

AAA Cycling Network: James Bay Alignment Update

February 12, 2020



Background

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022.

The purpose of the network is to improve road safety, encourage more people to ride bicycles more often, and to connect all neighbourhoods to key destinations.

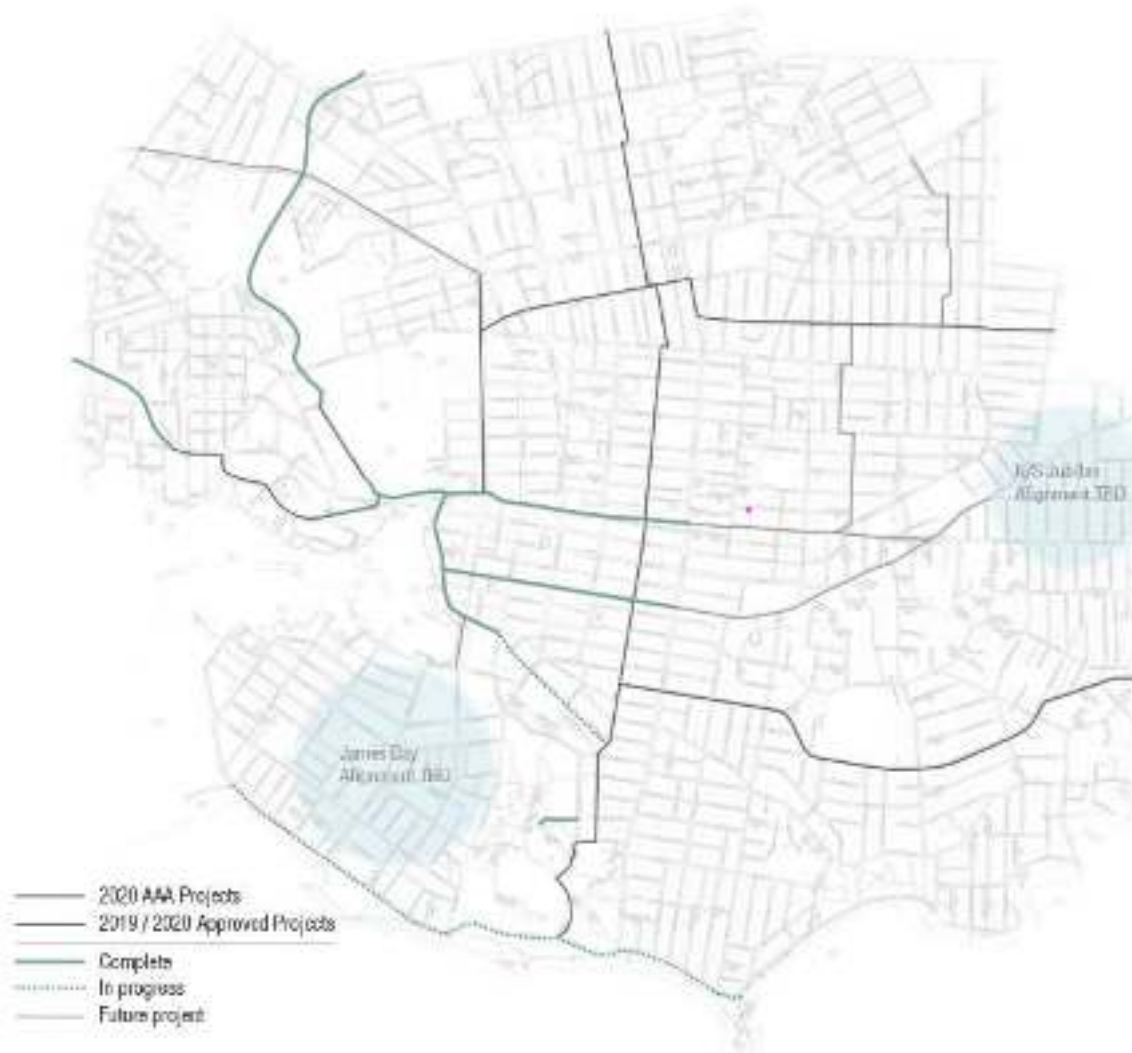
Developing an AAA cycling network is nested in priorities of the City's [Official Community Plan](#), [Climate Leadership Plan](#), [2019-2022 Strategic Plan](#), and the [CRD Regional Transportation Plan](#).

Operational priorities:

- Neighbourhood traffic calming, greenways, and a network of safer cycling and walking routes
- Meaningful and inclusive public engagement



AAA Network Overview



Purpose

Update the James Bay Neighbourhood Association on AAA cycling corridor alignment process.

