

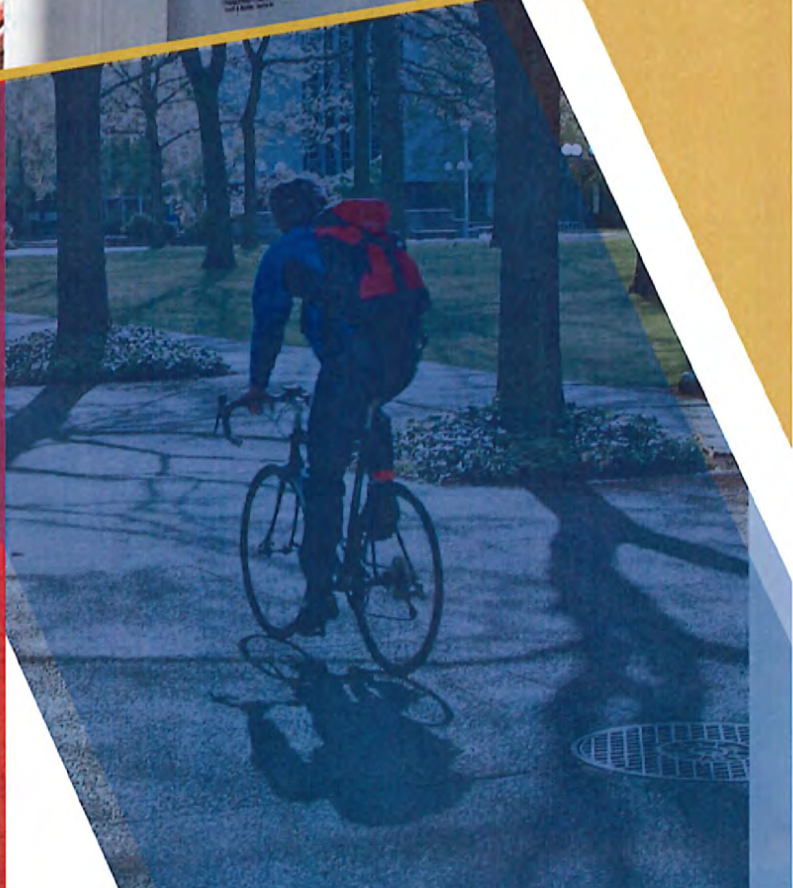
DISCUSSION PAPER
DRAFT 2018-01-26

The University of Victoria Campus Cycling Plan



University
of Victoria

Campus Planning
& Sustainability



URBAN
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EXECUTIVE SUMMARY

This Discussion Paper has been prepared by Urban Systems Ltd. with input from Mobycon Consultants as part of the Campus Cycling Plan process for the purpose of providing a summary of existing conditions for cycling on UVic campus today - based on technical analysis, best practices and background research (provided by Mobycon Consultants) and UVic community input received to date.

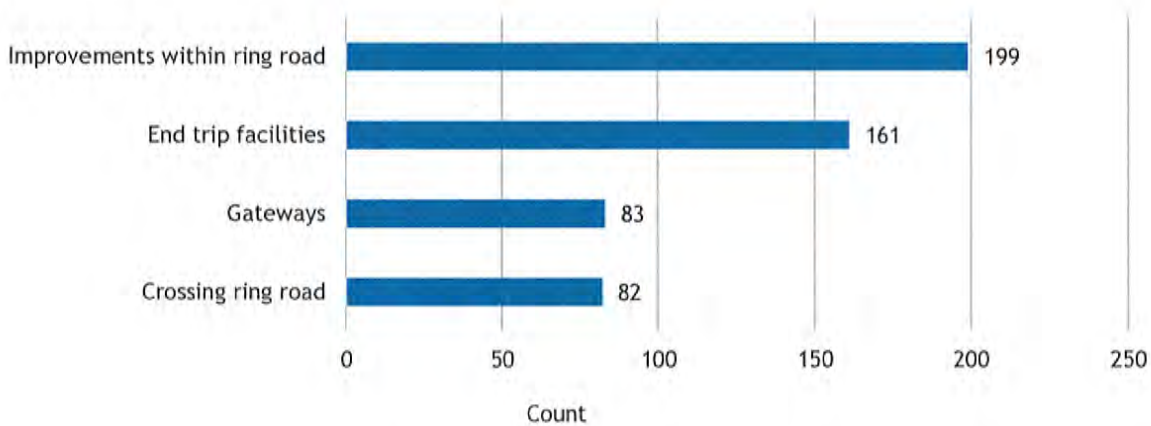
In general, focussing on cycling alone is not possible without affecting the other transport modes. Providing infrastructure is always a balance between modes in a constrained space. Further, when transportation decisions are being made, the safety of each group of road users should be considered in priority order. Therefore, an efficient and inclusive traffic system embraces the positive aspects of each mode, while mitigating the negative effects of that mode. A recommended approach going forward is the application of a transportation



