DISTRICT OF OAK BAY

ACTIVE TRANSPORTATION STRATEGY

INFORMATION PACKAGE

OAK BAY IN MOTION

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ACTIVE TRANSPORTATION STRATEGY

The District of Oak Bay is in the process of updating its Active Transportation Strategy (ATS), a long-term plan designed to support increased walking, cycling, and other forms of active transportation in the community.

Recognizing that infrastructure changes will directly affect residents and visitors, Council directed staff to undertake a broad, community-wide engagement process to understand the habits and priorities of the community. The 2026 update of the ATS will reflect community input and will include a Cycling Implementation Plan.

DISTRICT OF OAK BAY

REPORT BACK

WHAT WE LEARNED: PEDESTRIAN PRIORITIES

Through this engagement, we learned that walking is one of the most popular and valued ways to get around Oak Bay and respondents shared many ideas on how to make it safer, easier, and more enjoyable. Across survey responses and community workshops, the message was that people want walking to be comfortable and accessible for everyone, from children and families to older adults and people using mobility devices.

Top improvements survey participants said would encourage more walking:

- **Better sidewalks (50%)**
- **A more connected sidewalk system (31%) and more sidewalks overall (26%)**
- **Traffic calming measures (33%)**
- **Other ideas included safer crosswalks, improved lighting, and lower speed limits.**

Through in-person discussions, residents expanded on these themes, identifying specific priorities and needs:

Fix and maintain sidewalks first: Participants wanted safe, smooth, and accessible sidewalks that are repaired where cracked or uneven, and built to support all ages and mobility levels.	**Make crossings safer:** Participants called for more crosswalks with flashing lights or raised designs near schools, parks, and busy intersections.	**Slow vehicle speeds:** Participants supported lowering speed limits and adding calming measures like speed bumps or extra stop signs to make walking more comfortable.	**Improve visibility and lighting:** Better streetlights, signage, and clear sightlines were seen as essential for night-time safety and awareness.	**Add amenities for comfort:** Benches, trees, and shade were suggested to make walking more inviting while keeping Oak Bay's friendly, green character.

REPORT BACK

WHAT WE LEARNED: CYCLING PRIORITIES

After walking and driving, cycling was the third most common way people get around Oak Bay. About one in five residents cycle daily, and one in four said cycling is their primary mode of transportation, showing that it's an important part of how people travel in the community.

What would encourage more cycling?

Survey respondents said that **better infrastructure (43%)**, **more routes (41%)**, and traffic **calming measures (37%)** would make the biggest difference. Many also emphasized bike parking, safety, and smoother connections between key destinations.

When asked about street design, people placed pedestrian and cycling infrastructure ahead of vehicle lanes. There was broad support for painted bike lanes, lower vehicle speeds, and traffic calming, alongside interest in secure parking, better lighting, and route signage to make cycling safer and more convenient.

Community workshop participants discussed what could improve cycling in Oak Bay.
Key themes mirrored those from the survey and focused on design, safety, and network connections:

Protected and painted bike lanes	Traffic calming and slower speeds	Crossings and intersection safety	Network connectivity	Parking, storage, and amenities	Education and awareness
Comments reflected a mix of views. Some participants supported painted or physically separated lanes to improve safety and comfort, while others preferred shared-road designs or opposed physical barriers.	Participants frequently suggested lowering speed limits to 30 km/h, adding speed humps, four-way stops, bump-outs, and other measures to slow vehicles.	Participants highlighted the need for better lighting, clearer markings, push-button signals, and other safety improvements at crossings and intersections.	Comments emphasized filling gaps in the cycling network and improving connections to schools, parks, and community destinations.	Participants called for secure bicycle parking, storage for larger bikes, and supportive facilities such as repair stations or water fountains.	Several participants suggested school-based cycling education, driver awareness campaigns, and consistent enforcement of cycling and traffic rules.

