Transportation and Mobility 7

GOALS

- 7 (A) Victoria's land use patterns reinforce a sustainable local and regional transportation system where the downtown core remains the regional employment centre, new regional growth is serviced by transit, and compact, complete neighbourhoods are supported by mobility hubs.
- 7 (B) Victorians move safely and efficiently via comfortable, integrated and convenient networks of roadways, sidewalks, pathways, public transit, and bike routes. Networks are inviting, accessible, and supported by an attractive public realm and streetscape.
- 7 (C) Victoria's network of transportation services, mobility options, and parking / loading infrastructure support people with disabilities.
- 7 (D) Transportation systems have reduced fossil fuel dependence, produce lower greenhouse gas emissions and air contaminants, and are resilient to climate change impacts.

OVERVIEW

Land use and transportation are tightly inter-related. Victoria's compact size, relatively high residential and employment density, and fine-grained network of streets not only enables travel on foot, on bicycle and by public transit, but provides the land use framework to further support growth in sustainable, shared, and low-carbon modes of transportation. The close integration of land use and transportation is highlighted by 2021 Census figures, which show that Victoria tops all major cities in Canada, with the highest rate of commuters choosing to bike or walk to work. In 2021, 43% of people commuted by bike, transit or walking and 30% worked from home compared to 49% and 8% in 2016.

By 2041, Victoria's population is anticipated to reach about 111,300. Those 65 and older are expected to make up a larger share of the population in the coming decades (an estimated 30% in 2041, compared to 20% in 2016). This age group is likely to be more dependent upon mobility alternatives and will have diverse needs including parking, loading and shared mobility options. Similarly, young adults and those with children will be seeking affordable transportation options that reduce household expenditures and are convenient and safe to use.

Anticipated employment growth in the Downtown Core Area and employment districts may increase commuter trips from neighbouring jurisdictions. This will add to roadway congestion and transportation-generated greenhouse gas emissions unless significant investments are made into public transit, including the provision of rapid transit and accessible transit service, and the

enhancement of pedestrian and cycling networks. To address these challenges, meet the City's mobility goals, and support the land management and development vision set out in Section 6, this plan seeks to manage transportation infrastructure and networks with new population growth. This chapter focuses on priorities to expand pedestrian, cycling, and shared mobility options, supports electrification and modernization of the transportation network and assets, and physically link Urban Villages, Town Centres, the Urban Core and Employment and Industrial districts with high capacity and accessible public transit service. The focus on walkable centres and corridors, coupled with investments in accessible parking, cycling infrastructure, shared mobility and public transit, directly addresses the City's greenhouse gas reduction targets, supports inclusive environments for people with disabilities, and encourages active transportation.

BROAD OBJECTIVES

The transportation and mobility policies of this plan collectively address seven broad objectives:

7 (a) That travel modes function effectively together as a system where road rights-of-way are designated, designed and managed to give priority to pedestrians, cyclists, public transit, shared mobility and commercial vehicles over single occupancy vehicles.

7 (b) That a regionally coordinated Vision Zero program prioritizes human life over ease of mobility and convenience at both the local and regional scale.

7 (c) That rapid, frequent, and local transit service collectively outperform the automobile's convenience and speed in a more affordable, sustainable and convenient way by connecting neighbourhoods to each other, the Urban Core, Urban Villages, employment areas, regional destinations and points of entry including Victoria International Airport and the BC Ferry terminal at Swartz Bay.

7 (d) That connected active transportation networks provide safe, convenient, and enjoyable travel options for people of all ages and abilities.

7 (e) That Victorians have access to low carbon and accessible mobility through road space allocation, incentives, electrification infrastructure, shared mobility services, and transportation demand management initiatives.

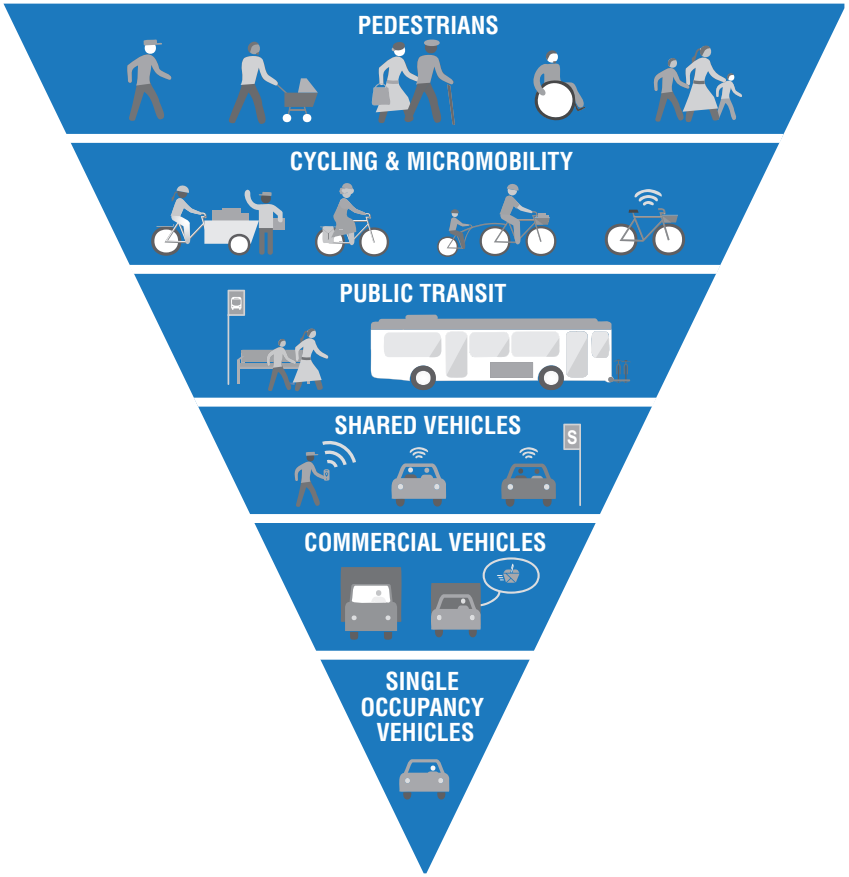
7 (f) That curb space is valued and managed to ensure the highest and best use through parking and loading zone changes, re-allocation, configuration, pricing, and other incentives.