hierarchy (reversed priority pyramid) that puts pedestrians and active modes of transportation at the top. This reversed priority pyramid should be used as a decision tool to guide policy decisions and the prioritization of transportation projects on campus. Whereby, policy and design changes must focus on safety and not making conditions worse for the most vulnerable road users, such as people travelling by foot, bicycle, and motorcycle.

The main topics of concern during the Phase 1 consultation process, based on the priority voting and issue identification maps, are improvements within Ring Road (traffic and congestion while traveling to/from and within campus), improvements to key access point (McGill Road, Finnerty Road and University Drive,) and the need for more end-of-trip facilities (bike parking, showers and change rooms).

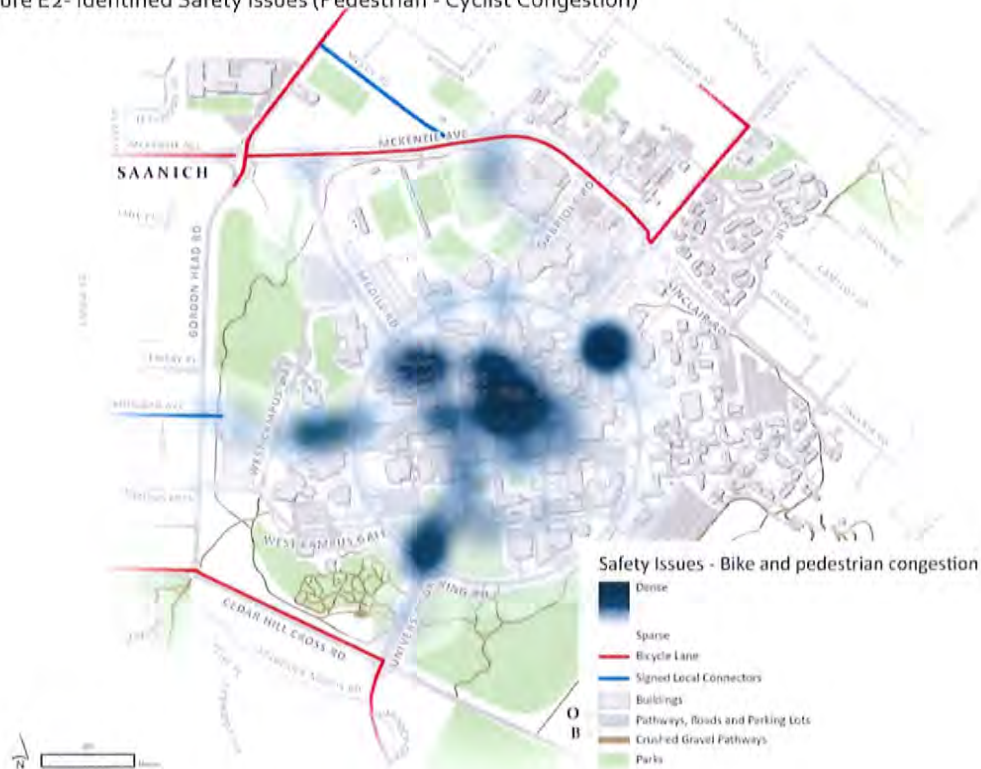
Figure E1 – Top Priorities



Four key topics were also reviewed by the consultants through this process, a summary of related findings are provided below:

1. **Enhancing cycling connections leading to/from the campus core** – Connections to campus remain a key safety concern and the addition or improvement of cycling facilities for key access points remains a priority for many participants in the process. It is suggested that key roads and intersections be reviewed for improvement to the cycling infrastructure. In addition, to these roadways and intersections several multi-use or paved pathways have been cited as needing greater separation between pedestrians and cyclists.
2. **Ring Road** – Improvements around or within Ring Road was a key discussion topic and this was identified as a top priority in both the survey and public engagement process. Feedback on safety showed that this is also a key problem area for cyclist/pedestrian/vehicle interactions, notably at the intersection of McGill Road, Finnerty Road and University Drive.
3. **End-of-Trip Facilities** –In general, it was suggested that there is currently a shortage of facilities on UVic campus with the lack showers, change rooms and bike parking being key issues in multiple areas of Campus - Engineering Building, David Turpin Building, Library and University Centre. It is suggested that bike parking be provided in these locations and options for providing new shower and change room facilities in a location inside Ring Road be reviewed.
4. **Enhancing Pedestrian and Cycling Safety and Comfort** – The vast majority of cycling and pedestrian congestion is occurring near or inside Ring Road. It is suggested that the University explore the merits of a shared space policy and review potential options for cycling facilities and infrastructure treatments that support more separation of pedestrian and cyclists in some areas.

Figure E2- Identified Safety Issues (Pedestrian - Cyclist Congestion)



1 INTRODUCTION

The following discussion paper has been prepared by Urban Systems Ltd. with input from Mobycon Consultants as part of the Campus Cycling Plan process for the purpose of providing a summary of existing conditions for cycling on UVic campus today - based on technical analysis and UVic community input received to date.

The University of Victoria's Gordon Head campus is located on the traditional territory of the WS'ANEC' (Saanich), Lkwungen (Songhees), and Wyomilth (Esquimalt) peoples of the Coast Salish Nation. The campus straddles the municipalities of Saanich and Oak Bay and is surrounded primarily by low-density residential neighbourhoods and small commercial centres.

The campus is a significant regional destination, with approximately 21,000 students, 800 faculty, 1,700 sessional instructors and specialist/instructional staff, and 3,600 administrative, professional and support staff, in addition to members of neighbouring communities who frequent the campus for the various community events, benefits, activities and other learning opportunities.

The University is committed to making cycling a safe, comfortable and convenient transportation choice for students, faculty, staff, and visitors to the campus. The University has made significant progress in expanding and improving conditions for cycling in recent years through a variety of programs and facilities such as:

- A variety of bicycle parking facilities including Class I and Class II facilities;
- End-of-trip facilities, including showers and lockers which vary on a building-by-building basis;
- The Campus Bike Centre, which opened in 2013 and offers 234 Class I bicycle parking spaces as well as bicycle lockers, clothing lockers and a bike kitchen;
- The SPOKES program, which was established in 2003, and is a unique bicycle upcycling and loan program where volunteers give new life to, and use of, old bicycles. Refurbished bicycles are loaned to students, faculty and staff for a small fee;
- Support and participation in Bike to Work Week (annually);
- Short-term bike lock loan program;
- Bicycle registration program with Campus Security Services (free of charge);
- Cycling amenity maps;
- Focused social-media campaigns promoting safe cycling behavior on campus; and
- Bicycle related resources on a dedicated cycling page.

As the popularity of active transportation grows, however, challenges and safety concerns have become more frequent across campus.

To help improve cycling on campus, as well as access to campus, the University of Victoria with Urban Systems Ltd. is developing its first-ever Campus Cycling Plan. The Campus Cycling Plan will develop a framework to guide the development of future cycling infrastructure, including bicycle infrastructure, bicycle parking, and end-of-trip facilities on campus. The Plan will also provide policy direction and strategies to mitigate potential cyclist-pedestrian and cyclist-vehicle congestion. Importantly, this initiative is also in support of the 70% sustainable mode share target for transportation on campus as stated in the Sustainability Action Plan for Campus Operations 2014-2019 and campus Plan.

"Increase the use of transit, cycling, walking and carpooling to 70% of the transportation modal split by 2019"

This Discussion Paper provides a comprehensive overview of the first phase of the University of Victoria's Campus Cycling Plan's development, which included initial engagement activities, an on-line survey, establishing the advisory and stakeholder groups, and background data collection completed by Urban Systems.

CAMPUS CYCLING PLAN PURPOSE

The Campus Cycling Plan is a key outcome of the recently completed UVic Campus Plan. The Campus Plan provides substantial policy direction around the need for a pedestrian oriented campus and supporting infrastructure for sustainable modes of transportation (walking, cycling, transit, etc.). In the Campus Plan, pedestrians and walking are identified as the highest priority for campus, followed closely by cycling. However, through the Campus Plan process, concerns regarding cycling were identified and have been grouped into the following four broad areas of improvement:

1. Enhancing cycling connections leading to/from the campus core;
2. Ring Road;
3. End-of-Trip Facilities; and
4. Cycling and Pedestrian Congestion / Interaction Points.

