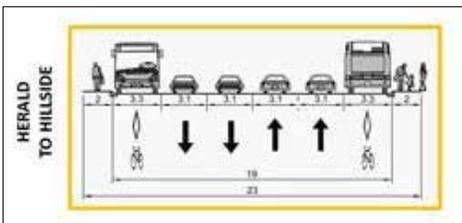


# Upcoming Bicycle Infrastructure Improvements in Victoria

All road design projects take cycling into consideration: providing space for cyclists, removing potential hazards and installing infrastructure.



The following projects are currently being constructed or planned:

- A cycle track is a bike lane that is physically separated from moving traffic by a barrier or parked cars and can be slightly raised. A 2.8 km route along Dallas Road between Clover Point and Ogden Point and a 1.3 km route on Pandora Avenue between Cook Street and Store Street are currently in the planning stage.
- Approximately 50% of the deck space on the new Johnson Street Bridge will be dedicated to pedestrians and bikes.
- The E & N Rail Trail will connect Victoria, Esquimalt and the West Shore. The CRD is currently completing safety upgrades at the Wilson Street crossing. Once complete, the section of trail between Lampson Street and Wilson Street will be opened for use.
- Skinner Street bike lanes will be complete in the fall of 2014. This will complete the corridor along Craigflower Road connecting downtown Victoria to Esquimalt, View Royal and Colwood.
- Priority transit and cycling lanes on Douglas Street are currently under construction.

## Capital Funding for Cycling Infrastructure

\$520,000 is allocated for Bicycle Master Plan implementation in 2014. \$240,000 – \$250,000 has been identified for Bicycle Master Plan implementation for each of the following four years.

In addition, other transportation capital projects also result in improved conditions for cyclists.

- Paving projects improve road surface conditions for cyclists.
- Road rehabilitation projects, including the installation or upgrade of crosswalks and underground utilities projects, can involve moving curbs to provide space for cycling facilities.
- Traffic signal work can include equipment that detects the presence of cyclists at intersections.

In 2014, approximately \$1.5 million of the Transportation Capital budget will go towards improvements that benefit cycling and walking.

The City also actively pursues grant programs with senior levels of government to accelerate the completion of our cycling network.

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## Recent Cycling Projects, Costs and Funding

1 Johnson Street and Wharf Street Bike Box (2004) – a coloured bike box was installed.

- Cost – \$2,500
- Funded by Bicycle Master Plan budget

2 Covered Bike Parking on Government Street (between Johnson and Pandora) – a covered bike parking shelter for 23 bikes was installed, with minor sidewalk and curb realignment required to accommodate the shelter.

- Cost – \$24,000
- Funded by the Bicycle Master Plan budget and a contribution of \$10,000 by a local business.

3 Bike Lanes on Craigflower Road (between Arm and Catherine Street) (2012) – marked bike lanes were installed with substantial curb realignment, landscaped median islands, improved sidewalks, and traffic signal upgrades.

- Cost – \$506,000
- Funded with budgets from Traffic Signals, Parks, Pedestrian Master Plan, Road Rehabilitation work and the Bicycle Master Plan

4 Buffered Bike Lanes on Pandora Avenue (Johnson Street, Begbie Street and Shelbourne Street) (2013/2014) – buffered bike lanes were installed on these corridors, with minor curb and sidewalk work.

- Cost – \$350,000
- Funded by the annual Bicycle Master Plan budget, with an additional \$32,000 received from the Provincial Government

5 Pandora Avenue Cycle Track (between Cook Street and Store Street) (in planning stage) – a 1.3 km cycle track, physically separated from moving traffic by raised medians and on-street parking, is proposed for this corridor.

- Preliminary cost estimate – \$1,350,000
- Funding sources are yet to be determined

### FOR MORE INFORMATION:

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