- Design considerations and analysis
- Outcomes from recent focus group: preferred E-W and N-S routes
- Overview of candidate corridors and infrastructure design
- Next steps in consultation and public engagement

James Bay Focus Group

January 21, 2020 - Focus group exercise for AAA priority alignment

- Built on earlier analysis from City-led network development process (2016) and neighbourhood-led active transportation task force findings (2017)
- Purpose was to **identify a shortlist of candidate corridors for priority investment** for AAA network
- Shortlist will inform the City's upcoming public consultation

Key Guiding Principles

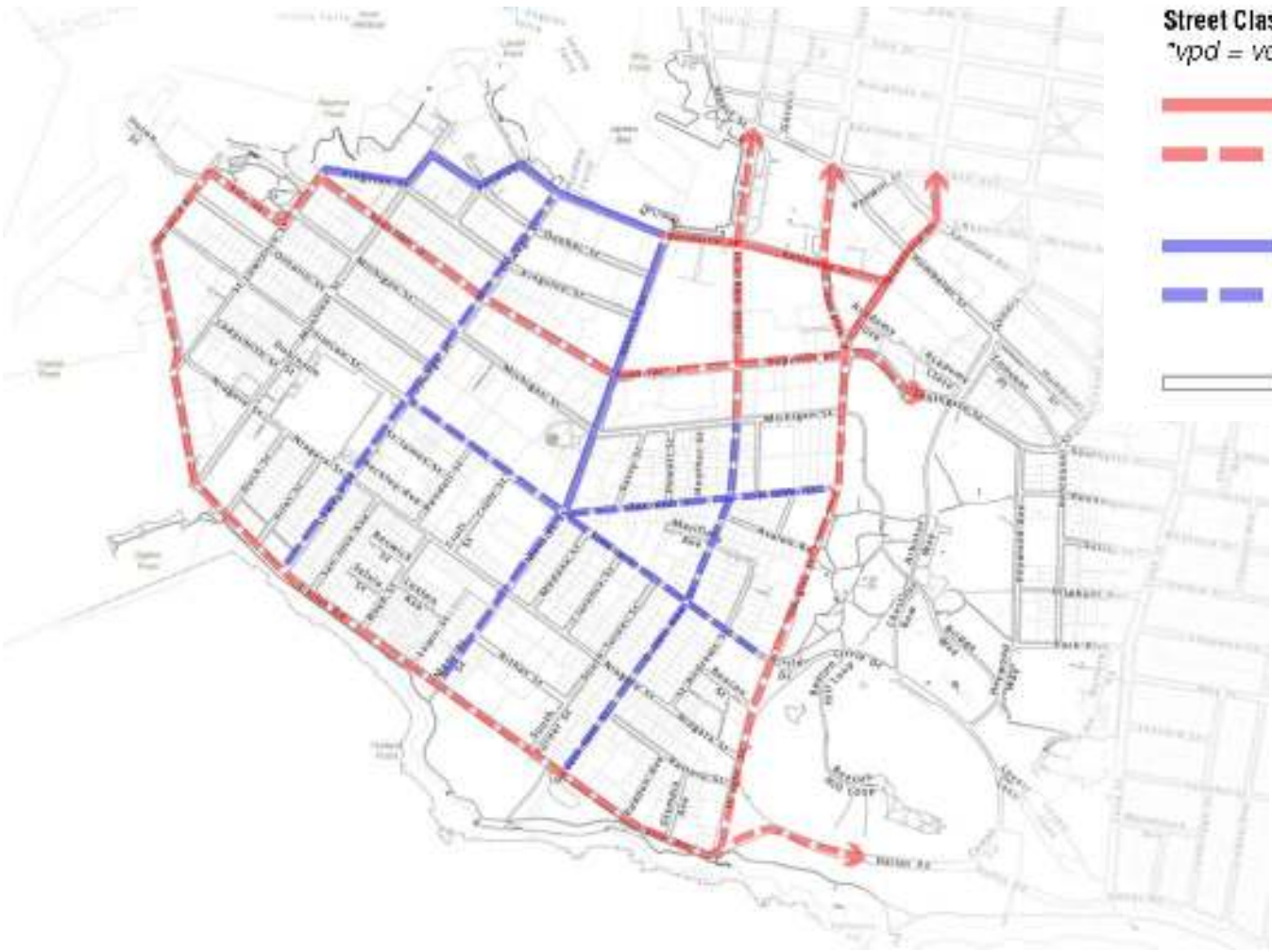
Principles that frame route selection and design include:

- Safety – investments will improve road safety for all users
- Comfort – Attractive routes for new riders of all ages and abilities
- Connectivity – existing and future AAA routes and key destinations, closing network gaps
- Demand – potential to serve employment areas, destinations, and land use
- Accessibility – reduce existing barriers for people with disabilities
- Synergies – opportunities to align with other City investments and public realm enhancements
- Impact management – balancing transportation system needs and minimizing impacts
- Feasibility – access for service vehicles and available road width
- Cost – maximize benefit of public investments
- Public input – collect input from a wide variety of stakeholders

Alignment Considerations

- Emergency routes and access
- Parking and loading
- Designated truck routes
- Topography
- Development applications
- Collision history
- Tourism transportation
- School catchment boundary changes
- Insights from previous consultation

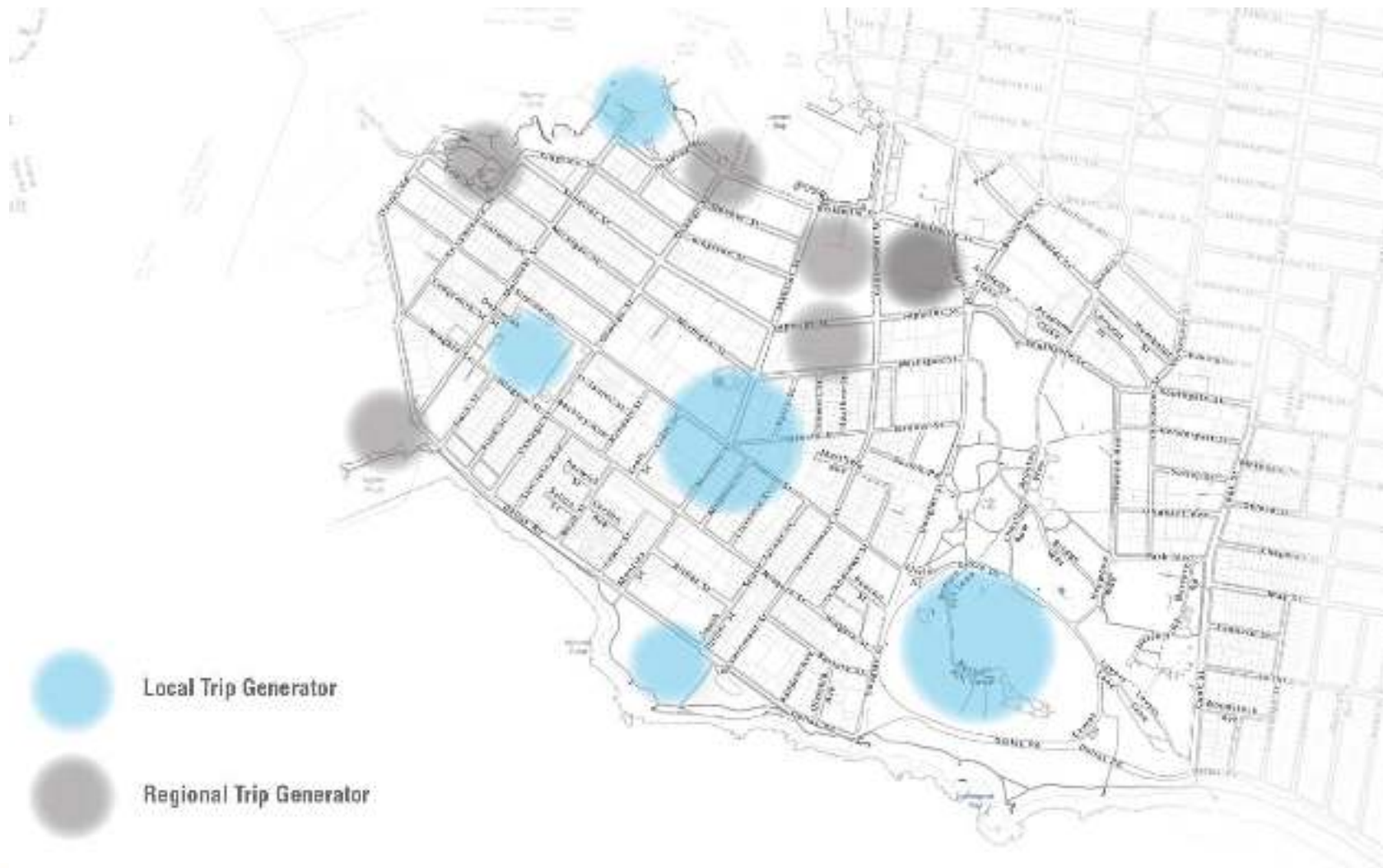
Road Classifications



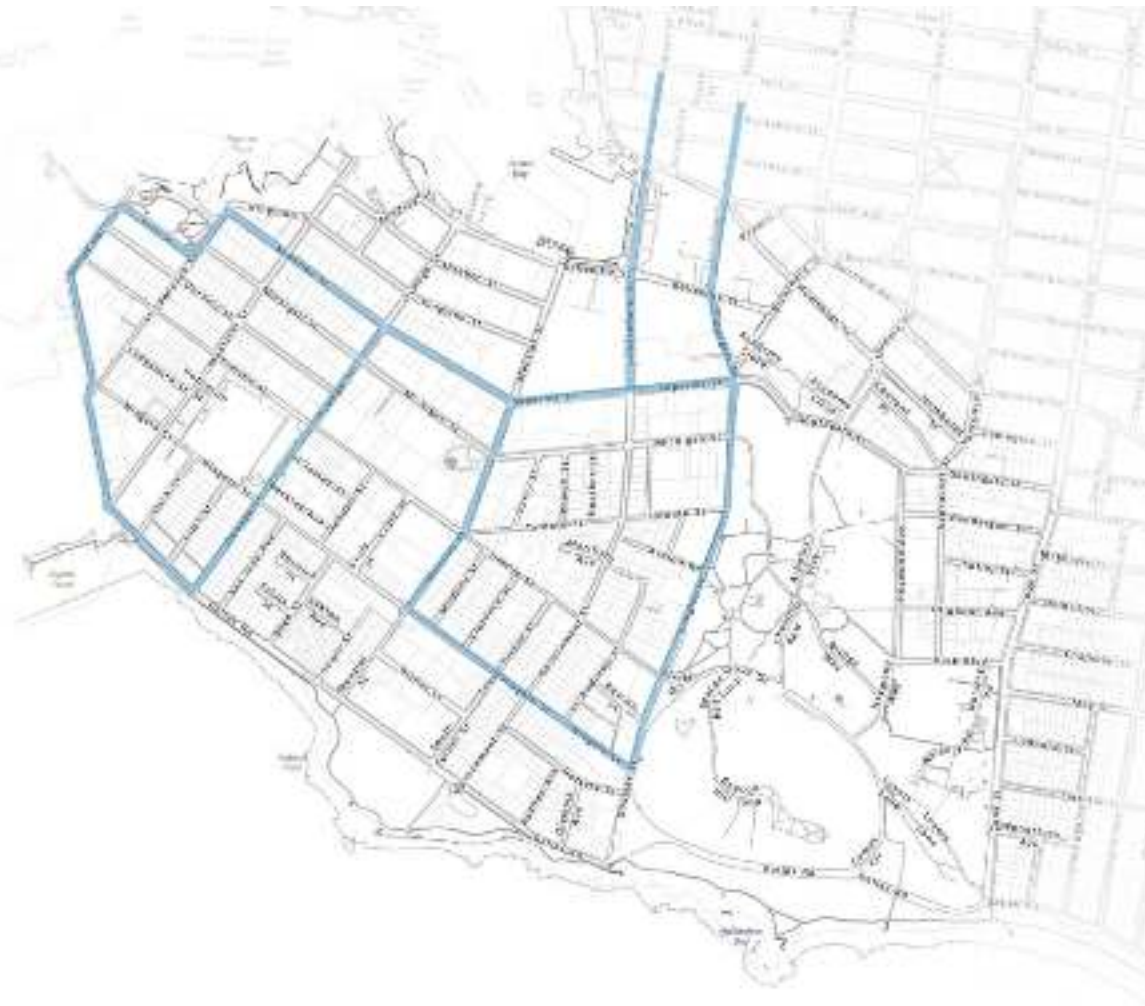
Street Classifications and typical traffic volume thresholds
**vpd = vehicles per day*

-  Primary Arterial (>18,000 vpd)
-  Secondary Arterial (5,000 - 20,000 vpd)
-  Primary Collector (3,000 - 8,000 vpd)
-  Secondary Collector (1,000 - 4,000 vpd)
-  Local Streets and Lanes (<1,000 vpd)

