



Updating the Bicycle Master Plan

The City of Victoria is currently working to update the Bicycle Master Plan. Victoria's first ever Bicycle Master Plan was created in 1995 and has guided the development of our cycling infrastructure since then.

The updated Bicycle Master Plan will take into account changes that have occurred in Victoria over the last 19 years, including a growing interest in cycling, an expanded regional cycling network, plans for future growth downtown and in urban villages and new City plans and policies.

Where we're at:

- 11% of people in Victoria bike to work.
- 4% of all trips in Victoria are made by bike.

Where we're going!

Victoria's new Official Community Plan heard from many citizens about the importance of continual improvements to cycling infrastructure in Victoria and set targets to increase the share of people cycling by 2041.

- City of Victoria's goal:
 - By 2041, 70% of trips to work will be by bike, walking or transit.
 - By 2041, 60% of all trips will be by bike, walking or transit.

- The CRD's goal:
 - By 2038, 25% of all urban trips will be by bike.

It's now time to take stock of where we are, listen to the community and plan for the future.

The Bicycle Master Plan update will:

- Confirm a recommended bicycle network for the City
- Identify priorities for new and improved bicycle routes
- Integrate policies from the Official Community Plan and regional plans
- Identify additional ways to increase the number of people cycling

We want to hear from you!

Whether you cycle daily, sometimes, or hardly ever we would like to hear from you! Join us at an upcoming open house, workshop or complete a survey online.

Learn more here: victoria.ca/cycling

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Cycling In Victoria Today

The Bicycle Master Plan, developed in 1995, laid the ground work for Victoria's current cycling network. Did you know our current bike network consists of:



1

1 41 km of marked bike lanes. In 2013, 7 km of lanes were added, the largest annual increase ever.



2

2 2.6 km of multi-use trails. These are shared trails for pedestrians and cyclists. The Galloping Goose Trail is one example.



3

3 2 km of buffered bike lanes. Buffered lanes use marking on the street to create more space between cars and bikes. Examples include portions of Shelbourne and Johnson Street.



4

4 18 km of signed bike routes. These are suggested bike routes that may offer a scenic route, a quieter route or a route with some biking infrastructure. Examples include Dallas Road and Vancouver Street.



5

5 Bike boxes have been installed at 3 intersections. They indicate an area where cyclists may get into position ahead of motor vehicle traffic. Locations include Harbour Road, Wharf Street and Government at Hillside.



6

6 Bicycle detection loops have been installed at many intersections with traffic signals. These detection loops allow bikes to trigger signal changes. If there is a small bike icon marked on the pavement, position your bike there to trigger the light.



7

7 Cycling improvements have also been made on routes that are not identified as part of the formal bicycle network. Some of the City's Greenways routes include biking infrastructure. Traffic calming work can also benefit cyclists.



8

8 1,000 parking spots for bikes are available downtown. 100 of these spots are in City of Victoria parkades. They are covered, include 24 security and are free.

FOR MORE INFORMATION:

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