7 (g) That travel is made safe with asset renewal and replacement and made seamless through the integration and management of data and technology.

TRAVEL MODE PRIORITY

7.1 Use the Hierarchy of Transportation and Mobility Priorities illustrated in Figure 10, as the conceptual framework for transportation planning where pedestrians, cyclists and micromobility, public transit, shared vehicles, commercial vehicles, and single occupancy vehicles are ranked in descending order of priority. People with disabilities who use mobility devices or private automobiles are included as pedestrians.

Figure 10: Hierarchy of Transportation and Mobility Priorities



MOBILITY CORRIDOR MANAGEMENT

7.2 Manage the network of major roads (arterial and collector) and local roads identified on Map 5, in a manner that responds to diverse travel needs (personal travel, goods and service delivery, emergency response) and prioritizes right-of-way according to Figure 10 over increases in road capacity for general purpose automobile traffic.

7.3 Subject to specific regulations identified in the Street and Traffic Bylaw, truck traffic is facilitated on designated truck routes.

7.4 Support economic activity in commercial, employment and industrial areas through managing road space, circulation, parking, and curb use regulations to enable efficient goods movement and access for people with disabilities.

7.5 Manage traffic in the Urban Core by:

- 7.5.1 Using technology and innovative traffic management methods to manage congestion;
- 7.5.2 Limiting the further extension of one-way streets except where required to enable the extension of the Government Street Mall and facilitate transit, cycling and pedestrian modes; and,
- 7.5.3 Prioritizing transit, cycling, and pedestrians by allocating curb space according to mobility values identified in the City's transportation plans and policies, and by enhancing the public realm to be safe, comfortable, and accessible.

7.6 Streets and the designated Rail Corridor on Map 5 are primarily intended to provide an integrated network of mobility infrastructure for walking, cycling, public and private transit, goods movement, emergency access and general purpose automobile traffic and their associated facilities, structures and navigational aids.

7.7 Update the City's regulations, standards and guidance to support safe, comfortable, and high-quality streetscapes and an enjoyable public realm, including by:

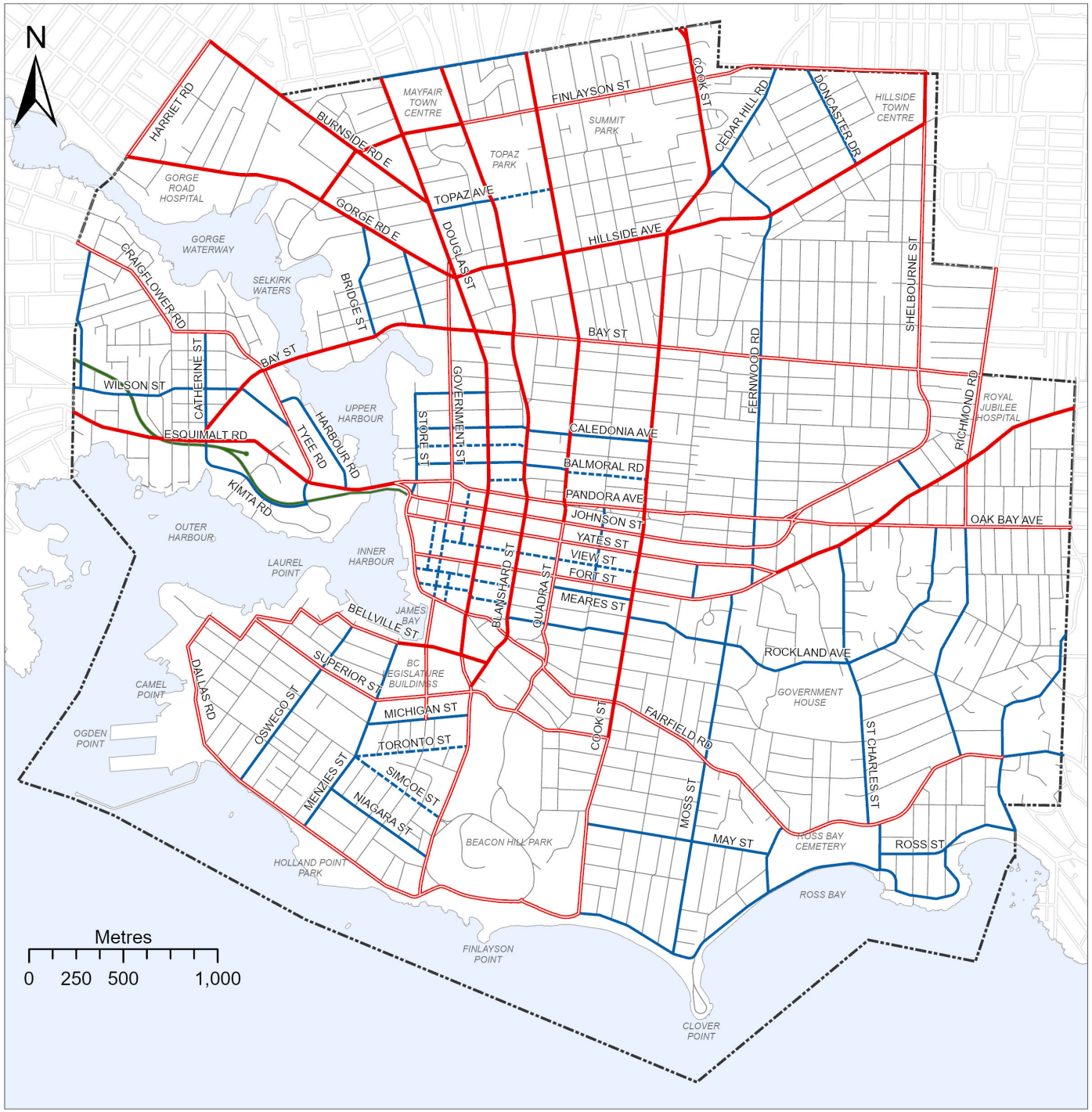
- 7.7.1 Preparing and maintaining standards and guidance for the public realm in Urban Villages and Town Centres, and for streetscapes in the Downtown Core Area.
- 7.7.2 Seeking to review and update the Subdivision and Development Servicing Bylaw to support increased accessibility, safety, and comfort for all road users.