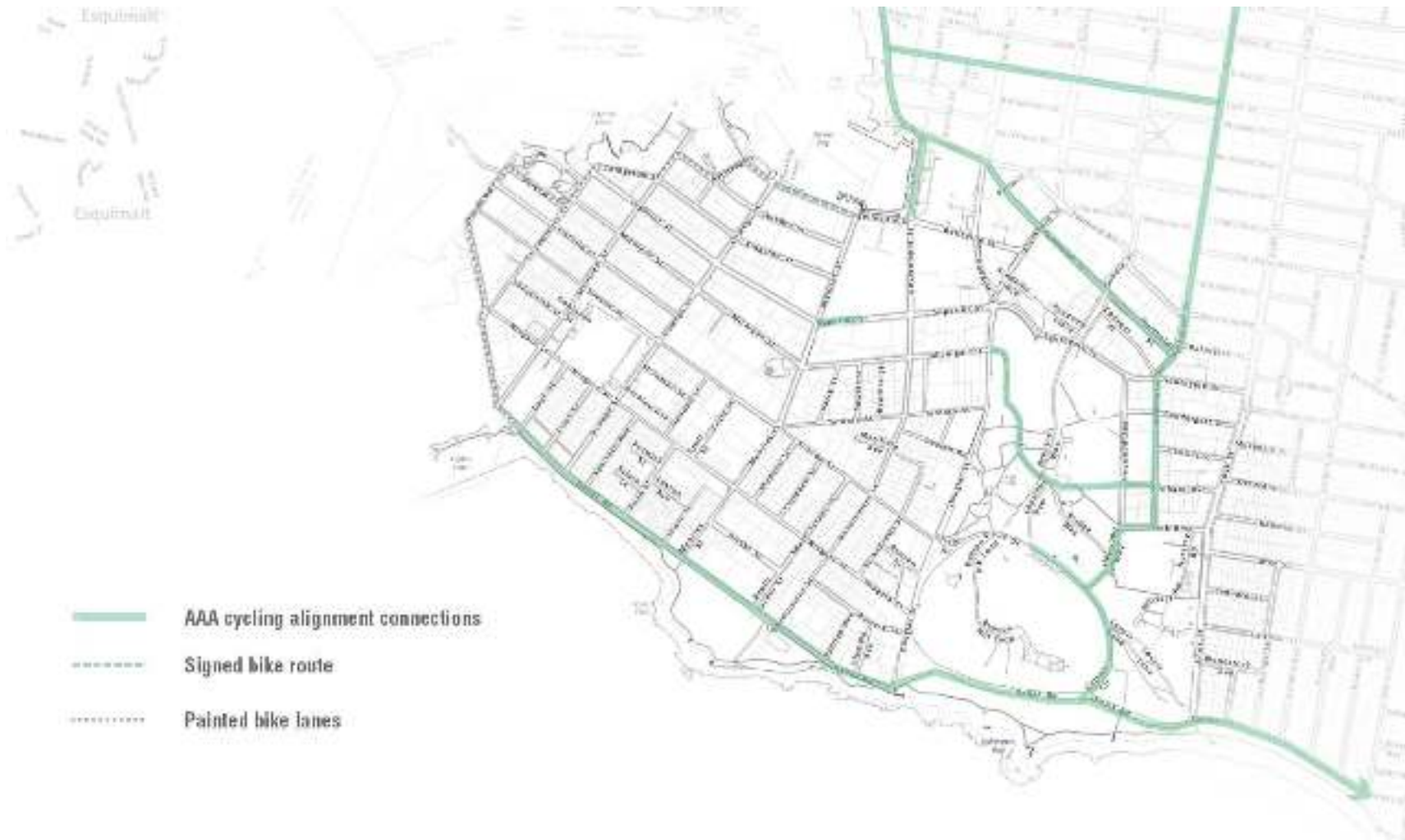
Trip Generators



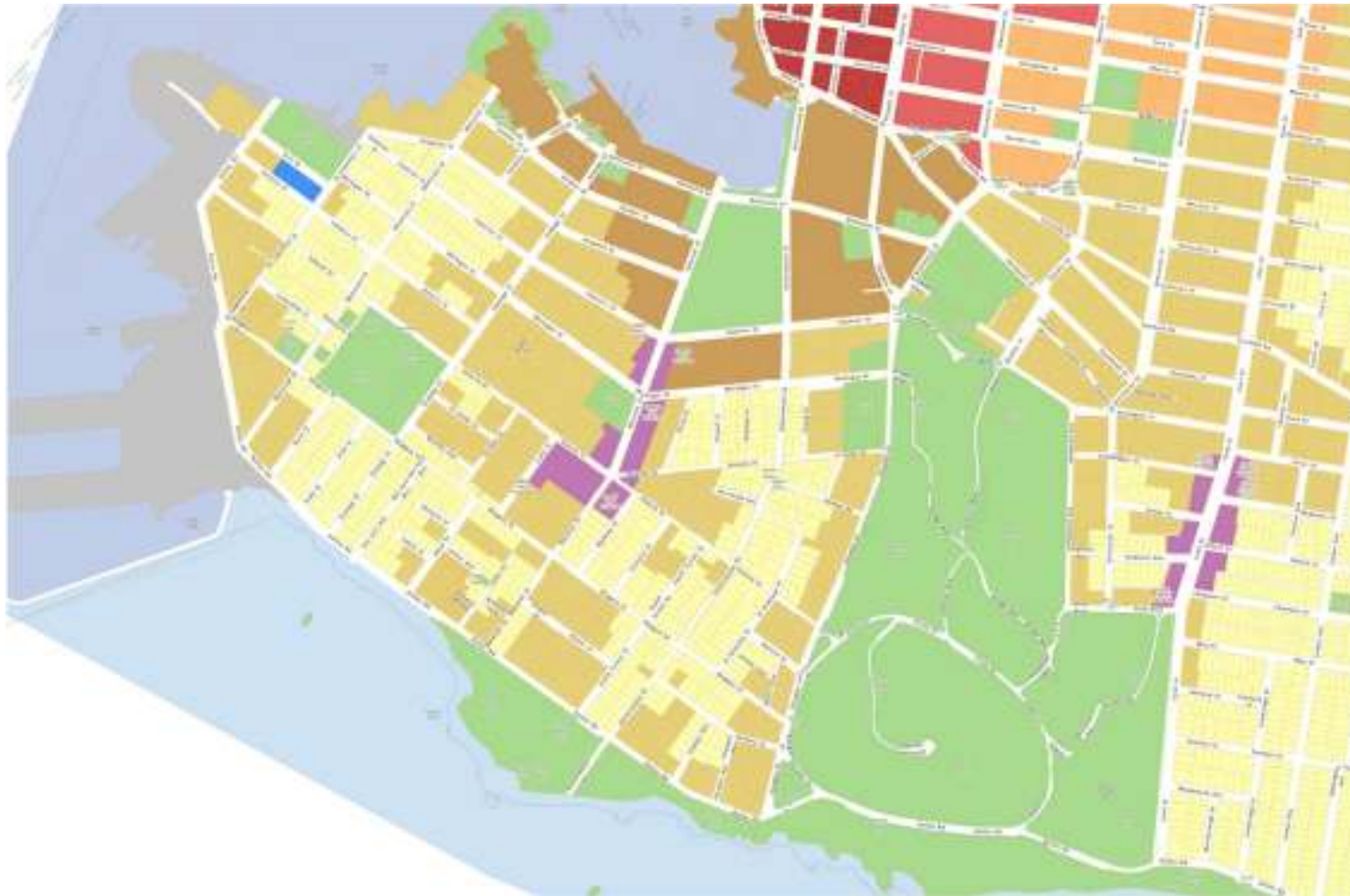
Transit Routes and Service



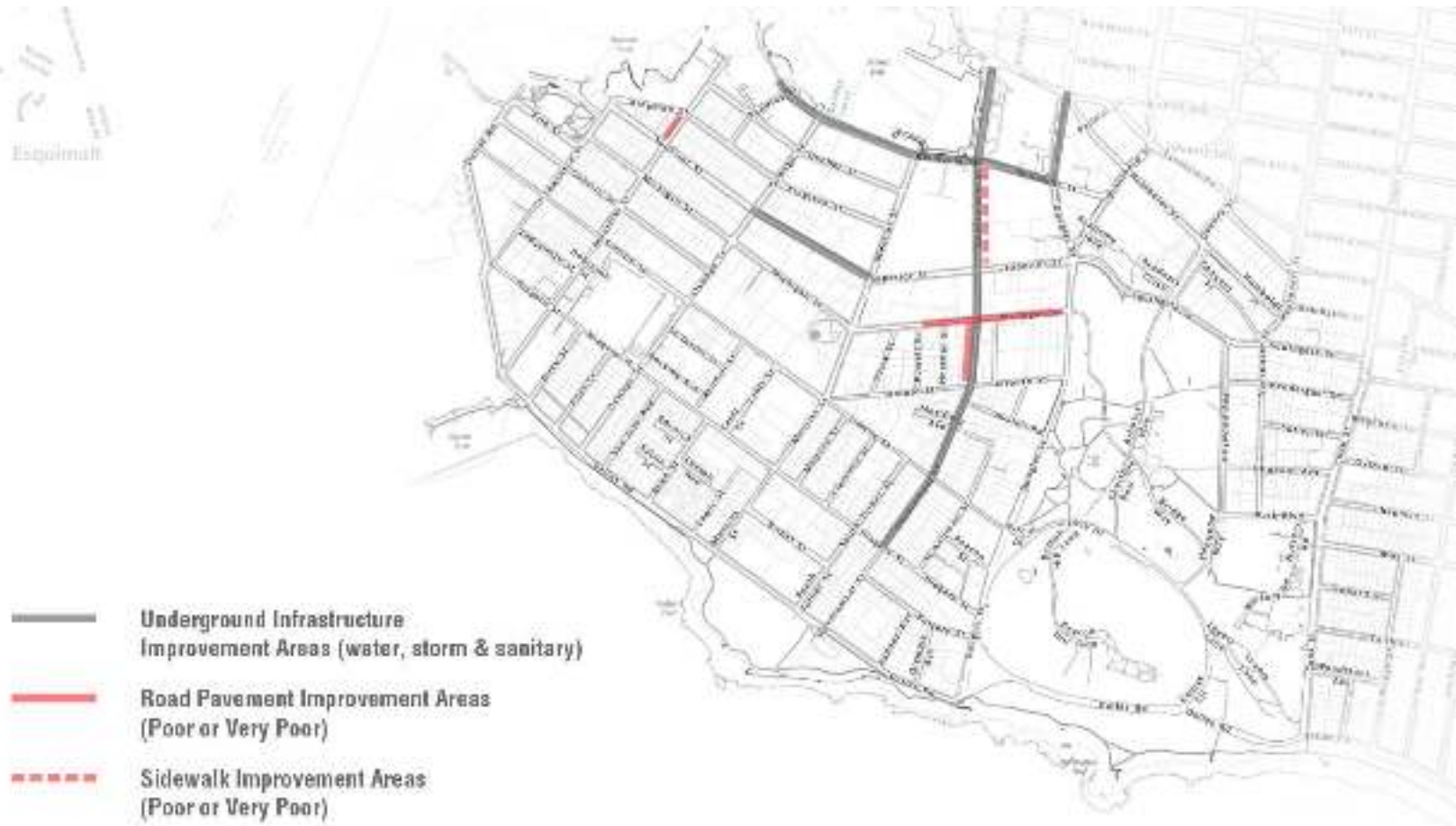
AAA Network Connections



Land Use



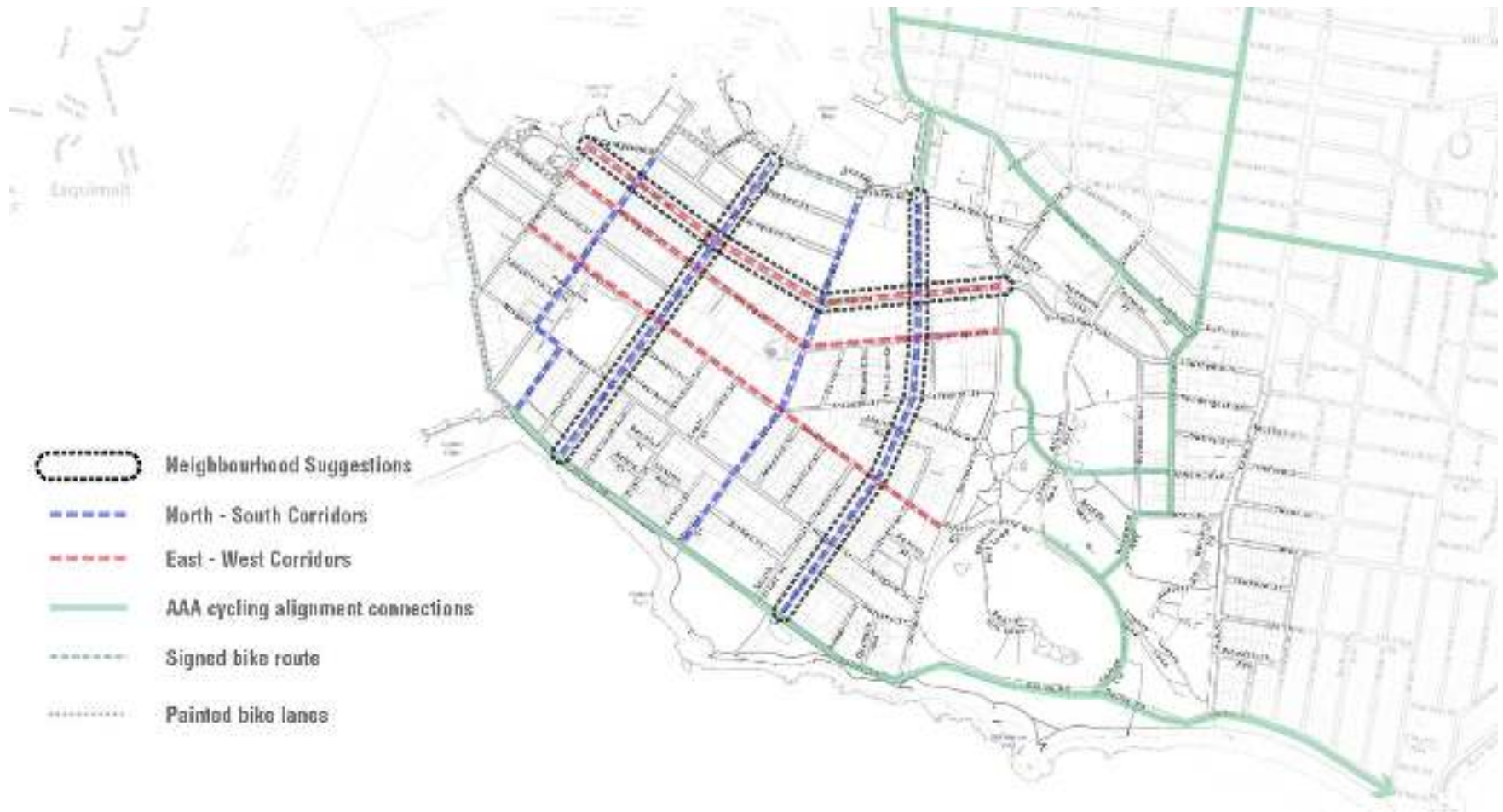
Possible Construction Synergies



Past Public Input

- Establish routes that meet the needs of local residents *and* that can be shared with visitors
- Respect businesses and their practical needs / routing
- Accommodate tourism transportation (horse & carriages, pedi-cabs, rickshaws)
- Maintain a walking oriented five corners village centre
- Consider how wheelchairs / mobility scooters could use protected bike lanes or traffic calmed areas
- Close the gaps in existing infrastructure
- Support new employment areas and destinations (eg: Capital Park development)
- Provide connections to the two schools
- Use a complete street lens to make pedestrian improvements at the same time
- Consider the insights from the local area plan, the 2014 bike network plan and the CRD Pedestrian and Cycling Master Plan

Candidates for Priority AAA Routes




Sharing our Streets – community led

Complete Neighbourhood Solution



Legend:

-  Reduced speed zone
-  Shared Streets Zone
-  Complete streets already planned by City or CRD
-  New complete streets
-  Arterial road

Alignment Focus Group Outcome



Types of AAA Infrastructure

Protected Facilities
(busier streets)



Shared Facilities
(quieter streets)



Off-street Facilities
(mixed or single use)



Government Street



Existing Conditions:



Preliminary Design Concept:



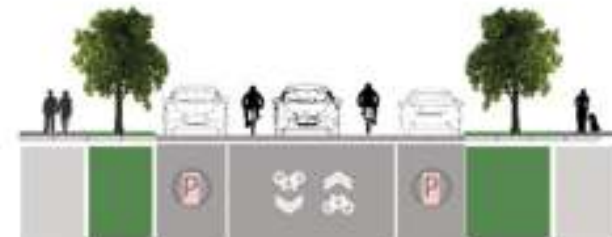
Michigan Street

Existing Conditions:



— AAA routes
— Proposed protected bikeway.

Preliminary Design Concept:



traffic calmed neighbourhood bikeway for consideration

Superior Street



- AAA routes
- Proposed protected bikeways

Existing Conditions:



SECTION A | St Lawrence to Government St.



SECTION B | Government to Douglas St.

Preliminary Design Concept:



one-way protected bike lanes for consideration



grade raised protected bike lanes for consideration

Oswego Street



- AAA routes
- Proposed protected bike lanes
- Advisory bike lanes for consideration

Existing Conditions:



Preliminary Design Concept:



Next Steps

- Staff will continue technical analysis of candidate corridors to present the best options for priority investment to the public during upcoming public consultation
- Consultation and public engagement to confirm the alignment
Save the Date: April 2, 2020 – New Horizons
- Anticipated implementation as part of the 2021 capital projects
- Continued investments in pedestrian, cycling, transit, and traffic calming initiatives in the neighbourhood