



This presentation was developed by the James Bay Neighbourhood Association's (JBNA) Active Travel Committee. You will see three "big ideas" for how to improve active travel in James Bay. Active travel includes but is not limited to, walking, biking, and public transit. After you have reviewed the slides, we encourage you to fill out the survey to provide us with your feedback on our proposed solutions.

## The Getting Around James Bay Project

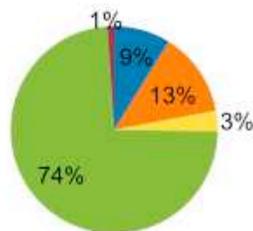
- Spring 2016 – JBNA Active Travel Committee formed
- Fall 2016 – Survey issued (483 respondents)
- Winter 2017 – Report submitted to City Council
- Fall 2017 and Winter 2018 – Neighbourhood consultation
- 2018 – City of Victoria scheduled to begin work to update the Local Area Plan for James Bay



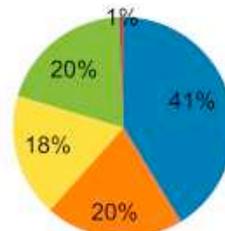
The JBNA Active Travel Committee has been active since the spring of 2016. In the fall of 2016 the Active Travel Committee developed and issued a survey that was completed by nearly 500 respondents, the vast majority of whom live in James Bay. The results of the survey were presented to City Council in the winter of 2017 and can be found on the JBNA website. The three transportation solutions presented in this slide deck have been developed to respond to the needs of the community identified by the survey.

## How People Get Around

Transportation people use to travel around James Bay



Transportation people use to enter and leave James Bay



■ Drive ■ Bike ■ Transit ■ Walk ■ Mobility Aid

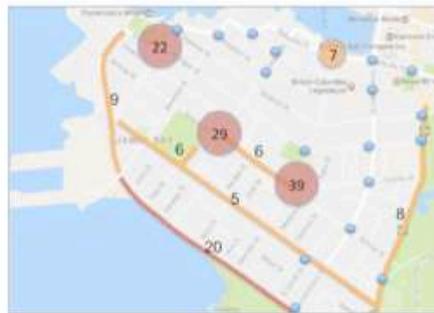
One of the most telling findings from the survey was the dominance of walking for getting around James Bay. The key take away message for us is that we need to ensure that our transportation network both within and to places outside of James Bay meets the needs of people who choose to walk, bike or take transit, as much as it meets the needs of people who choose to use motorized vehicles.

## Travel Patterns & Problem Areas

Where are people going?



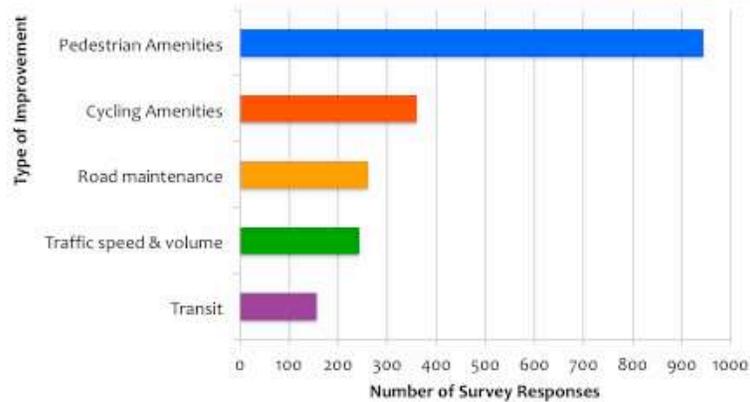
Where are improvements needed?



In the survey, we asked people where they go when getting around James Bay. The map on the left shows you the most popular places people are going: The larger the size of the star the more popular the destination. This tells us that our transportation network must be able to get us safely and conveniently to our neighbourhood's core shopping and service area but also to its fringes where our primary recreation areas are located.