7.8 Coordinate public and private sector improvements to streets, pedestrian and cycling networks and transit facilities through improvements to facilities consistent with established City standards. Seek the acquisition of rights-of-way or easements consistent with established City standards through the rezoning and development permit process, where acquisition will further plan objectives.

7.9 No new major roads are anticipated, however, through future planning processes, roads along transit corridors or within and linking Town Centres, Urban Villages, Industrial and Employment areas and the Urban Core may transition to prioritize different modes of transportation and improve the pedestrian experience.

Figure 11: Aligning Mobility Networks and Land Use

Beyond Functional Street Classifications	Modes, Nodes, and Objectives
Functional Street Classification Streets across Canada are commonly classified according to the Transportation Association of Canada's (TAC) functional classification system of arterial, collector, and local streets. The intended purpose of the system is to define a street's role in moving cars within a larger network. Classifications in Victoria are provided on Map 5 and are also referenced in development servicing standards for typical right-of-way widths, policy regulating uses within the public realm, and policy to determine suitable driveway crossing locations. **A Complete Streets Approach** Victoria's approach to road classification focuses more comprehensively on mobility. While the movement of motor vehicles is an important component, we also measure and evaluate networks for efficiency, connectivity and comfort for those walking, cycling and taking transit. Alongside truck routes and emergency routes, the City integrates modal priorities into right-of-way allocation to help achieve the safe and efficient movement of people and goods throughout the city. Streets not only move people, but they are also public gathering spaces, contributing to the character, quality of life, economic activity, and tree canopy of a city. Understanding the local and regional nodes along streets provides further clarity on the function of the street and where public realm and mobility enhancements can be made to support public use, activity and enjoyment.	**Functional street classifications (Map 5) define typical right-of-way widths** › Accommodate generous and accessible pedestrian facilities with boulevards which support large canopy trees on all streets. › Seek right-of-way in redevelopment to advance public realm objectives including accessibility, sustainable mobility, and urban forestry. **Modal networks refine right-of-way allocation based on priority** Transit Priority Network (Map 6) › Improve transit shelters, benches and signage. › On RapidBus and Frequent Transit corridors, consider transit signal prioritization, queue jumps, in-lane boarding and transit lanes. › Prioritize pedestrian accessibility and comfort to and from transit stops. Greenways Network (Map 7) › Enhance active transportation, placemaking, urban forestry and other environmental features. › Consider shared street design approaches on Greenways with little to no through-traffic and constrained rights-of-way. All Ages and Abilities Cycling Network (Map 8) › Improve cycling facilities to provide a greater degree of safety and comfort suitable for people of all ages and abilities. Truck and Emergency routes (Map 9) › Improve response times, use signal pre-emption for emergency vehicles. › Ensure truck turning movements can be made without compromising pedestrian safety and accessibility. **Nodes outline local public realm objectives** Local and regional nodes are identified on Map 2 (Urban Village, Town Centre, and Core Areas) and Map 11 (Parks and Open Spaces, Schools, and Community, Senior, and Recreation Facilities) › Consider on-street parking (accessible, metered or time-limited) where space allows. › Consider mid-block crossings, greater sidewalk widths and enhanced public realm. › Consider traffic calming elements appropriate to the street, modes and land use.



MAP 5

Functional Street Classification

- Arterial
- Secondary Arterial
- Collector
- Secondary Collector
- Local
- Rail Corridor

PARKING MANAGEMENT

7.10 Maintain and implement a Parking Strategy to manage parking in Urban Villages, Town Centres, and the Downtown Core Area to give priority to short-term parking and loading on-street and in City-operated parking facilities, and improve effective use of curbside resources resources by seeking to:

- 7.10.1 Provide excellence in customer service;
- 7.10.2 Position villages, centres, and downtown as destinations of choice;
- 7.10.3 Support businesses and improve vitality through parking and loading strategies that encourage customer turnover in busy areas, including Urban Villages, Town Centres, and the Downtown Core, while providing opportunities for longer stays in other locations;
- 7.10.4 Promote a safe and inviting parking environment including the provision of accessible parking, shared mobility parking, bicycle and electric vehicle charging on corridors and at key destinations;
- 7.10.5 Integrate public short-term parking as a component of parking provided for multi-unit commercial mixed-use buildings, where appropriate;
- 7.10.6 Deploy technologies to maximize efficiency of parking supply and make it more user friendly and accessible for people with disabilities; and,
- 7.10.7 Ensure that the parking system is financially self-sustaining through a cost-recovery model.

7.11 Employ a broad range of parking management solutions to ensure a high level of curb productivity with regular turn-over. This can include time-limited, metered, electrified, shared parking, flexible parking, and loading zones along with the overall allocation of curb space according to our functional priorities.

7.12 Consider further updates to zoning bylaws to modernize parking requirements through:

- 7.12.1 Parking reductions based on geographic location, residential tenure, transit accessibility, and other factors that support sustainable mode choice or lower parking demand;
- 7.12.2 Parking reductions through the provision of transportation demand management programs, including car-share, accessible car share, enhanced bicycle parking facilities, end-of-trip shower and locker facilities, transit pass subsidies, and other measures that lower parking demand;
- 7.12.3 The provision of charging stations for electric cars, electric scooters, and bicycles in new multi-unit residential, commercial, office, and mixed use development; and,
- 7.12.4 Providing the opportunity for payments in lieu of parking provision including to an alternative transportation investment fund established by the City.

