

The City of Victoria is in the early stages of exploring an All Ages and Abilities (AAA) cycling route for the James Bay neighbourhood. City staff will be attending the upcoming JBNA meeting to present background information and road safety objectives for the cycling network, share insights gathered from previous consultation efforts, learn more about the JBNA 'Sharing our Streets' May 2018 report, and describe some of the key considerations that will be used to evaluate different alignments in the neighbourhood.

The City will also share preliminary ideas to inform and invite participation by residents, commuters, youth, business owners and other stakeholders in the process. This meeting is the first step in the AAA route evaluation exercise with a goal to raise awareness about the upcoming process and get input on the best ways to connect with and involve the James Bay community.

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## **JAMES BAY NEIGHBOURHOOD ASSOCIATION**

### **General Meeting Agenda**

**7:00pm – 9:00pm May 8<sup>th</sup>, 2019**

**James Bay New Horizons – 234 Menzies St**

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### **Agenda**

1. Welcome & Announcements
2. Approval of Agenda
3. Correspondence/Announcements
  - Circulating Correspondence file
4. Minutes of April 10<sup>th</sup>, 2019 meeting
5. **Active Transportation in James Bay: City of Victoria Cycling Routes**  
Project leads from City of Victoria, Engineering & Public Works
  - Sarah Webb, Manager, Transportation Planning & Development
  - Phillip Bellefontaine, Assistant Director, Transportation Division
6. Community Voices
7. Adjournment

**JAMES BAY NEIGHBOURHOOD ASSOCIATION**  
**7:00pm – 9:00pm May 8, 2019**  
**James Bay New Horizons – 234 Menzies St**

Marg Gardiner: Chair  
Linda Carlson: Minutes  
Laurel Collins: City of Victoria Council liaison  
Attendance: 36

**Agenda**

1. Welcome & Announcements
2. Approval of Agenda m/s/c  
  
Correspondence/Announcements m/s/c
  - CoV not coming to neighbourhoods for budget consultation. Budget discussions will be held at City Hall.
  - Volunteers needed for Highland Games. Contact info provided.
  - City staff liaisons will attend neighbourhood meetings for one hour only.

Circulating Correspondence file

4. Minutes of April 10<sup>th</sup>, 2019 meeting m/s/c
5. **Active Transportation in James Bay: City of Victoria Cycling Routes**  
Sarah Webb, Manager, Transportation Planning & Development introduced ideas for an AAA (all ages and abilities) network.

This meeting is the first step in the AAA route evaluation exercise with a goal to raise awareness about the upcoming process and get input on the best ways to connect with and involve the James Bay community. The City wants to connect with James Bay about the City's ambitious goal of establishing the AAA network.

City has taken bold steps to achieve its climate leadership plan, including the goal of increasing walking/cycling for 55% of all trips in the City of Victoria. The plan is to build a 30+ km purpose-built, safe cycling network. Goals are to reduce traffic congestion, establish traffic calming, reduce traffic accidents and increase greenways.

The City wants meaningful and inclusive public engagement and wants to engage with residents of James Bay to best understand our neighbourhood goals. Many people are interested in cycling but have concerns about safety. AAA infrastructure includes protected bike lanes, shared roads, and off street facilities. These are among the range of options to be used to create an AAA infrastructure.

Off road pathways can be single or multi-use, but are separated physically from the road. Protected bike-lanes use barriers to keep bicycles and vehicles separate. Protected intersections give pedestrians, cyclists and vehicles clear indicators of where to cross an intersection.

James Bay is ideal for shared road routes. Painted roadways and signage mean cyclists and vehicles share the space.

Some years ago Biketoria suggested that Belleville Street would be suitable, but members of James Bay Neighbourhood opposed it as the path did not connect to the Village Centre. The City heard clearly from residents that Belleville was not a desired option. Belleville Street did not align with new developments, such as Capital Park. At that time, James Bay residents said that they wanted a route that worked for local residents primarily and shared with visitors. James Bay wanted to keep a pedestrian oriented Village Centre. Wheelchairs and mobility scooters need to be accommodated. Two schools in James Bay were priority for connection.

In 2017/18 the JBNA issued a report, *Sharing our Streets*, which identified a need for “shared” streets for the 5-corners area from Michigan to Simcoe on Menzies and from Simcoe to Croft. Superior Street, Government Street, and Oswego Street were recommended for “complete” streets. These routes were considered strong candidates for infrastructure.

City of Victoria staff have been directed by Council to confirm route preferences with neighbourhoods. Council wants an AAA route and James Bay wants an AAA route so there is considerable opportunity for our neighbourhood. The City has heard from James Bay that we want:

- Retention of on-street parking
- Accommodation of large vehicles (Fire trucks, delivery vans)
- Connection to important destination within our neighbourhood
- Use of public art to enhance AAA routes
- Improved safety for pedestrians

The City will consider:

- The Official Community Plan and the James Bay Neighbourhood Plan,
- Transit alignment
- Underground infrastructure
- Proximity to commercial/schools/tourist services
- Curbside management
- Pedestrian safety
- Development applications currently in process

Over 2019, the City will engage residents in meaningful consultation and wants to hear from all residents, including those in apartments, marine users, school community tourist providers, and businesses in the community as well as those who have mobility challenges. The City will inform the neighbourhood of the consultation options with signs on street, postcards delivered to homes, social media, PAC distribution and advertisements in *The Beacon*.

The City has developed a list of questions. Sarah Webb will format the list to ensure it asks respondents to identify their connection to our neighbourhood and the JBNA will distribute. To frame the discussion at our meeting, the following questions were posed and responded to by those attending, all of whom are James Bay residents.