Another survey question asked respondents where they felt there was the greatest need for improvements to make it safer and more convenient for them to get around. The map on the right shows how often different locations were identified as needing to be improved. The red circles and line were the most commonly cited locations with at least twenty respondents indicating that these are areas needing improvements. The orange circle and lines were the next most commonly cited locations needing improvement with at least five survey respondents indicating issues in each of these areas. And then there were lots of places in between, indicated by the blue dots, where four or fewer people noted some kind of needed improvement. What is telling about this map is how it shows both a need for improvements around some of the neighbourhood's most popular destinations as well as the routes used to get between destinations. In other words, both site specific and neighbourhood wide solutions are needed.

## Types of Improvements Needed



In the previous slide we showed where survey respondents indicated improvements are needed; in this slide we show what types of improvements people indicated are needed. The main types of improvements needed in James Bay closely match how people told us they were getting around. It is important to note that some of these improvements will serve multiple transportation modes. For example, road maintenance will improve conditions for people on bikes and driving cars; more neighbourhood appropriate traffic speeds and volumes will improve conditions for people riding bikes and walking.

## Context: Victoria's Hierarchy of Transportation and Mobility Priorities

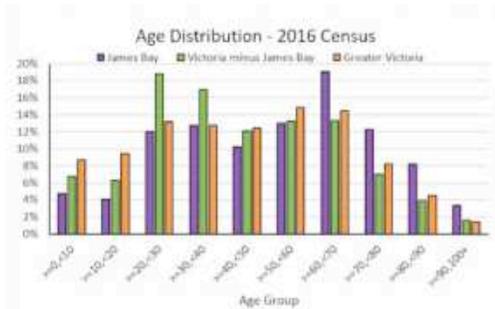
OCP Transportation Goal:  
7 (B) Victorians move freely and efficiently via a safe, integrated and convenient network of public transit, bike routes, and a supportive, inviting pedestrian realm in preference to driving alone.

Pedestrians
Cyclists
Transit
Commercial Vehicles
Single Occupancy Vehicles

In addition to the survey results, we also wanted to make sure that our proposed solutions align with the transportation goals included in the City of Victoria's Official Community Plan. One of these goals, shown in this slide, is to prioritize active modes of transportation first as demonstrated in the City's Hierarchy of Transportation and Mobility Priorities – the inverted pyramid that is on the screen. You'll see that the solutions that we are proposing align perfectly with this hierarchy.

## Context: Age Distribution

- More than 40% of James Bay's population is 60 years-old or older.
- People between 60 and 74 years-old are the fastest growing demographic in James Bay.
- We need to ensure that James Bay is a community that supports active transportation for all of its residents.



Another critical criteria for our proposed solutions is that they work, first and foremost, for the residents of James Bay. The chart above, taken from 2016 census data, shows that James Bay has the highest proportion of residents in the region who are 60-years of age or older. Furthermore, when the 2016 census numbers are compared to the 2011 census, it shows that people from ages 60 to 74 years of age is the fastest growing demographic in James Bay. A key take away from this census data is that we need to ensure that James Bay's transportation system enables active transportation options for all age groups and abilities.

## Looking at Solutions: The “8 to 80” principle

“If everything we do in our public spaces is great for an 8 year old and an 80 year old, then it will be great for all people.”

- 8 to 80 Cities



Given James Bay’s diverse age demographic and large senior population, we used the “8 to 80” principle when thinking about active transportation solutions for our neighbourhood. The “8 to 80” principle, is simple. It basically says that if we design and build our public spaces so they are equally great places for an 8 year old and an 80 year old, then they will be great places for everyone else as well. This is a very simple benchmark against which we think our active transportation infrastructure needs to be measured as well as the solutions that we propose for improving them.



A Shared Solution  
Five Corners (Menzies & Simcoe)

## Shared Street Characteristics



A shared street is a way of accommodating everyone by removing barriers between them. It minimizes the segregation of pedestrians and vehicles, by using materials and design that reflect different uses and allows for ebbs and flows between different modes of transportation. In shared street all modes of travel are considered equal.