REPORT BACK

WHAT WE LEARNED: OVERALL ACTIVE TRANSPORTATION PRIORITIES

During the in-person workshops, participants were invited to share their big-picture priorities for improving active transportation in Oak Bay. The discussion went beyond individual routes and focused on what matters most for creating a safer, more connected, and more livable community. Participants emphasized that active transportation improvements should balance safety, accessibility, and character while supporting Oak Bay's long-term vision.

Key themes included:

Safety and traffic calming:
Safety was the top priority, with requests for safer intersections, lower vehicle speeds, and more traffic calming measures, especially on streets like Beach Avenue and Lansdowne Road.

Education and engagement:
Participants highlighted the need for ongoing education for drivers, cyclists, and children, and for transparent, hands-on engagement between Council, consultants, and residents.

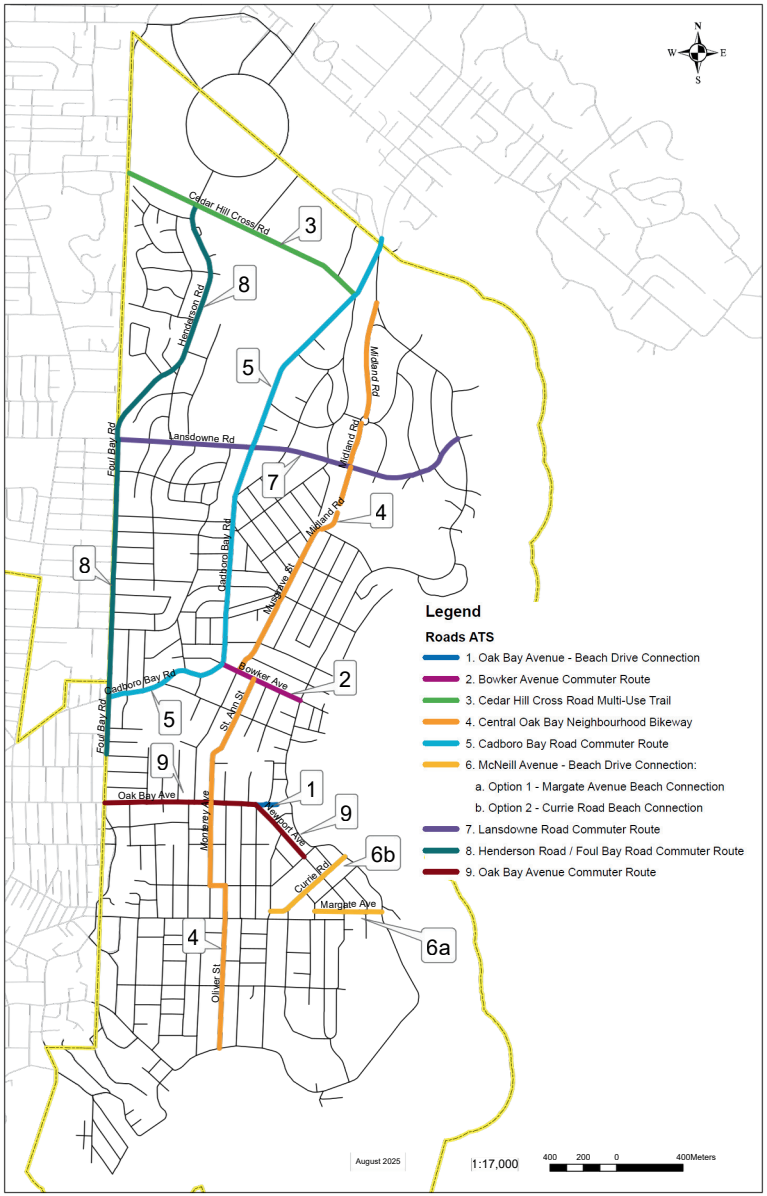
Connectivity and network planning:
People wanted a well-connected walking and cycling network that links neighbourhoods, village centres, and nearby municipalities.

Infrastructure and amenities:
Practical upgrades such as benches, lighting, sidewalk repairs, and secure bike parking were frequently mentioned, along with beautification and accessibility improvements.