1. What are our design objectives?

- Routes should include the two schools. During the past week cruise ship buses were travelling down Oswego and that is unsafe for school children. I want to see Oswego from Dallas to Superior Street as a safe routes. In addition to the school, there is a community centre and playground. Oswego is in the middle of the neighbourhood.
- Concern about angle parking on Rithet Street. City has said it is going to return parking to parallel parking, but has not done so.
- Bus service in James Bay now means only one bus into James Bay at night every 30 minutes (#2 to Fishermans Wharf). Improved bus service is needed.

Sarah Webb replied that BC Transit is considering increased service on Superior Street and Oswego Street.

- Concern about speed of taxi cabs during cruise ship seasons. There is a 4 way stop sign at Oswego and Superior Street and then there are no stop signs until Dallas Road. The speed limit should be consistent 30 kph throughout the street. Oswego should be developed as a bike route with barriers that cause drivers to slow down. It is the best way to make the street safe.
- Simcoe and Niagara should be greenways for pedestrian traffic.
- Cruise ships (GVHA) seem to have more influence on our traffic plans because of their size, but they are not good neighbours and it is residents who should influence the outcomes of this plan.
- Menzies Street is a non-stop commercial parking lot (Thrifty's) and the large delivery trucks back up from Menzies to the loading bays. It is dangerous as it is adjacent to a bus stop and can also cause transit delays.
- Toronto St is narrow, and one-way. There is parking only on the south side. Traffic is steady as it is a direct link to the centre of James Bay, but drivers speed excessively. Rather than reduce the limit, suggest installing calming measures like speed humps that will compel traffic to slow down. On Michigan Street, there is parking on 2 sides and 2 way traffic, but only room for one vehicle at a time. It is good for slowing traffic down.

- Most of these initiatives would not be necessary if cars did not cause the problems they are causing.
- More and different kinds of parking (car share designated, wheelchair accessible)
- Sidewalks are narrow, with vegetation overhanging and poles in the way. It can be very challenging if you are using a stroller, wheelchair, or scooter.
- Bike tour operators bring people who are not cyclists through the neighbourhood. Suggest the City require the tour operators to have a 'back gate' cyclist so that they know what is going on in the middle of the bike pack.
- I am opposed to proposed Vancouver Street AAA plan. Concerned about having exit options to leave James Bay, cannot make left turn onto Cook Street from Southgate. I am concerned about losing access to Vancouver Street.
- Another resident notes concern that Vancouver Street will be one-way only.

Sarah Webb clarifies that Vancouver Street is NOT going to be 1 way. It will remain 2-ways with restrictions in turning in some areas.

- Can we consider specific times of day for big truck deliveries? Trucks back into the Thrifty's parking lot, but there is a thru way onto Croft Street. Couldn't they use that so they didn't have to reverse to do deliveries?
- Disappointment that there will be only one targeted area for James Bay AAA route. Transit has to offer a better option than a car.
- Narrowing Oswego to create a bike lane will just divert traffic to side streets, but suggest policing at the start of the cruise ship season to ticket taxi drivers and restrict their ability to do pickup/drop off at cruise ship terminal if they are speeding.
- Slow the posted speed limit throughout the neighbourhood and have speed restrictions enforced.
- Make James Bay the poster child for AAA infrastructure. Make traffic calming a priority. Slow vehicle traffic down. Put some traffic calming on Dallas Road which does not have any "stop" requirements from Fishermans Wharf east.
- What is the plan for Superior Street? What does Transit require, how wide, how much traffic.
- Involve Harbour Authority and ensure GVHA invests in the AAA infrastructure as well as to take responsibility for the population they put onto our sidewalks. GVHA needs to take responsibility for the traffic they generate.
- How will one bike path in James Bay connect with other bike systems?
- Are we better off to develop slower streets into greenways for bikes and pedestrians? Does City have a plan for that issue – develop the busy streets or develop the calm and quiet narrow streets. Resident prefers greenways so only local traffic and focused on bikes and pedestrians.
- Perhaps bollards would have similar impact as separate bike lanes.
- Residential parking is often used for people using residential streets for non-residential purposes. Parking permits would be improvement for those who live on the street.

- James Bay is most densely populated area in the city and contributes largest tax base. We should receive proportionately more than some other areas.
- Because James Bay bears the cost of the cruise ship industry, we want increased portion of the tax \$\$ pie to get some real street calming (more colour on faded crosswalks, more crosswalks, pop up speed inhibitors (such as those used in Calgary)
- James Bay residents complain that vehicles are speeding in our neighbourhood. Terminology is important. We should specify that we are concerned about “inappropriate speed”.

Sarah Webb notes that the City prefers not to look at dozens of street options, but to focus on one or two routes so that we can make real progress in establishing an AAA route.

2. What are consultation objective?

- Consultation only with those who live here.
- Consultation within the neighbourhood is key.
- Would like to see a reduction of vehicles as outcome of consultation.
- Increased notification to residents about street issues.

3. Who do you want the City to hear from?

- Residents of James Bay.
- Wondering what other organizations in James Bay the City will contact?

Sarah Webb notes that there are many groups in James Bay. It would be good to hear from everyone, including from residents in seniors’ care homes and the employees who work there.

4. How do you want to be informed?

- City will do mail drops, and door-to-door on affected streets

5. When is the best time for people to be involved?

- An invitation from the James Bay Market to participate at a market.

The City will return in a month or two to continue to conversation after considering the information gleaned this evening and the information residents provide to the City. You can contact Sarah Webb at [swebb@victoria.ca](mailto:swebb@victoria.ca).

6. Community Voices - none

7. Adjournment 8:40