Shared street design is unique in every application but they do share similar characteristics:

- Street furniture and landscaping are used as calming measures that create a people oriented public space that encourages distinctiveness, social interaction, universal accessibility and reduced traffic speeds.
- Street furniture can also be used to delineate a pedestrians only space.
- Street curbs are removed. Instead of a wide lane focusing a moving volumes of cars that push other modes on a narrow fringe the street is open for all thereby not prioritizing a single mode of transportation
- Traffic signals may be removed.
- A street gateway is created through landscaping and a entry sign to encourage lower speeds to let users know they are entering a different space and encourage lower speeds.
- Tactile paving and changes in material also cue drivers, delineates uses and reduce speed.

## Five Corners – Shared Streets Zone



The area around the “Five Corners” or the corners of Menzies, Simcoe and Toronto Streets is a key pivot point for the community. It accesses neighbourhood shops, doctors, and restaurants. The new Capital Park development at Menzies and Superior will extend the number and range of high quality services in James Bay from the Five Corners down Menzies Street to Superior Street. This is also an area that has many challenges from an active travel perspective - it is a limited space, it must accommodate a vast variety of transportation modes and move an increasing traffic volume. It also provides a wonderful opportunity to create a Shared Street.

To address these issues and enhance the experience of people using the many amenities in this zone, we propose designating Simcoe and Menzies streets around the Five Corners a Shared Streets Zone and making the necessary changes to reinforce this designation. Shared Streets are safe, comfortable and convenient for travel for everyone, regardless of age or ability - motorists, pedestrians, bicyclists, and public transportation riders. Making this area a Shared Streets Zone would improve the balance for all modes of transportation with increased convenience and access for pedestrians, improved space for bikes, safe linkages to public transit, and calm movement of vehicles.

A Complete Solution

## Complete Streets



Complete Streets are streets for everyone, no matter who they are or how they travel.

Complete Streets are streets for everyone. They are designed and function to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

## A Complete Solution for Oswego, Superior Government and Dallas Road



Dallas Road, Superior St, Government Street and Oswego St all have high volumes of traffic that typically move at higher speeds. The vehicles that travel these routes are also quite varied, including: automobiles, taxis, large trucks, buses, bikes, and even horse carriages and pedi-cabs. These streets are also important from a connectivity perspective. They connect people directly to major destinations within James Bay as well as to places outside of the neighbourhood. Despite their importance, many parts of these streets are not designed and operated to enable safe access for all users, particularly for people walking or biking. Given the importance, diversity of users, and volume of traffic on these streets, we propose that these streets be designated and developed as Complete Streets by the City of Victoria.



This map shows the designated Complete Streets network proposed for James Bay with the five corners Shared Streets Zone in the centre. The sections of streets in purple are ones that have already received or are scheduled to receive Complete Streets improvements. The sections of streets in dotted blue are those where we propose more work be done.

## Protected Bike Lanes: Superior, Government (north of Michigan) and Dallas

Typically needed if more than 1,500 cars per day and speed limit over 30 km/h



Protected bicycle lanes are physically separated from motor vehicle travel lanes and the sidewalk, but are located on-street within the road right-of-way. Protected bicycle lanes combine the comfort and experience of an off-street pathway with the benefits of direct routes and access to destinations. In many cases, protected bicycle lanes are separated by landscaping or curbs from the sidewalk or by on-street parking, facilitating separation between cyclists and pedestrians as well. As shown in these pictures, there are many types of protected bicycle lanes, offering varying types of treatments to offer protection. Protected bike lanes also hold the potential to be used by people who are operating small, slower-speed single-occupant vehicles such as mobility scooters, skateboards and scooters. They are considered most appropriate on streets with more than 1,500 cars per day and/or a speed limit greater than 30 km/h, conditions that exist for Oswego Street, Government St north of Michigan St and Dallas Road. Although Oswego St and Government south of Michigan Street are too narrow to accommodate a protected bike lane without losing on-street parking, Superior St, Government St north of Michigan, and Dallas Road are wide enough that they could accommodate a protected bike lane with minimal impact to existing on-street parking. For this reason, we propose these be added to the City's priority bicycle network and that protected bike lanes be built on Superior St and on Government Street from Superior St to Wharf St (Dallas Road is already slated for a protected bike lane).