1.1 Planning Process

The Campus Cycling Plan is being developed in three phases. The process was launched in the fall of 2017 and is anticipated to be complete by the end of 2018. The key elements of three phases are described as follows (see Figure 1.1):

1. Phase 1 - initial engagement, on-line survey, establishing advisory committee and stakeholder groups, background data collection;
2. Phase 2 - ongoing engagement and meetings with advisory and stakeholder groups, review of initial findings, network development, policy options and recommendations; and
3. Phase 3 – prepare draft plans, implementation plan, final meetings and engagement, final plan.

Figure 1.1 – Campus Cycling Plan Process



Phase 1 of the process was completed in the fall of 2017. Phase 2 will be initiated in January 2018. This Discussion Paper provides a summary of Phase 1, including a comprehensive overview of input and feedback provided by the UVic community during the first round of engagement.

1.2 Public Engagement

The Campus Cycling Plan is being developed based on extensive input from students, faculty, staff, and visitors to the campus. Public engagement is, and will continue to be, occurring throughout the development of the Campus Cycling Plan.

The first phase of the engagement process was launched in the fall of 2017 and was designed to build awareness, interest and excitement for the Campus Cycling Plan. This round of engagement focused on understanding:

1. How the UVic community currently moves around on campus as well as traveling to and from UVic;
2. Reasons why members of the UVic community choose to bike;
3. The challenges of biking around campus; and
4. What opportunities exist to improve cycling on campus.

Through the first round of engagement, we interacted with approximately two thousand members of the campus community through the following engagement activities:

🔗 Campus-Wide Launch Event – An event was held on October 12, 2017 from 3:30 to 5:30 pm in the Michele Pujol Room at the Student Union Building. The launch event featured keynote speaker Gordon Price from the SFU City Program, who shared his perspective on what the Campus Cycling Plan will mean to the UVic community. Approximately 60 people attended the Launch Event. This come-and-go style event was designed to introduce the Campus Cycling Plan to the campus community and generate interest and excitement around the Plan. The following interactive activities were used to obtain feedback from attendees:

- A mapping exercise where participants used markers and coloured stickers to illustrate their experience cycling, taking transit, driving and / or walking on campus;
- An open space ideas board for attendees to communicate their vision for cycling on campus; and
- A 'roll model' photo booth where participants could hold up a sign with a personalized message saying why they choose to bike.

🔗 Interactive On-Line Survey - An interactive survey was available on-line for six weeks between October 12 and November 24, 2017. The survey consisted of five different screen types designed to gain a better understanding of how people travel to, from and around campus, where investments should be made to improve cycling on campus, where respondents encounter challenges, and where opportunities exist for improvements, including end-of-trip facilities, bicycle parking, and safety. In total, 1,306 people completed the on-line survey.

🔗 Campus Pop-Up Engagement - The project team hosted eight promotional pop-up booths throughout October, 2017. The pop-up booths were held in visible, high-foot-traffic spaces on campus and were designed to spread awareness for the project, and more specifically, the opportunities to provide

input. Project team members were also equipped with tablets to allow students, staff and faculty to participate in the on-line survey while visiting the booths. The pop-up engagements were conducted over a two-week period mid-October, 2017. Locations included the Petch Fountain, Student Union Building, University Centre, CARSA and Engineering Lab Wing Lobby. This activity resulted in more than 750 interactions with members of the campus community. The locations and dates are outlined below.

Bike to Work/Campus Day (120 interactions)

- Tuesday, October 3 - Bike to Work/Campus Day– tabling event – promoted plan, launch and survey.

Pop-up Booths (630 interactions)

- Tuesday, October 17
 - Station 1/2: SUB from 9:00 am to 1:30 pm (Station outside the Library / Petch Fountain was cancelled due to rain)
- Wednesday, October 18
 - Station 1: Engineering Lab Wing Lobby from 9:00 am to 11:00 am
 - Station 2: University Centre Lobby from 11:30 am to 1:30 am
 - Station 3: CARSA from 3:00 pm to 5:00 pm
- Wednesday October 25
 - Station 1/2: Library / Petch Fountain from 9:00 am to 1:30 am (this station remained at the Library / Petch Fountain location for the whole time period due to high-levels of traffic and interactions)

🔗 Bike Tours with Campus Community - At the onset of the project, a two-hour Campus Cycling Plan Bike Tour was conducted on Wednesday, September 6, 2017 with key members of the UVic cycling community and the project team. This provided an excellent opportunity for the project team to collect hands on feedback from the campus cycling community and community members cycling on campus on a daily basis. A full summary of the findings from the Bike Tour with the campus community can be found in **Appendix A-1**.