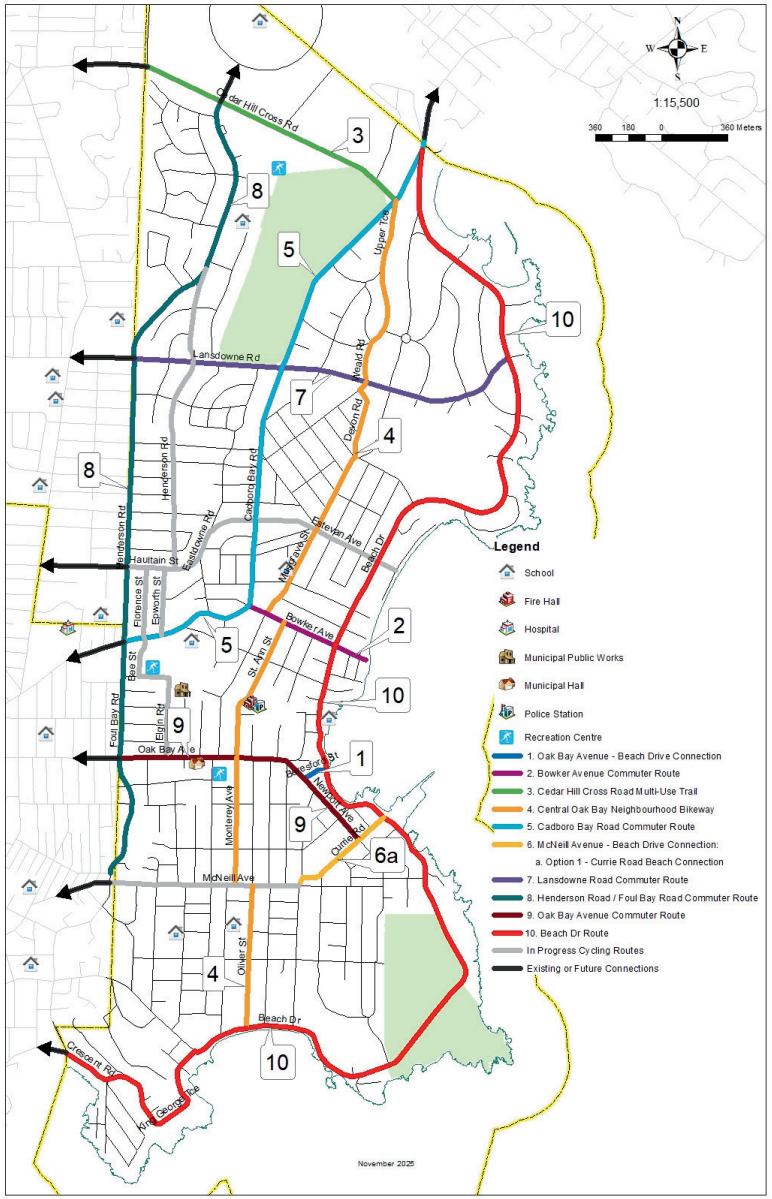
Implementation and leadership:
Participants called for visible progress, adequate funding, and strong leadership to deliver projects efficiently and maintain momentum.

ACTIVE TRANSPORTATION STRATEGY

CURRENT



PROPOSED



DISTRICT OF OAK BAY

REPORT BACK

ROUTE 1
OAK BAY / BEACH DRIVE NEIGHBOURHOOD CONNECTION

This proposed route would connect Oak Bay Avenue with Beach Drive, improving links between the Village, the waterfront, and Victoria's cycling network. About half **(50%)** of survey respondents supported the route, while one-quarter **(26%)** opposed it. It ranked sixth **(16%)** among the nine proposed routes when participants were asked which routes to prioritize.

What we learned in support of this route:

- Improves connections between Oak Bay Avenue, Beach Drive, and Victoria's existing bike network.
- Increases safety for cyclists on a busy corridor with high vehicle activity.
- Enhances access to the beach and waterfront by bike.
- Supports Oak Bay Village vitality by making it more bike- and pedestrian-friendly.