7.13 Provide real-time and improved user information on parking options, including identifying accessible parking, passenger/commercial loading zones, residential parking, bicycle parking.

PUBLIC TRANSIT

7.14 Support the implementation of BC Transit's regional transportation plans and strategies and the desired rapid and frequent transit services envisioned on Map 6, by:

7.14.1 Encouraging growth to concentrate in and near the Urban Core, Large Urban Villages, Town Centres and Employment areas along current and desired rapid and frequent transit corridors;

7.14.2 Investing in public transit stations, shelters and passenger waiting area amenities while seeking further enhancements to transit shelters and stations through redevelopment processes;

7.14.3 Participating with BC Transit, the Province of BC, and the District of Saanich in the planning, design and operation of Rapid Bus on Douglas Street, including assessment and upgrading of station locations, transit priority technologies, dedicated bus lanes, and transit supportive land use with consideration of future rail;

7.14.4 Working in partnership with BC Transit and neighbouring municipalities to manage traffic on rapid and frequent transit corridors to give public transit priority over general purpose traffic;

7.14.5 Participating with BC Transit, the Township of Esquimalt, the District of Saanich and the District of Oak Bay in implementing rapid and frequent transit priority along routes identified on Map 6, connecting major destinations including Canadian Forces Base Esquimalt, the Downtown Core Area, Royal Jubilee Hospital, Camosun College, and the University of Victoria;

7.14.6 Collaborating with BC Transit to introduce innovations in transit such as on-demand programs, flexible service, and expanded accessible transit service models to respond to local service needs;

7.14.7 Partnering with BC Transit to support electric bus charging facilities in proximity to major employment centres or as a part of comprehensive development sites;

7.14.8 Support the development of mobility hubs, as depicted in Map 6;

7.14.9 Encourage increased transit trips through a city-wide network of mobility hubs, delivered in coordination with mobility service providers, government partners, and private development [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 20 – NEIGHBOURHOOD DIRECTIONS].

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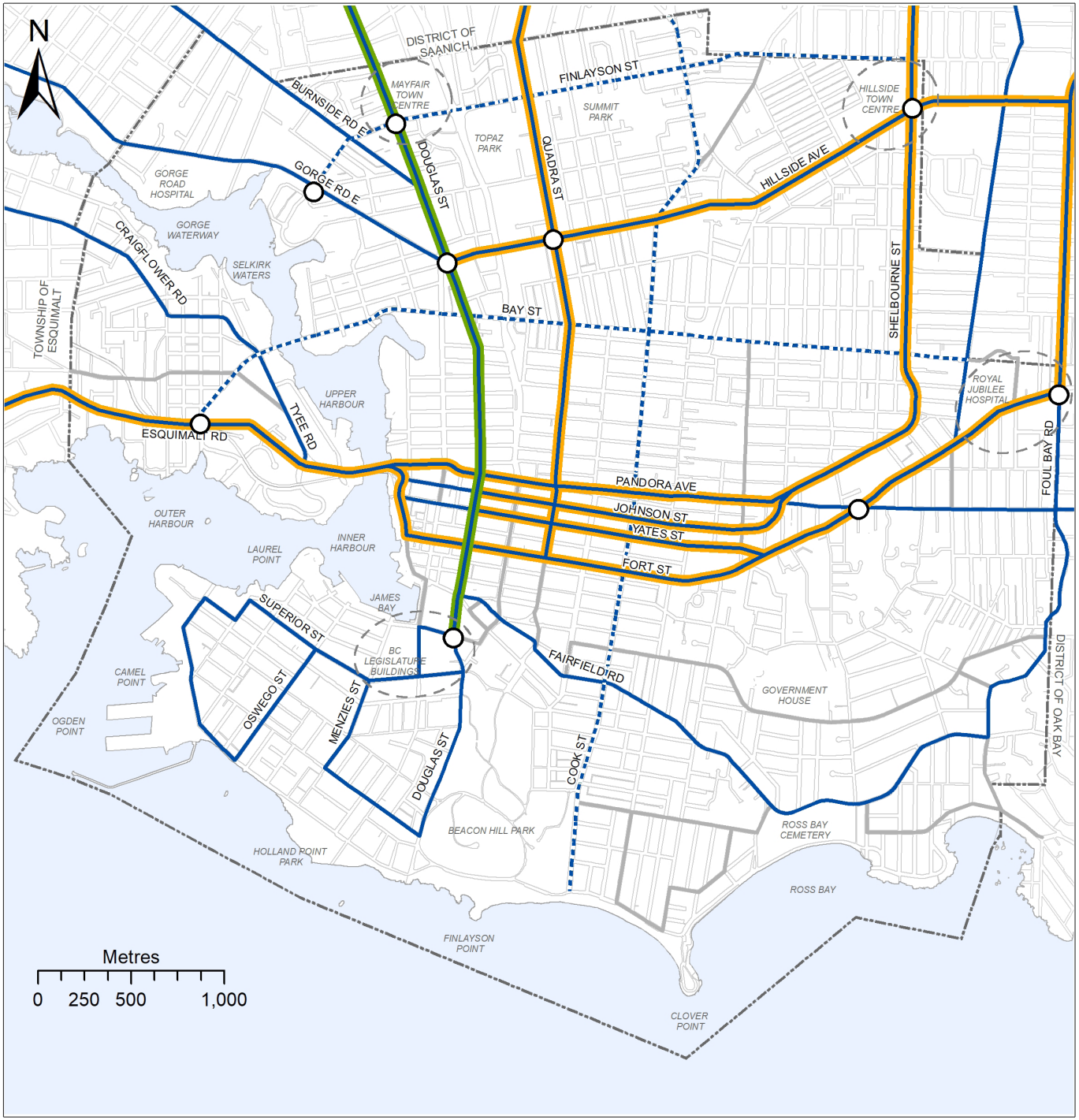
About Transit in Victoria

Transit operations, services and routes in Victoria are the responsibility of BC Transit. Many of the decisions regarding transit services and funding in the Victoria region are made by the Victoria Regional Transit Commission, whose authority is specified in the BC Transit Act. The Commission is generally responsible for:

- Determining route configurations and transit service levels
- Setting fares
- Reviewing and making recommendations for the annual operating budget and capital spending
- Raising the local share of the annual cost of transit service in the region

The City of Victoria supports transit provision through land use planning, investments, and development that supports transit viability and contributes to facility improvements.