🔗 Campus Cycling Plan Internal Advisory Team Meeting #1 - The first meeting with the Internal Advisory Team was held on October 2, 2017. This team is composed of UVic staff, faculty and student representatives who will be involved in the Campus Cycling Plan from both a feedback and implementation stand point. The purpose of the internal advisory team is to provide feedback on the planning process based on their knowledge of campus as staff representatives from facilities, security and other departments. The purpose of this first meeting was to establish the role of the internal project advisory team, review project objectives, discuss issues and opportunities for cycling on campus, discuss communication approaches and next steps in the process. The feedback provided in the session was used to guide the implementation of the engagement plan and subsequent engagement events.

- Campus Cycling Plan Technical Advisory Team Meeting #1 - The first meeting with the Technical Advisory Team was held on October 2, 2017. This team is composed of staff from the District of Saanich, District of Oak Bay and BC Transit. The purpose of the technical advisory team is to provide feedback and on the planning process based on their technical understanding of different initiatives happening near campus in the surrounding municipalities of Oak Bay and Saanich, as well as regional transportation initiatives being undertaken by BC Transit. The purpose of this first meeting was to introduce the project to the technical advisory team, review project objectives, discuss issues and opportunities for cycling to and from campus, and discuss communication approaches for the broader community. The Technical Advisory Team was also invited to participate in the subsequent engagement activities.
- Engagement with Students - Throughout Phase 1 of the process, there were numerous opportunities for direct engagement with members of the student body. Outside of the many formal and informal interactions during the launch event and pop-ups, these included:
 - Presentations to the Engineering 110 class – Mike Wilson from UVic and Shaun Heffernan from Urban Systems presented a case study to two classes of approximately 400 students. The outcome of this presentation was a project to suggest ways to improve cycling safety and accessibility on campus;
 - Interviews - Several groups of students interviewed Susan Kerr from UVic regarding class projects for Geography and Writing, which provided an opportunity to promote the project and spread the word; and
 - Traffic surveys - 14 students were hired to collect traffic data at 9 intersections (7-10 am; 3-6 pm).
- On-line Engagement - Several on-line tools were used to enhance the public engagement opportunities, allowing members of the campus community and neighbouring residents to participate at their convenience. A project website and email address were established, and Facebook, Instagram, Snapchat and Twitter were also used as other components of the on-line engagement strategy. The summary of these activities is outlined below.
 - Social Media (OCPS and UVic platforms):
 - Facebook (@greenuvic, @universityofvictoria), Twitter (@green_uvic, @uvic), Instagram (green_uvic, universityofvictoria), Snapchat UVic (Oct 2 to Nov 24)
 - Applied hashtags #UVicBikes, #UVic, #uvicpix, #yyjbike
 - Analytics of social media impressions and engagement, including 5 Facebook ad boosts. The highest level of engagement was through Facebook and Instagram, especially through the UVic platforms. Twitter @green_uvic had greater levels of engagement/impressions than @uvic. Snapchat UVic results are unavailable. See complete details in Appendix A-2.
 - Several webpages with links to the online survey, including the dedicated Campus Cycling Plan Webpage, were used to promote the project and provide updates:
 - [Campus Cycling Plan webpage](#)

- [Campus Planning homepage billboard](#)
 - [Sustainability homepage billboard](#)
 - [Current Faculty and Staff homepage billboard](#)
 - [Current Student homepage billboard](#)
- Newspapers and Newsletters:
- The Ring (Nov-Dec 2017 issue, pg. 3, ¼ page advertisement)
 - The Marlet (advertisement - newspaper)
 - Campus Checklist – October 10th and Nov. 7th editions (goes to every employee's email Inbox)
 - [Saanich News](#), Gordon Head Edition, "Report from UVic" Friday, November 17, 2017
- Other Advertisement and Engagement Materials Distributed
- Digicaster – two slides on most digicaster screens across campus (one for launch/survey on October 10th, and one for survey only November 24th)
 - Events calendar listing (UVic)
 - Posters – posted in all units and departments across campus (170 locations) and all common spaces (50 locations)
 - Promotion Cards (business card size) - approximately 500 cards handed out at many of the face-to-face engagement activities.
- Presentation to Staff Sustainability Network, Sustainability Advisory Committee, Campus Planning Committee, Community Association Liaison Committee (twice), and Cycling Advisory Committee (twice).

