Regional Cycling Network

Background

The Capital Regional District's (CRD) 2011 Pedestrian and Cycling Master Plan's (PCMP) sets out a regional cycling network and guidelines to support its implementation. Local government active transportation plans and the Province's BC Active Transportation Design Guidelines have superseded much of the PCMP.

The CRD transportation working group identified that a regional map of the planned cycling network remains valuable for local government and agency partners as a planning tool. A map showing the envisioned future cycling network, along with a corresponding facility classification, supports a regional priority for consistent connections between jurisdictions. The CRD will work with local governments to maintain an updated future cycling network in accordance with local plans.

Key Principles

The Regional Cycling Network is:	The Regional Cycling Network is not:
• A continuously connected network • Links key destinations such as regional trails, parks, schools, transit centres, employment centres, regional centres, and other locations • Long term planning tool	• A complete inventory of all facilities • Isolated or disconnected facilities • Unpaved trails not suitable for all bicycles

Facility Classification

At a regional scale, cycling infrastructure is classified into two categories, All Ages and Abilities (AAA) and the supporting network.

1) **AAA:** The AAA network provides a comfortable and safe cycling experience for children, seniors, women, people riding bike share, people of colour, low-income riders, people with disabilities, people moving goods or cargo, and confident cyclists.*
2) **Supporting:** The supporting network is all cycling facilities that do not meet the AAA criteria.

This two-category approach recognizes that not all facilities will be AAA and provides clear definitions for what constitutes a AAA facility. The BC Active Transportation Design Guidelines do not define AAA. Therefore, a definition is needed to ensure consistent classification throughout the region.

*Definition adapted from National Association of City Transportation Officials' Designing for AAA Contextual Guidance for High-Comfort Bicycle Facilities

All Ages and Ability Cycling Facility Framework

The classifications for a AAA facility adapt the National Association of City Transportation Officials (NACTO) definition from the imperial to the metric system. This definition allows local governments the flexibility to select context-specific design solutions, based on key operational features.

<table>
<tr><th>Target Motor Vehicle Speed</th><th>Target Max Motor Vehicle Volume</th><th>Motor Vehicle Lanes</th><th>Key Operational Considerations</th><th>All Ages & Abilities Bicycle Facility</th></tr>
<tr><td>Any</td><td>Any</td><td>Any</td><td>Any of the following: High curbside activity, frequent buses, motor vehicle congestion, or turning conflicts</td><td>Protected Bike Lane</td></tr>
<tr><td>≤ 30 kph</td><td>≤ 2000</td><td rowspan="2">No centerline or single lane one-way</td><td rowspan="2">< 50 motor vehicles per hour in peak direction at peak hour</td><td rowspan="2">Neighbourhood Bikeway or Advisory Bike Lane</td></tr>
<tr><td>≤ 40 kph</td><td>≤ 1500</td></tr>
<tr><td rowspan="2">≤ 40 kph</td><td>≤ 3000</td><td>Single lane in each direction or single lane one-way</td><td>Low curbside activity or low congestion pressure</td><td>Conventional Bike Lane</td></tr>
<tr><td>≤ 4000</td><td>Single lane in each direction or single lane one way</td><td>Low curbside activity or low congestion pressure</td><td>Buffered Bike Lane</td></tr>
<tr><td colspan="3" rowspan="2">High Speed limited access roadways, natural corridors, or geographic edge conditions with limited conflict</td><td>High pedestrian volume</td><td>Separated Multi-Use Path</td></tr>
<tr><td>Low pedestrian Volume</td><td>Shared Multi-Use Path</td></tr>
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