St to Shelbourne St)	<ul style="list-style-type: none"> • High speed • High volume • No physical separation
Government St (from Dallas Rd to Yates St)	<ul style="list-style-type: none"> • No physical separation • Challenging left turn from Belleville onto Government • Tour buses/taxi/pedicab parking conflict
E&N Trail	<ul style="list-style-type: none"> • Needs completion