2 POLICY CONTEXT

The Campus Cycling Plan is closely linked to, and will be informed by, many of the University's key planning documents as well as plans and initiatives undertaken by adjacent municipalities and other agencies. The following section provides an overview of the relevant UVic plans, policies and initiatives that will play a significant role in informing the development of the Campus Cycling Plan. The Campus Cycling Plan can reinforce and help further the goals and policies found in these documents.

2.1 [UVic Plans, Policies and Initiatives](#)

2.1.1 Campus Plan

In 2016, the University adopted the Campus Plan, which provides a broad vision for the future of the Gordon Head campus and reflects input from students, faculty, staff and residents of nearby neighbourhoods as provided throughout the planning process.

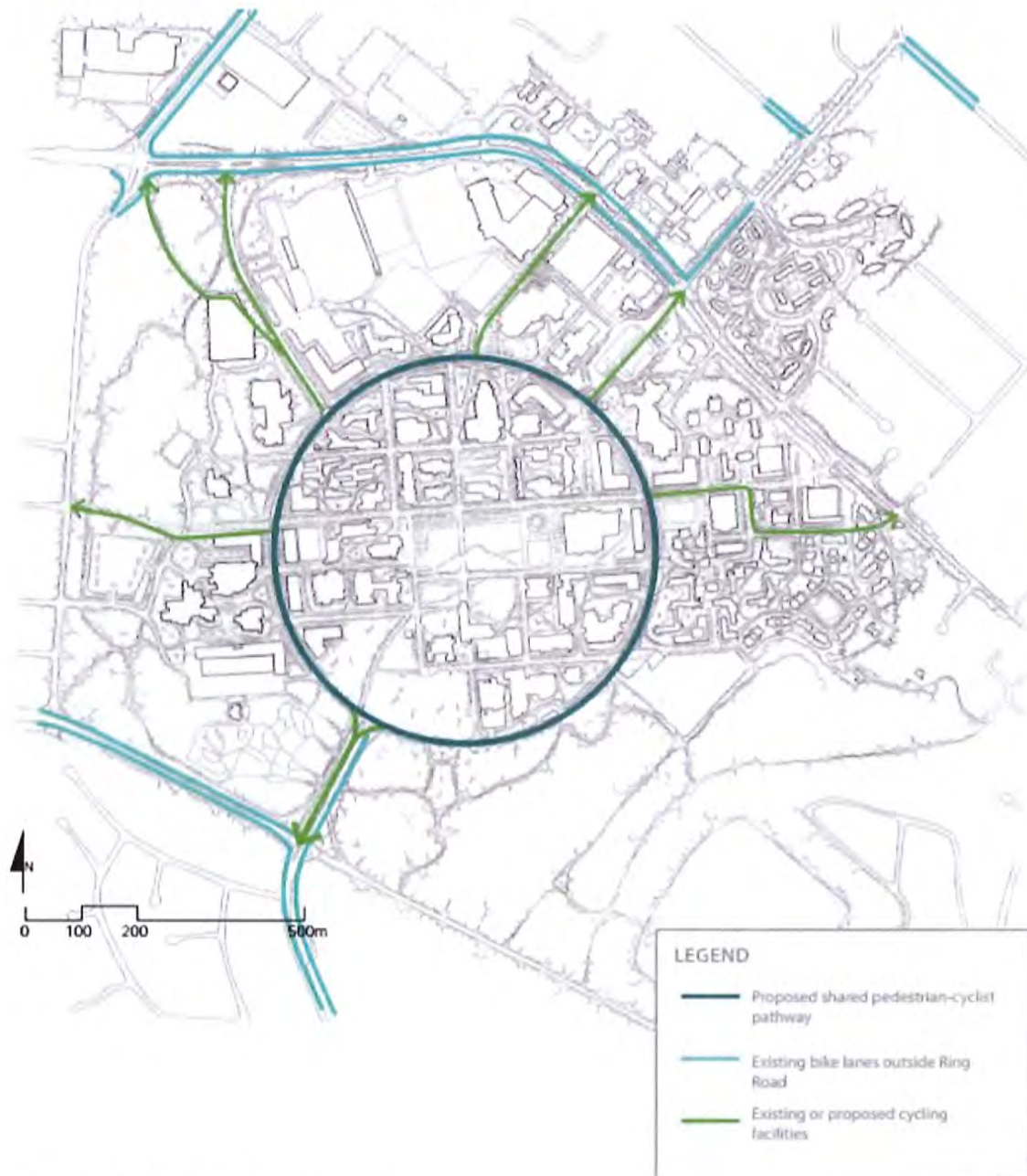
Sustainability and connectivity, both social and physical, as well as ongoing engagement, are highlighted within the Campus Plan's vision and can be pursued through many avenues, one of which is encouraging active modes of transportation and physical activity, as promoting active transportation can help reduce automobile dependence and greenhouse gas (GHG) emissions, increase physical activity, improve public health outcomes, increase social connections, and reduce infrastructure demands in the long term. The Campus Plan also reiterates the need to increase the use of transit, cycling, walking and carpooling to 70% of the transportation modal split by 2019.