MAP 6

Transit Priority Network

Rapid Transit Priority Corridors

- RapidBus

Frequent Transit Priority Corridors

- Frequent & Express Service / RapidBus Candidate
- Cummulative Frequent Service
- Frequent Service Candidate

Remaining Transit Network

- Local Service

Transit Exchanges and Mobility Hubs

- Mobility Hub*
- Transit Exchange Study Area

The "Victoria Region 25 Year Transit Future Plan" and "Victoria Regional RapidBus Implementation Strategy" are administered by BC Transit and may be subject to change. Transit Exchange Study Areas and Mobility Hubs provided as approximate areas of opportunity.

* The Urban Core as defined in Map 2 is a Mobility Hub.

WALKING, CYCLING AND OTHER PERSONAL MOBILITY

7.15 Maintain and enhance the City's Greenways Network, as shown on Map 7, with a focus on upgrading routes and establishing future connections, including by:

- 7.15.1 Updating the Subdivision and Development Servicing Bylaw to include streetscape standards that improve accessibility, cycling comfort, safety, and transit access aligned with best-practices and standards;
- 7.15.2 Exploring new policy mechanisms and design standards specific to shared streets including criteria, geometric design, surface treatments, urban forestry, building and street interface, utilities and on-street parking; and,
- 7.15.3 Considering different features and improvements for different greenways, based on roadway type, adjacent land uses, destinations, and other contextual factors, aligned with best practices and standards for mobility, transportation, and natural habitat vitality and connectivity.

7.16 Improve Greenway implementation through the delivery of the City's annual capital program, redevelopment opportunities, and partnerships with senior levels of government and external organizations, including by:

- 7.16.1 Undertaking right-of-way improvements that improve road safety and comfort for pedestrians and cyclists and remove barriers for people with disabilities;
- 7.16.2 Improving connectivity between the Greenways Network, the All Ages and Abilities (AAA) Cycling Network and the Transit Priority Network as depicted on the maps in this plan;
- 7.16.3 Strengthening greenway connections between the Urban Core, Town Centres, Urban Villages, Employment areas, major parks, institutions and recreation and cultural facilities;
- 7.16.4 Implementing directional signage, as a part of broader pedestrian scale wayfinding, that assists with navigation and visual identity;
- 7.16.5 Consider preparing a parks and paths map to further support citywide wayfinding and assist with navigation and visual identity;
- 7.16.6 Upgrading and expanding regionally significant Greenways such as the Trans Canada Trail, David Foster Harbour Pathway and Bowker Creek Greenway;
- 7.16.7 Exploring additional financial tools and contributions to accelerate the implementation of the greenways network;
- 7.16.8 Enhancing the user experience through landscaping, street trees, placemaking, and other means to improve comfort and showcase neighbourhood identity [SEE ALSO SECTION 8 – PLACEMAKING AND SECTION 9 – PARKS AND RECREATION]; and,
- 7.16.9 Continuing to identify neighbourhood connections and opportunities through local area planning.

7.17 Maintain and implement improvements to the city-wide pedestrian network as described in the City's Pedestrian Master Plan, prioritizing connectivity, safety, and accessibility of sidewalks and pathways by:

- 7.17.1 Aspire to maintain area on all sidewalks and pathways clear of physical obstructions for comfortable and accessible movement suitable to the role of the streetscape and in context of the overall pedestrian network;
- 7.17.2 Identifying priorities for improvements to sidewalks and other pedestrian facilities through planning and asset renewal processes, including removing physical barriers, improving lighting and wayfinding, buffering sidewalks from travel lanes, and providing weather protection, benches, drinking fountains, public washrooms, landscaping and beautification measures;
- 7.17.3 Giving consideration to the provision of right-of-way space on streets, sidewalks and pathways to support safe, connected movement using personal mobility devices including electric wheelchairs and mobility scooters
- 7.17.4 Maintaining ongoing investments within capital plans to deliver pedestrian facility improvements;

7.17.5 Enhancing the pedestrian experience including for those with mobility challenges, through improved pedestrian crossings, mid-street refuges, signalization, lighting, seating, curb extensions and let downs, and other accessibility measures;

7.17.6 Acquiring land and negotiating access to rights-of-way to connect gaps in the present waterfront park and pathway system; and,

7.17.7 Completing the Harbour Pathway in accordance with the Harbour Pathway Plan and associated Vision.

7.18 Support efforts of the school district and other organizations to encourage and promote safe routes to school, deliver road safety educational programming, and support infrastructure that will increase sustainable transportation mode share.

