

**REPORT TO TRANSPORTATION COMMITTEE
MEETING OF WEDNESDAY, JANUARY 18, 2023**

SUBJECT Regional Cycling Facility Classification

ISSUE SUMMARY

To approve a regional All-Ages and Abilities (AAA) cycling facility classification in relation to an updated regional cycling network map.

BACKGROUND

On July 14, 2021, the Capital Regional District (CRD) Board directed staff to advance implementation actions for the regional transportation priorities, including the creation of a transportation working group. A key implementation action for the active transportation priority, to be advanced through the working group, is the development of a policy framework for the long-term build out of a consistent, connected cycling network.

One component of this policy framework is the regional cycling network. The transportation working group members requested an update of the 2011 Pedestrian and Cycling Masterplan cycling network to better align with current plans and the development of a standard facility classification. A regional map of the future planned cycling network using consistent facility classifications helps municipal and agency partners plan for connections between jurisdictions. It also facilitates reporting on progress towards building out the region's future cycling network.

The transportation working group identified that classifying the network into two categories – AAA and supporting network – would best support their planning and design efforts. See Appendix A for the regional cycling facility classification.

The updated regional cycling network, shown in Appendix B, reflects future cycling routes identified in local government active transportation plans. The key principles of the network are:

- A. It is a continuous connected network, linking key destinations.
- B. It is a long-term planning tool to help minimize the number of isolated/disconnected facilities.
- C. The network will not include unpaved trails not suitable to all bicycles and will not be a complete inventory of all facilities.

The regional cycling network map reflects local government plans. Note that View Royal and Sidney are in the process of developing active transportation plans and are not included in the regional network at this time; when their plans are complete, they will be added. Langford's built network was included in the network; however, no future planned work was indicated by Langford staff. If an active transportation plan is created for Langford the content will be added to the regional network.

ALTERNATIVES

Alternative 1

The Transportation Committee recommends that the Capital Regional District Board:
That the Capital Regional District Board approve the regional cycling facility classification shown in Appendix A.

Alternative 2

That the Regional Cycling Facility Classification report be referred back to staff for additional information based on Transportation Committee direction.

IMPLICATIONS

Environmental & Climate Implications

Supporting the development of a consistent AAA cycling network will allow more people to choose cycling for their travel resulting in reduced greenhouse gas emissions.

Intergovernmental Implications

The regional transportation working group is comprised of designated staff from the CRD, member local governments, the Ministry of Transportation and Infrastructure and BC Transit. The working group's mandate is to provide a staff-level forum to coordinate development of advice and guidance related to the implementation of the regional transportation priorities. The working group provided input into the updated regional cycling network and the facility classification framework. The working group agreed to the content at their October 17, 2022 meeting.

Regional Growth Strategy Implications

The Regional Growth Strategy (RGS) sets a mode share target of 15% for cycling. A consistent connected network will help support this goal.

Service Delivery Implications

The updated map and regional cycling facility classification enables coordinated delivery of a consistent, connected regional cycling network. Local governments are responsible for making the local policy, planning and infrastructure decisions required to complete the network. CRD Regional Parks are responsible for those requirements in relation to the regional trails. CRD staff will report on status of completion of the network annually. CRD staff will work with local governments to maintain an updated cycling network in accordance with local plans.

Alignment with Existing Plans & Strategies

The cycling facility classification and updated regional cycling network support the outcome statement from the Regional Transportation Plan: "Cycling is an appealing, safe, convenient and viable transportation option for residents and visitors of all skill and confidence levels." In addition, this work helps implement the regional transportation priority for active transportation by providing a framework for consistent cycling facility classification according to the regional cycling network.

CONCLUSION

Active transportation is a regional transportation priority. A key implementation action for this priority is the development of a policy framework for the long-term build out of a consistent, connected cycling network. An updated map of the future planned cycling network and a standard cycling facility classification have been prepared to assist local government staff ensure consistency of connections between jurisdictions. The regional transportation working group supports the cycling facility classification and updated cycling network map.

RECOMMENDATION

The Transportation Committee recommends that the Capital Regional District Board:
That the Capital Regional District Board approve the regional cycling facility classification shown in Appendix A.

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ATTACHMENTS

Appendix A: Regional Cycling Facility Classification
Appendix B: Updated Regional Cycling Network