In addition to the above-noted vision, the Campus Plan recommends the course of physical development of the campus over the next 10 years, along with longer term considerations for the next 25 years. The plan's direction is organized around the vision along with three 'frameworks': open space, built form and mobility.

Each of these frameworks will be considered to address the concerns raised with respect to cycling culture at UVic. The Campus Plan supports elevating cycling comfort on campus with numerous policies to support this objective.



Figure 2.1 – 2016 Campus Plan Future Cycling Network



2.1.2 Sustainability Action Plan

In 2014, the Sustainability Action Plan 2014-2019 was developed, and built upon the success of the Sustainability Action Plan: Campus Operations 2009 – 2014. The updated Action Plan provides a valuable resource to support the campus community's contributions to ensuring a sustainable campus.

One of the key strategies of the Sustainability Action Plan is to "develop, implement and enhance the ecological sustainability initiatives set out in the Sustainability Action Plan, further boosting UVic's

leadership in transportation demand management, energy management, lifecycle costing and environmental stewardship.”

The Action Plan has a mission “to offer sustainable travel options for every campus community member and visitor, and to act as a hub in a regional sustainable transportation network.” The Action Plan has a goal of increasing the use of transit, cycling, walking and carpooling to 70% of the transportation modal split by 2019 and lists a variety of actions to support these goals. Actions related to encouraging cycling use include:

- Promoting events such as bike repair classes, other seminars and bike locker rental opportunities at the Campus Bike Centre to increase its profile and use.
- Developing a campus Cycling Master Plan, and planning for annual bike parking improvements, in coordination with the Cycling Advisory Committee.