What concerns were raised about this route:

- Limited need or low use compared to nearby quieter streets.
- Design and safety challenges due to steep slopes, narrow sections, and limited visibility.
- Traffic and parking impacts along Oak Bay Avenue.
- Alternative routes such as Brighton or Granite suggested by some participants.

Additional ideas from workshops

Participants suggested protected lanes, safer crossings at key intersections, and more bike parking. Some also encouraged a broader streetscape redesign—with wider sidewalks, traffic calming, and features that make Oak Bay Avenue safer and more inviting for everyone.

PROPOSED

ROUTE 1: OAK BAY AVE - BEACH DRIVE CONNECTION

WHAT HAS CHANGED ABOUT THE ROUTE?

The original proposed route followed Oak Bay Avenue to Prospect Place and would have made use of the pathway down to Beach Dr. We have rerouted along Newport to Beresford Pl.

WHAT IS RECOMMENDED?

A neighbourhood bikeway (Level 1) is recommended. This would retain on-street parking and require pavement markings, signs, intersection improvements, and a 30km/h posted speed limit.

WILL THIS ROUTE BE CONSIDERED AAA?

Yes

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

This project is anticipated to cost $50k and would be completed in 2027.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 2
BOWKER AVENUE COMMUTER ROUTE

This proposed route would run along Bowker Avenue between Cadboro Bay Road and Beach Drive, linking to Route 5 (Cadboro Bay Road Commuter Route) and Route 4 (Central Oak Bay Neighbourhood Bikeway). About half **(53%)** of survey respondents supported the route, while one-quarter **(23%)** opposed it. It ranked eighth **(6%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Creates a strong east–west connection between schools, parks, and community destinations.
- Improves safety for cyclists, particularly children and commuters using this corridor.
- Functions well as a quiet, low-traffic route that could be enhanced with minor upgrades.
- Complements nearby cycling routes such as Routes 4 and 5 to form part of a broader network.

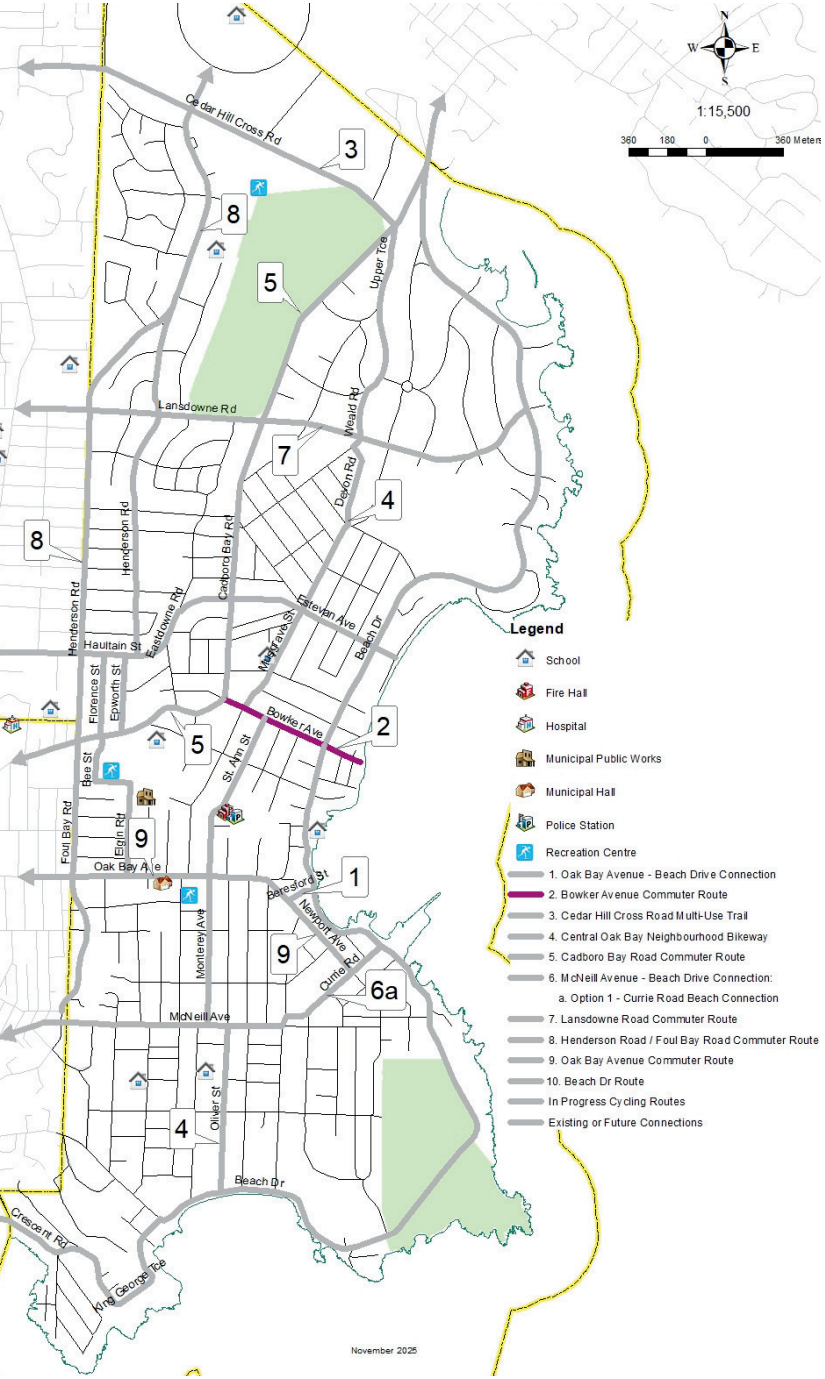
What concerns were raised about this route:

- Already feels safe and may not require major infrastructure changes.
- Potential loss of on-street parking and reduced space for vehicles.
- Limited regional connectivity, as the route does not link strongly to major cycling routes.
- Some questioned whether resources should be focused on routes with higher cycling demand.

Additional ideas from workshops

Participants suggested a cyclist-activated crossing at Cadboro Bay Road, adding traffic-calming measures such as speed bumps and curb bump-outs, and removing some on-street parking to improve safety. Some proposed Dalhousie Street as an alternative route connecting directly to Willows Beach and the Kiwanis Tea House.

PROPOSED



ROUTE 2: BOWKER AVENUE

WHAT HAS CHANGED ABOUT THE ROUTE?

The route has been extended across Beach Dr to The Esplanade.

WHAT IS RECOMMENDED?

A neighbourhood bikeway (Level 2) is recommended. This would retain most on-street parking and require pavement markings, signs, traffic calming measures, intersection improvements, and a 30km/h posted speed limit.

WILL THIS ROUTE BE CONSIDERED AAA?

Yes

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

This project is anticipated to cost $100k and would be completed in 2027.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 3
CEDAR HILL CROSS ROAD MULTI-USE TRAIL

This proposed route would follow Cedar Hill Cross Road between Cadboro Bay Road and Gordon Head Rd. About two-thirds **(63%)** of survey respondents supported the route, while **16%** opposed it. It ranked fifth **(22%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Improves safety on a busy corridor with fast-moving traffic and challenging crossings.
- Creates a direct connection to Camosun College, the University of Victoria, and regional bike routes such as Fort Street.
- Serves daily commuters, students, and families and is already a well-used corridor with clear demand.
- Links regional and local destinations, including nearby schools and the Henderson Recreation Centre.

What concerns were raised about this route:

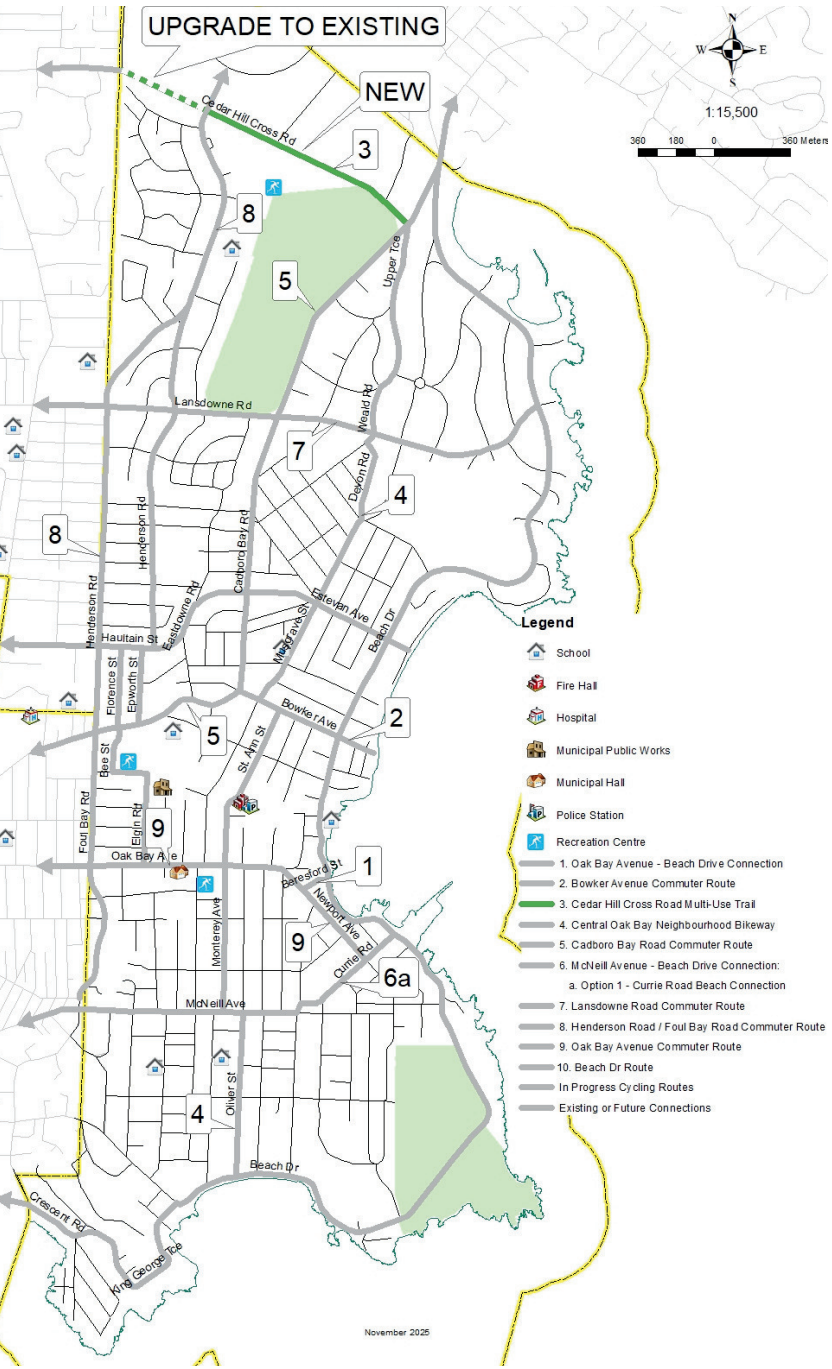
- Some questioned the need or timing of a new multi-use trail, suggesting it may be a lower-priority connection.
- A few felt the project should proceed only if future development increases travel demand in the area.
- Others preferred focusing investments on routes with higher current use closer to the Village core.

Additional ideas from workshops

Participants supported a separated multi-use trail to address safety issues such as speeding, narrow shoulders, and “dooring” from parked cars. They emphasized the route’s importance for UVic-area commuters and suggested that safer, protected facilities could reduce vehicle trips and encourage more cycling for both local and regional travel.

PROPOSED

ROUTE 3: CEDAR HILL CROSS ROAD



WHAT HAS CHANGED ABOUT THE ROUTE?

No changes to the routing are being proposed however, we are proposing to upgrade the bicycle lanes between Gordon Head Rd and Henderson Rd instead of building a new Multi-Use Pathway on that segment. The Henderson Rd to Cordova Bay Rd remains proposed as Multi-Use Pathway.

WHAT IS RECOMMENDED?