7.19 Maintain and implement improvements to the city-wide cycling network as described in the City's Bicycle Master Plan and as prioritized on Map 8, giving consideration to the connectivity, safety, comfort, and attractiveness of cycling facilities by:

7.19.1 Identifying priorities for improvements to cycling facilities through city-wide and local area planning processes including opportunities to remove barriers, close route gaps, connect Urban Villages and Town Centres, and improve lighting and signalization;

7.19.2 Giving consideration to and implementing different types of bicycle facilities to support riders of all ages and abilities;

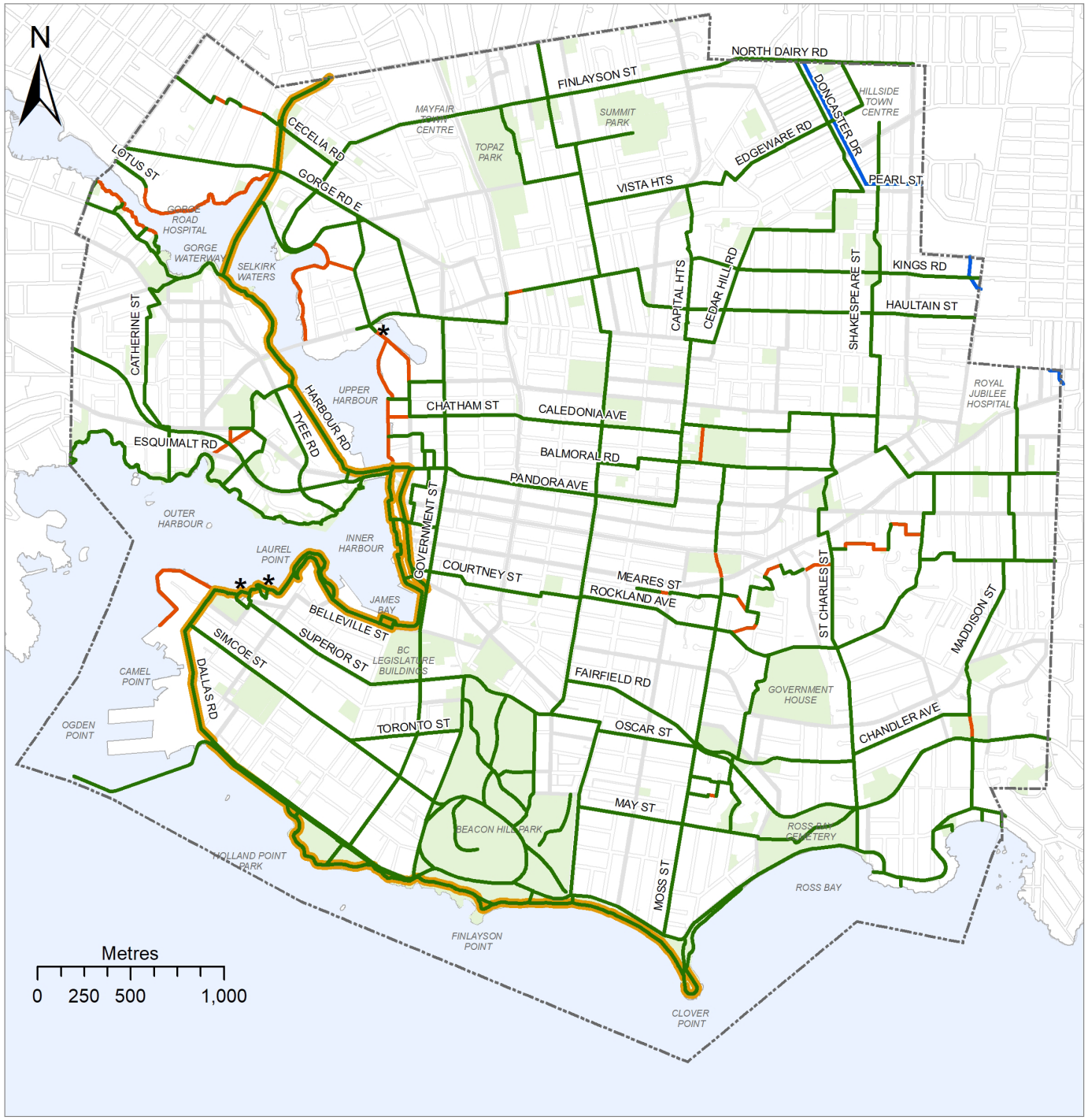
7.19.3 Separating zones and widening facilities for pedestrian and bicycle traffic wherever possible in multi-use pathways;

7.19.4 Maintaining ongoing investments within capital plans to deliver facility improvements;

7.19.5 Working in partnership with the Capital Regional District, neighbouring municipalities and the private sector to facilitate bike share systems in the Victoria region; and,

7.19.6 Updating the zoning bylaws and other City policy to require, as a condition of development, the provision of enhanced bicycle parking for cargo and electric bikes and end-of-trip facilities such as lockers.

7.20 Improve the integration of transit and cycling by working in partnership with BC Transit, the Capital Regional District, community, and business partners to locate cycling amenities such as bicycle share, secure bicycle parking, lockers and showers, at mobility hubs, employment centres, and major recreational, cultural, educational and shopping destinations.