2.2 External Plans, Policies and Initiatives

2.2.1 Capital Regional District Pedestrian and Cycling Master Plan

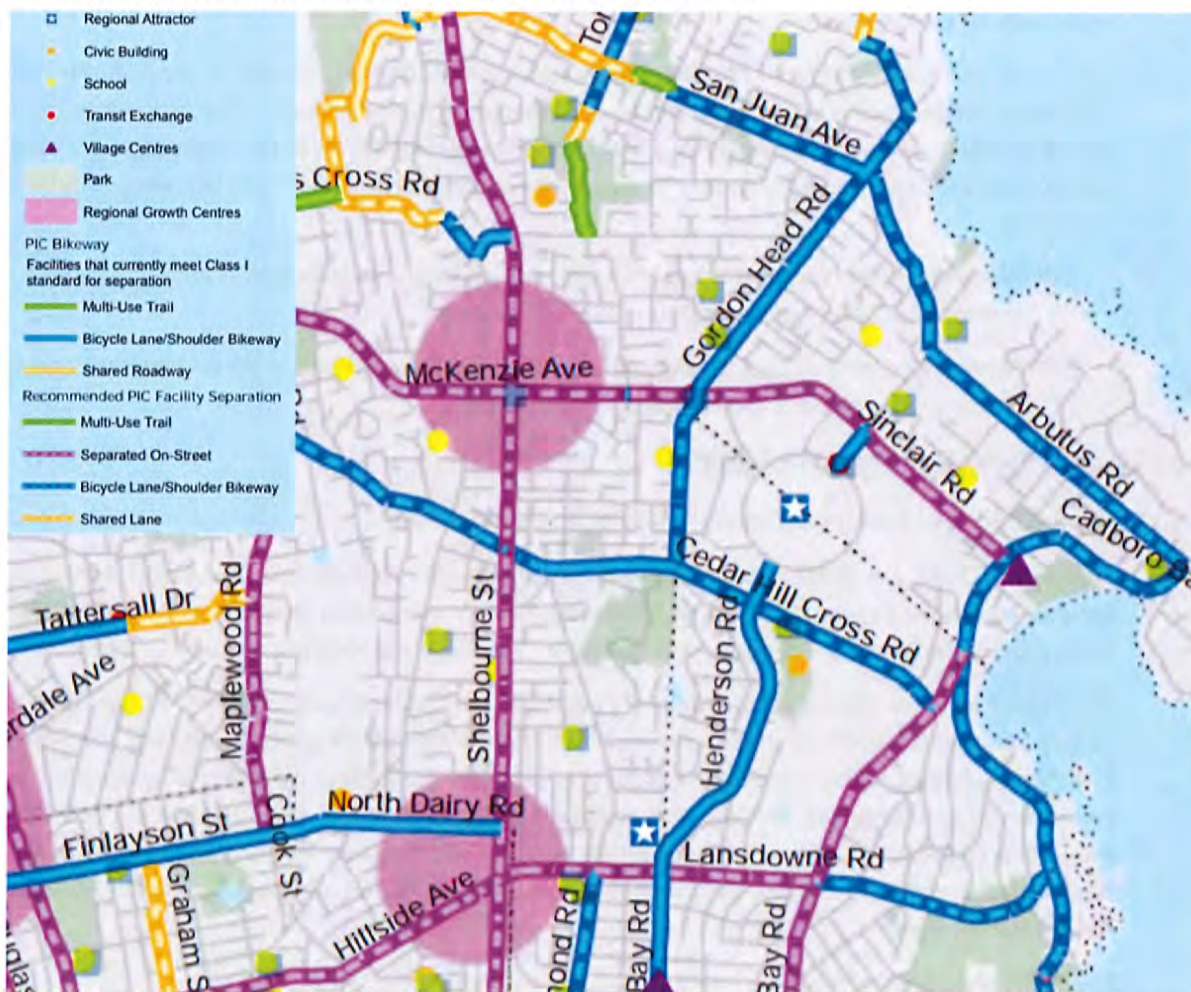
In regards to UVic, the PCMP recommends a series of upgrades on major roads and trails leading to campus. As shown in Figure 2.2 (below), the PCMP recommends upgrades to McKenzie Avenue (separated bikeway), Gordon Head Road, Sinclair Road, Cedar Hill Cross Road and Henderson Road.

The Capital Regional District (CRD) Regional Pedestrian and Cycling Master Plan (PCMP) describes a strategic approach for achieving a significant shift in transportation throughout the region. The PCMP identifies guidelines, policies, and standards for providing universal pedestrian accessibility, bicycle and pedestrian trip enhancement facilities such as bicycle parking and integration with transit. The PCMP identifies a comprehensive bikeway network that links the entire region. The network connects major destinations (including UVic), linking growth and village centres, transit exchanges, parks, and schools throughout the region.

The PCMP identifies the following classes of facilities by user type:

- Class 1 facilities provide a high degree of separation between cyclists and motor vehicle traffic and are comfortable for all users including recreational and inexperienced cyclists.
- Class 2 facilities provide a moderate degree of separation from motor vehicle traffic and offer enhanced traffic calming treatments on local roadways.
- Class 3 facilities generally include on-street facilities with limited physical separation from motor vehicle traffic but may appeal to commuter cyclists due to their route connectivity.

Figure 2.2 – PCMP Recommended Facility Separation on Bikeway Corridors



2.2.2 Saanich Active Transportation Plan

The Moving Saanich Forward Plan is currently in its final stages and once completed will provide a detailed list of proposed projects. Some (preliminary) proposed projects such as bike lanes on McKenzie Avenue and Sinclair Road will ideally work to support access to and from campus by bicycle.

The Moving Saanich Forward Active Transportation Plan is being developed to improve walking, cycling and other active mobility options in the District of Saanich. The Active Transportation Plan will guide the District's investments in active transportation over the next 30 years. The plan, which is near completion, will establish a vision, goals, targets and corresponding directions and actions for improving active transportation policies, standards, infrastructure and programs. As part of this process four supporting goals were developed to provide clear direction on how to achieve the Plan's vision. The proposed goals are presented and described below: