

**APPENDIX A-1**  
**SUMMARY OF BIKE TOUR**



Meeting Date: September 6, 2017  
Location: University of Victoria – Michael Williams Building, Room 110  
File: 4262.0001.01  
Prepared By: Shaun Heffernan  
Distribution: All

Attendees	Organization / Department	Email
Melanie Groves (MG)	UVic, Stakeholder Communications Officer,	

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Item	Discussion
	<ul style="list-style-type: none"> <li>- MW to follow up following meeting to confirm direction for committees.</li> </ul>
2.	<p>Project Background</p> <ul style="list-style-type: none"> <li>- Review of project background materials is in progress.</li> <li>- Background from other consultants - Boulevard Transportation Study on Bicycle and Pedestrian Circulation on Campus, Pedestrian-Cyclist Interaction Study from McGill, Bicycle Parking Inventory, Cycling Advisory Committee ToR, UVic Transit Plan and Open House Boards.</li> <li>- McGill Study – reviews pros and cons of different management techniques</li> <li>- Bike parking – report and causal interview</li> <li>- 2017 Bike parking review – bike parking busiest September and October.</li> <li>- In addition to background reports circulated, the review will include relevant documents available on-line.</li> </ul>

3. Community Engagement

Branding and Communications

- Branding: USL to follow UVic's Edge and campus planning branding. Edge brand guidelines are available on-line.
- Website: UVic to develop project-specific webpage with short URL: www.Uvic.ca/cyclingplan. USL to provide content.
- Need to manage potential backlash from neighbours and faculty that drive ever1.1 ( dr)-6.3 (i)(ul)3.1 (t)-

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Item	Discussion
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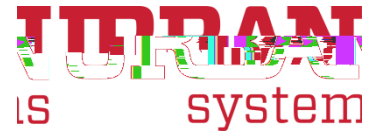
- Staff would be able to attend at 4:00 pm and a main event could begin at 4:30 pm.
- Speakers should be exciting and engaging.
- Potential Speakers:
  - BikeTown video producer;
  - Sarah Webb (City of Victoria);
  - Chris and Melissa Bruntlett (Modacity);
  - Gordon Price (SFU City Program); and/or
  - Dale Bracewell (City of Vancouver).
- Intent of event is to share current trends what modern day improvements look like.
- Presentation should provide examples of cycling improvements in other areas
- Brian to reach out to potential speakers
- Potential venue - David Lam Lecture Hall (Check availability)
- First Week of October is Bike to Campus Day (Tuesday October 3<sup>rd</sup>). This could be used to promote the Launch Event.
- Tentative day for Launch Event = Wednesday October 11<sup>th</sup>.

MetroQuest:

- Focus the questions on the four topic areas that are described in the RFP.
- Frame the purpose of the Campus Cycling Plan as a supporting document to further the Sustainability Action Plan goal of shifting the mode split toward more sustainable modes.
- Staff knows which gateways are busiest based on the annual data collection program. The survey should instead focus on identifying which areas need the most improvements on campus and how these conditions might be improved.
- Build questions to apply to people that currently don't cycle on campus.
- Focus on conflicts, safety, connections with transit and other modes and end-of-trip facilities.
- Screen 3 could have trade-off questions (i.e. improvements to Ring Road or connections between destinations).
- Screen 3 trade-off question on how to keep campus friendly to cyclists and vehicles – talk about dollars to spend and expectations.
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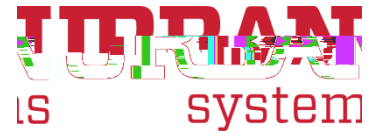
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#### Appendix A – Campus Tour Summary Notes:

The following section provides a summary of the CamiamCa s

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15. Connection to multi-use pathway crosses over crosswalk. Bicycle users yield to cross traffic at crosswalk. This can be unclear to motor vehicles who has right-of--

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31. Pathway provides access to campus for many students living in Gordon Head via McCoy Road and through intersection to Vikes Way.
32. Challenging connection into campus. Many cyclists entering campus come straight through and proceed to the Alumni Chip Trail between CARSA and the athletic fields. Gabriola Road would be a preferred connection, but is less direct.
33. Alumni Chip Trail is challenging area with limited space between CARSA and athletic fields, and lots of pedestrian activity between CARSA change rooms and the fields, with lots of commuter cyclists. Temporary 'cyclists yield to pedestrians' signs have been provided.
34. Lack of bike parking at entrance to CARSA. Some indoor bike parking facilities present in this area.
35. Gabriola Road has single file shared use lanes.
36. Intersection can be challenging to exit campus, with only marked crosswalk on west side. Challenging turning left.
37. Pathway on north side to access parking lot.
38. Roundabout. Cyclists can either take the lane or enter shared pathway. This is an important connection to residences and other residential areas where students live.
39. Bicycle lanes end at Finnerty Road. UVic has a desire for these to be extended on Sinclair Road and down the hill to Cadboro Bay Village.
40. Very busy pedestrian area, with old bus loop on west side and new bus loop on east side and pedestrian crosswalk in between. Important pedestrian area with key destinations, including the Book Store, Student Union Building, and Transit Exchange. Desire lines throughout.
41. Very busy pedestrian area. Rainbow crosswalk is one of busiest crossings of the Ring Road. High volumes of pedestrian crossings can have significant impacts on traffic and transit flow on Ring Road.
42. Opportunity for potential additional Bike Centre location.
43. All the buildings here create a continuous north-south barrier. The breezeway through the Petch Building is one of the only options for north-south connections, but it gets very busy and is poorly lit. Significant covered bike parking located in the breezeway, which is very well-used.
44. Very busy east-west corridor. Campus Master Plan identifies this as potential additional east-west promenade.
45. Opportunity for potential additional Bike Centre location if boiler facilities are discontinued.
46. Less formal unpaved trail through Cunningham Woods. Important east-west connection as part of the east-west promenade, but does not provide a good utility function currently. There could be challenges formalizing this pathway due to strong desire to protect Cunningham Woods. This unpaved trail was also identified as a safety concern through the Campus Master Plan process.
47. Challenges with access to and around David Turpin Building due to one-way ring road. Comment applicable to most of Ring Road.
48. Potential for new gatew



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