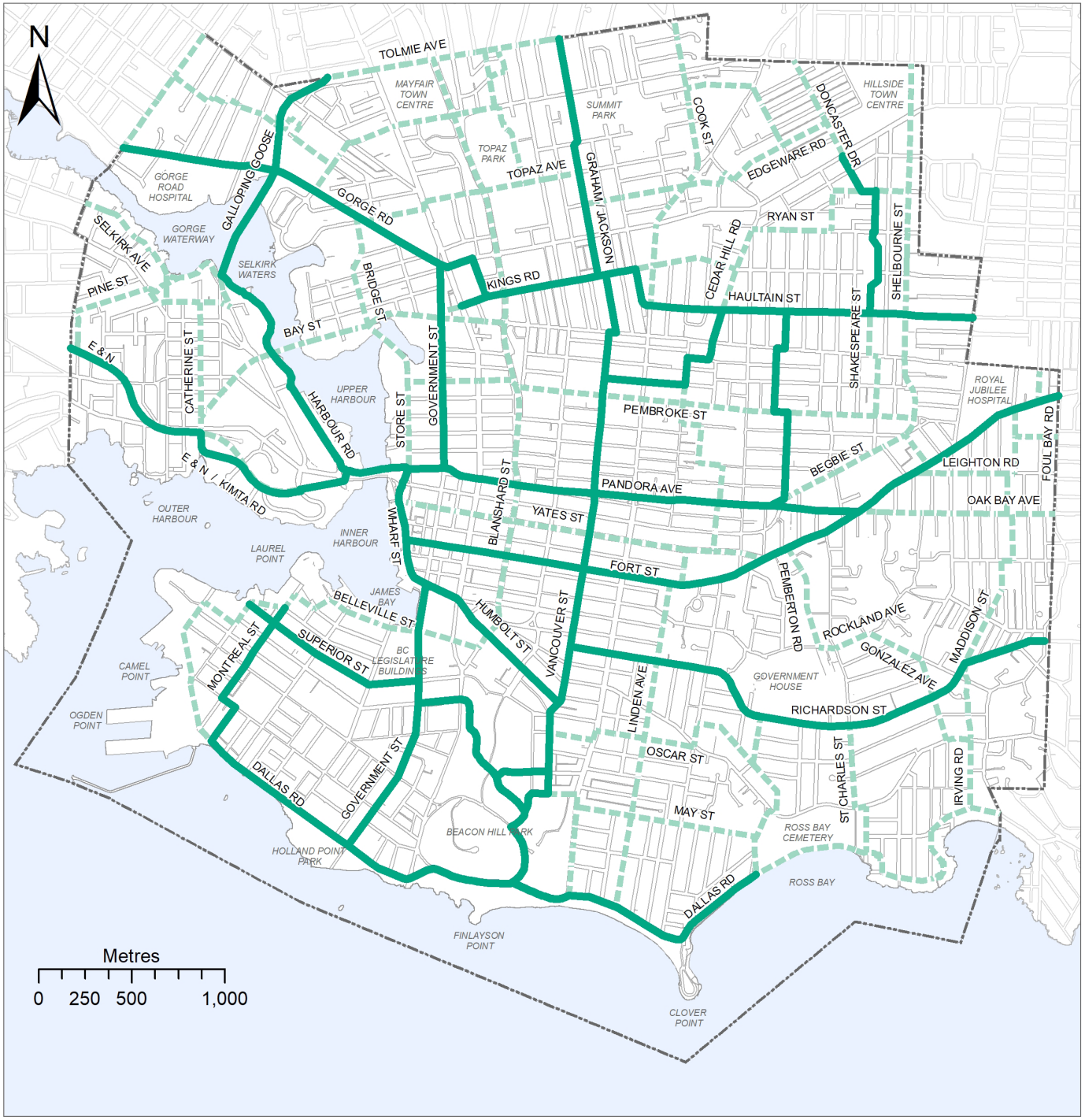


MAP 7

Greenways Network

- Existing Greenways
- Proposed Greenways
- Trans Canada Trail
- Bowker Creek Greenway
- Remaining Cycling Network
- * Proposed Bridge

Local Area Plans provide additional guidance on existing and future Greenway opportunities within Victoria's neighbourhoods. Greenway Improvements are realized through city investments and private and institutional redevelopment.



MAP 8

All Ages and Abilities Cycling Network

Priority Network

Expanded Network*

*Exact route, design and sequencing to be determined through future study and consultation processes.

Remaining Cycling Network

The remainder of the City's Cycling Network (not shown on map) includes existing facilities and routes which will continue to be developed over time to improve safety and comfort. Working with partners and private land-owners, the City will continue to be opportunistic to add new facilities and improve existing facilities (including additions to the AAA network) as appropriate.

MARINE TRANSPORTATION

[SEE ALSO SECTION 14 – ECONOMY]

7.21 Work towards a continuous pedestrian and cycling waterfront pathway per the policies related to walking, cycling, and personal mobility in this chapter.

7.22 Manage shoreline uses so that they are compatible with the safe operation of ferries and floatplanes.

7.23 Sustain and enhance Downtown international ferry terminals through working with partners to upgrade the Belleville Terminal and associated connections, streetscape features and services.

7.24 Maintain facilities for and explore opportunities to expand small scale marine transportation.

COORDINATED TRANSPORTATION PLANNING

7.25 Support the coordinated planning and delivery of regional and local transportation initiatives by:

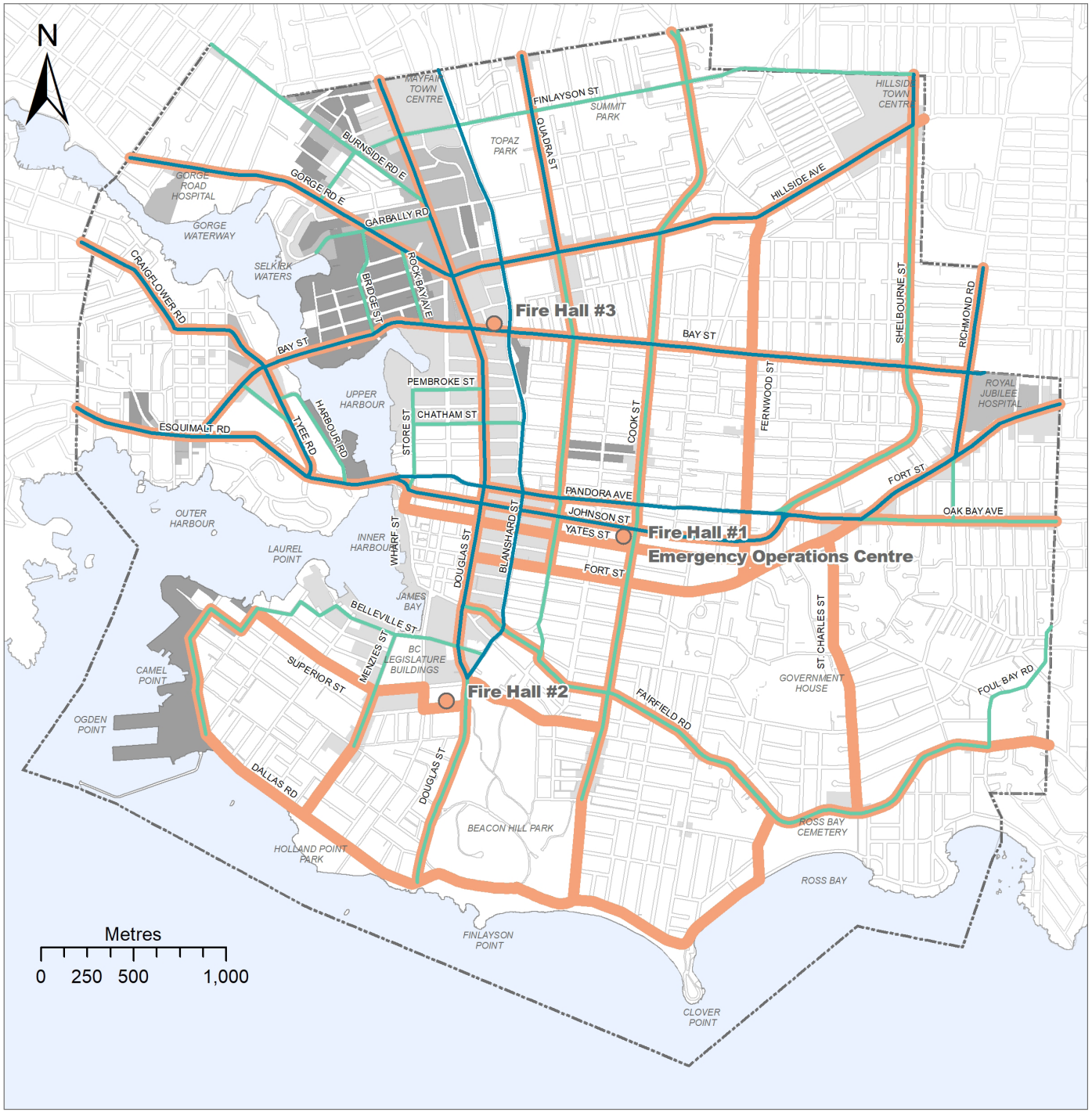
- 7.25.1 Participating in regional transportation planning initiatives with BC Transit, neighbouring municipalities, the Capital Regional District and senior levels of government;
- 7.25.2 Implementing and maintaining the City's Sustainable Mobility Strategy, which supports land management and climate action objectives and aligns with regional scale transportation plans and policies, where appropriate;
- 7.25.3 Working with the Capital Regional District and neighbouring municipalities on investments to improve safety and multi-modal performance on inter-municipal corridors;
- 7.25.4 Coordinating the alignment of the City's Pedestrian Master Plan, Greenways Plan, and Bicycle Master Plan and the Capital Regional District's Regional Pedestrian and Cycling Master Plan;
- 7.25.5 Partnering with others to seek funding to develop and implement programs that promote, evaluate, encourage the use of, and raise public awareness about the health and environmental benefits of multi-modal transportation [SEE ALSO SECTION 9 – PARKS AND RECREATION AND SECTION 15 COMMUNITY WELL-BEING];
- 7.25.6 Partnering with others to protect and maintain the Esquimalt and Nanaimo Rail Corridor including the viability for passenger rail service as market and funding conditions permit; and,
- 7.25.7 Working with tourism operators, senior levels of government, and residents to address the impacts of tourism-related transportation [SEE ALSO SECTION 14 – ECONOMY].

7.26 Support the development of an efficient and effective regional emergency transportation system by:

- 7.26.1 Participating with regional and provincial partners in the identification and management of an integrated network of emergency road, water and air transport facilities defined as critical infrastructure for evacuation, seeking to retain functionality following major emergency events [SEE ALSO SECTION 17 – EMERGENCY MANAGEMENT].

7.27 Participate in trip reduction and transportation demand management programs in partnership with the Capital Regional District, BC Transit and other public and private partners.

7.28 Work with other municipalities, BC Transit, senior levels of government, and community and business partners to increase accessible transportation options and services for people with disabilities to access places of employment, community services, public facilities and other destinations.



MAP 9

Truck and Emergency Response Network

- Emergency Response Routes
- Primary Truck Route
- Secondary Truck Route

- Urban Industrial
- General Employment
- Core (Business, Employment, Inner Harbour/Legislative), Town Centre, Urban Village

All streets in Victoria's road network can and will be served by emergency services including fire, police, and ambulance. Emergency Response Routes identified in this map align with land use designations and existing or planned traffic signal technologies. Streetscape designs and curbside management policies may be adapted over time to accommodate specific emergency response needs.

A network of truck routes facilitates the efficient movement of goods, services, and people to, from and within Victoria. Inter-municipal truck routes provide connections between regional nodes, while secondary routes serve locations within the city.

TRAVEL MODE CONNECTIVITY

7.29 Work with BC Transit, provincial and federal agencies, and community and business partners to support travel mode connectivity by:

- 7.29.1 Coordinating the planning and approval of harbour-side transportation projects to enhance connections between land-based, marine and air transportation;
- 7.29.2 Coordinating local and regional pedestrian and cycling networks with rapid and frequent transit services;
- 7.29.3 Facilitating interregional passenger rail service with rapid and frequent transit services and micromobility options; and,
- 7.29.4 Coordinating the maintenance of efficient emergency routes by land, water and air.

MEASURING PROGRESS

7.30 The following targets should be considered in measuring progress towards the plan's transportation and mobility objectives:

- 7.30.1 A minimum of 80% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2030;
- 7.30.2 A minimum of 95% of household transportation needs are fulfilled with less than 15% of their monthly income by 2026; and,
- 7.30.3 A minimum of 99% of Victoria residents live within 500 meters of the all ages and abilities cycling network AND within 500 metres of the frequent transit network (FTN) by 2041.