## Bicycle Greenways: Oswego and Government (south of Michigan)



Oswego St. and Government St south of Michigan are likely too narrow to add protected bike lanes although the volume and speed of traffic on these streets likely warrant them. A Neighbourhood Greenway offers an alternative approach for making these Complete Streets. Neighbourhood Greenways refer to shared bicycle routes that are typically located on local streets with lower traffic volumes and speeds and that have been optimized to varying degrees to prioritize bicycle traffic. In cases where traffic volumes and speeds are relatively low (i.e. speeds of 30 km/hr or less, with fewer than 1,500 motor vehicles per day), cyclists and motorists are able to comfortably share the road without the need for significant physical improvements to the roadway provided the street is of sufficient width to allow safe passing between cyclists and motor vehicles. In cases where the existing streets have relatively low traffic volumes and speeds, the only improvements required may be signage and pavement markings identifying the road as a bicycle route, and crossings where the Neighbourhood Greenways intersect major roads. However, for streets with somewhat higher traffic volumes and speeds (such as Oswego St), they can be further enhanced with traffic calming measures such as traffic circles and median “pinch points”. The City of Victoria is currently considering bicycle greenways for two streets on its current bicycle network: Haultain St in Fernwood and Richardson St in Fairfield. Both Haultain Ave and Richardson St have traffic volume and speeds that are comparable to Oswego St and Government south of Michigan. We therefore propose Oswego St and Government south of Michigan be added to the City’s priority bicycle network and for them to be developed as Bicycle Greenways.

## Pedestrians



In addition to improvements for people riding bikes, there are a number of improvements that can be made to improve access and safety for pedestrians along Oswego St, Superior St, Government Street and Dallas Road. It is important to note that in many cases, measures taken to improve conditions for people riding bikes can also improve conditions for pedestrians and vice versa.

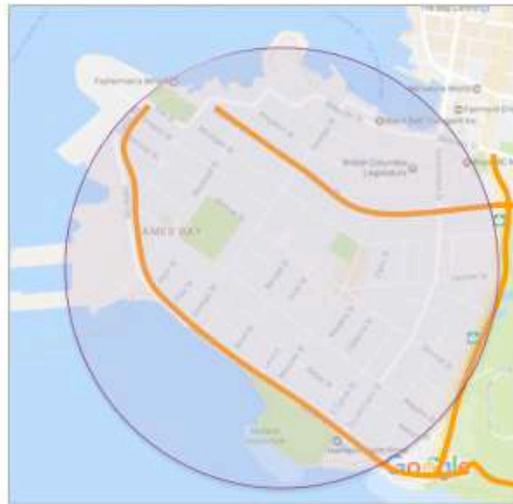
# A Neighbourhood Solution

## A Neighbourhood Solution



With 75% of trips within James Bay involving walking and mobility aids and 13% involving biking, a neighbourhood-wide solution is required to improve the experience for people in James Bay who get around by walking and biking.

## Reduced traffic zone



### Legend:

-  Reduced speed zone
-  Arterial roads

The Shared Streets and Complete Streets Solutions proposed so far are intended to target specific roads in James Bay that have higher speeds and volumes of traffic. In addition to these measures, we also propose reducing speed on all neighbourhood streets as an overarching strategy to improve pedestrian and cycling experiences. Main arterial roads, such as Dallas Rd, Superior St and Douglas St, should either retain current speed limits or reduce them only slightly to help facilitate the flow of traffic into and out of James Bay. The current speed limit throughout James Bay is 50 km/h except for 30 km/h for school zones, 40km/h along Douglas Street and 30 km/h along Montreal Street.



In addition to slower speed limits, additional traffic calming measures may be required in specific areas in the neighbourhood to aid compliance with these speeds. Furthermore, stop signs and crosswalks should be implemented based on pedestrian requirements rather than the standard regulations based on traffic counts.

## A Neighbourhood Solution

### Sidewalk Improvements



James Bay is an older neighbourhood with many of narrow sidewalks, with obstacles, particularly telephone poles, that make it very difficult to navigate with a mobility scooter, walker or stroller. While the city doesn't currently have the required allowances to widen sidewalks on all streets, this should be a consideration throughout James Bay.

## Complete Neighbourhood Solution



In this map, we show how all three of the solutions proposed in this presentation overlap with one another to provide a complete neighbourhood solution for active travel within James Bay:

- 1) The purple circle is the proposed reduced speed zone with traffic calming measures made where needed to help drivers comply with this limit. The orange lines are arterial roads that we propose should either retain current speed limits or reduce them only slightly to help facilitate the flow of traffic into and out of James Bay. However, the arterial roads need to be developed in a way that ensure pedestrian safety and convenience is prioritized.
- 2) The light red rectangles in the centre are the Shared Streets Zone around the Five Corners and along Menzies St to the new Capital Park development. The Shared Streets Zone is the commercial and social hub of our community where the vast majority of travel is made on foot, the design of this area needs to reflect this reality.
- 3) The solid purple and blue dotted lines are streets with higher volumes and speeds of traffic and a high level of connectivity to places both within and outside of James Bay. We propose adding these streets to the City's priority bike network and to take measures to make them Complete Streets for all modes of travel.

## Comparing the 3 solutions to where people are going

Integrated three solutions



Where people are going.



In this slide, we have two maps of James Bay: The map on the left is the integrated 3 solutions map and the one on the right shows where, according to our survey, people are going in James Bay. When these two maps are placed side by side, one can see that our recommended solutions align very closely with where people are going in the neighbourhood. The proposed three integrated solutions for James Bay will therefore not only improve the safety and convenience of active travel but also improve connectivity as well

## Comparing the 3 solutions to identified problem areas

Integrated three solutions



Major problem areas



In this slide, we compare the integrated three solutions map (left) with the traffic problems map (right) as identified by the results of the Getting Around James Bay Survey. When these two maps are placed side by side, one can see that the three recommended solutions will help to address many of the problem areas identified by survey respondents.

## A Complete Solution that Ticks Off All of the Boxes

- ✓ Consistent with the OCP's transportation hierarchy.
- ✓ Aligns with the "8 to 80" principle.
- ✓ Increases the ability of James Bay residents to age in place.
- ✓ Focuses on priority improvements identified in survey.
- ✓ Improves active travel connectivity.
- ✓ Resolves a number of problem spots in James Bay.
- ✓ Balances all travel modes by reinforcing James Bays' most popular modes of travel - walking and biking - without restricting motor vehicle access.

In this slide the major benefits of the three integrated active travel solutions for James Bay are summarized. If implemented, these measures will improve the quality of life for James Bay residents and visitors alike. It will also make James Bay a North American leader for active travel living.

## Next Steps

1. Tell us what you think and how our proposed solutions can be improved.
2. **Complete the response survey by clicking [here](#)**
3. Engage with the James Bay Local Area Plan update that is scheduled for 2018-2019.
4. Help us send a strong message to the City of Victoria about the changes that need to be made to improve the safety and convenience of active travel for every resident of James Bay.

Now that you have reviewed our three proposed, integrated solutions for James Bay, we would love to hear what you think. We encourage you to take a few minutes to complete our brief online feedback survey, engage with the upcoming James Bay Local Area Plan update process that will be led by the City of Victoria, and finally let the City of Victoria know what needs to be done to improve active travel opportunities in James Bay.

## Please complete the survey

We would love to get your feedback on these three proposed solutions.

[Click here to start the online survey](#)