From Gordon Head Rd to Henderson Rd upgrades to the existing bicycle lanes is recommended. From Henderson Rd to Cadboro Bay Rd a Multi-Use Pathway is recommended. Intersection improvements at Henderson and Cadboro Bay are also proposed as part of this project.

WILL THIS ROUTE BE CONSIDERED AAA?

Yes

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

The initial phase of this project is anticipated to cost $100k to install buffered bicycle lanes between Gordon Head Rd and Henderson Rd and would be completed in 2027. The portion between Henderson Rd and Cadboro Bay Rd is anticipated to cost $2m and would be completed in 2028.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 4
CENTRAL OAK BAY NEIGHBOURHOOD BIKEWAY

This proposed route would create a north–south connection through central Oak Bay, linking Lansdowne Road (Route 7) to Oak Bay Avenue (Route 9) via residential streets such as Monterey Ave, Oliver St. and Musgrave St. About two-thirds **(62%)** of survey respondents supported the route, while one-quarter **(25%)** opposed it. It ranked third **(32%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Provides a safe and direct route for children and families travelling to Willows Elementary, Monterey Middle, and Oak Bay High.
- Improves north–south connectivity between neighbourhoods, parks, and community destinations.
- Creates a calmer, family-friendly corridor suitable for everyday trips.
- Supports broader community goals such as active transportation, climate action, and healthy living.

What concerns were raised about this route:

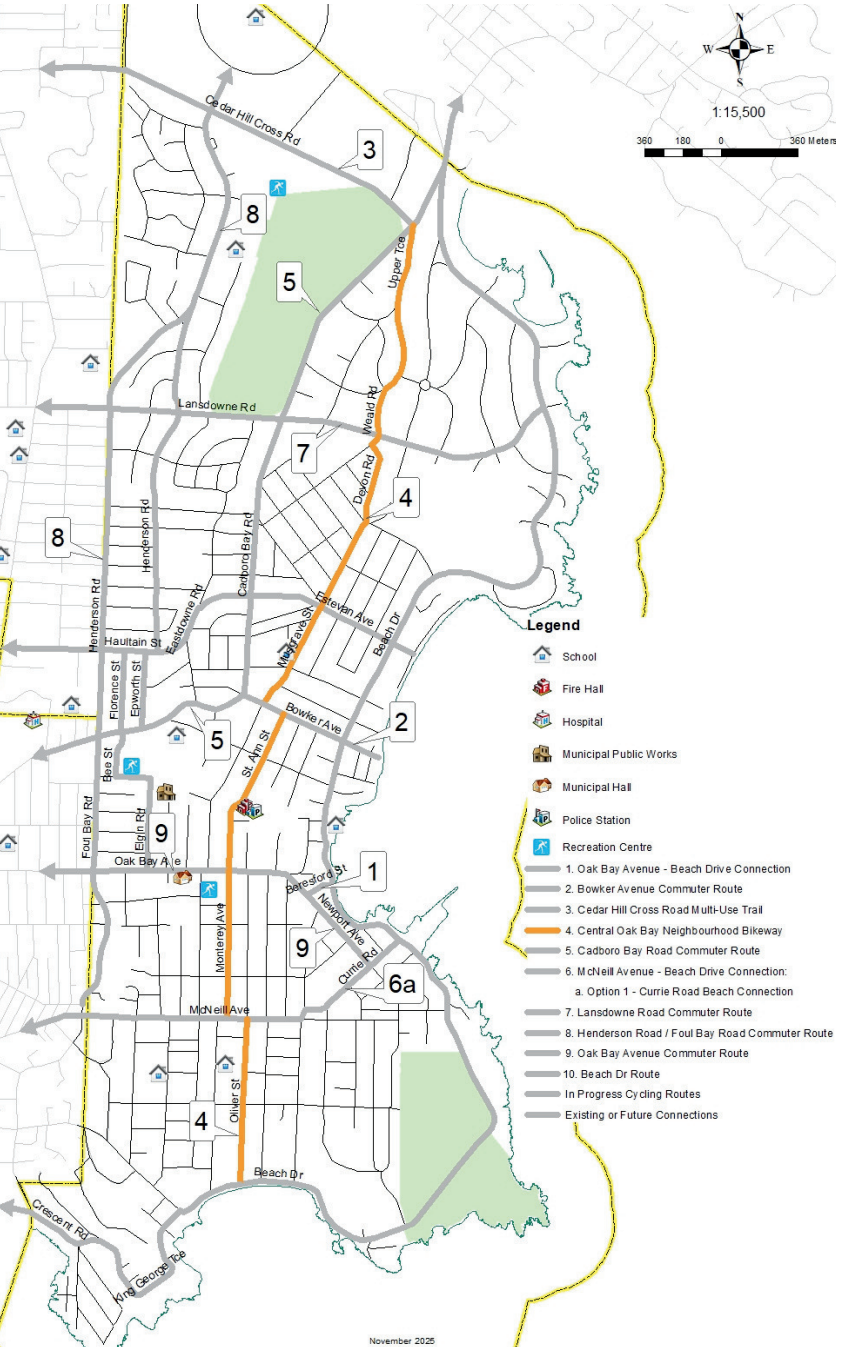
- Possible loss of on-street parking and impacts for residents, seniors, and visitors.
- Narrow road widths may limit space for cyclists, drivers, and emergency vehicles.
- Some felt the route is already quiet and safe for cycling and does not need major changes.
- Others questioned the cost or necessity given existing nearby north–south routes.

Additional ideas from workshops

Participants emphasized child safety and AAA-standard design, with options such as traffic calming, painted or protected lanes, and improved crossings. Others suggested lower speed limits, radar signs, and education campaigns to complement infrastructure. Some proposed minor design alternatives (e.g., using Oliver or Hampshire) or additional features like crosswalks, signage, and green conflict paint to enhance visibility and comfort for all users.

PROPOSED

ROUTE 4: CENTRAL OAK BAY CORRIDOR

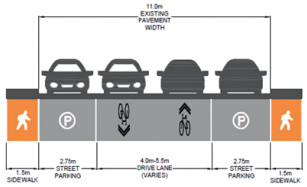


WHAT HAS CHANGED ABOUT THE ROUTE?

- Originally, the route was proposed to run along Oliver, turn onto Windsor, follow Monterey and St. Ann to Bowker, then continue up Musgrave before moving onto Midland Rd. This route was proposed to have a combination of neighbourhood bikeway treatments and protected bicycle lanes.
- We are proposing minor changes to the routing including utilizing the upcoming improvements on McNeill Avenue and rerouting the northern portion along Devon, Nottingham, Weald and Upper Terrace to connect to Cedar Hill Cross Road. We are also proposing that the entire route be a neighbourhood bikeway style corridor.

WHAT IS RECOMMENDED?

A neighbourhood bikeway (varying levels) is recommended. This would retain most on-street parking and require pavement markings, signs, traffic calming measures, intersection improvements, and a 30km/h posted speed limit.



WILL THIS ROUTE BE CONSIDERED AAA?

Portions of this route would be considered AAA however, the portion between Brighton Ave and Bowker St would not. As this is an emergency access route for Fire and Police, traffic diversions and speed humps are not recommended to reduce vehicle speeds and volumes and therefore the volumes exceed the AAA designation for this portion of the route.

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

This project is anticipated to cost $700k and would be completed in 2027.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 5
CADBORO BAY ROAD COMMUTER ROUTE

This proposed route would follow Cadboro Bay Road connecting Foul Bay Rd. (Route 8) to Cedar Hill Cross Rd. (Route 3). About two-thirds **(64%)** of survey respondents supported the route, while **20%** opposed it. It ranked second **(34%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Strengthens regional connectivity between Oak Bay, UVic, Camosun College, and downtown Victoria.
- Improves safety on a busy corridor with high traffic, buses, and parked cars.
- Supports safe access to schools, parks, and the Oak Bay Avenue commercial area.
- Builds on existing bike lanes and provides a logical, well-used commuter route.

What concerns were raised about this route:

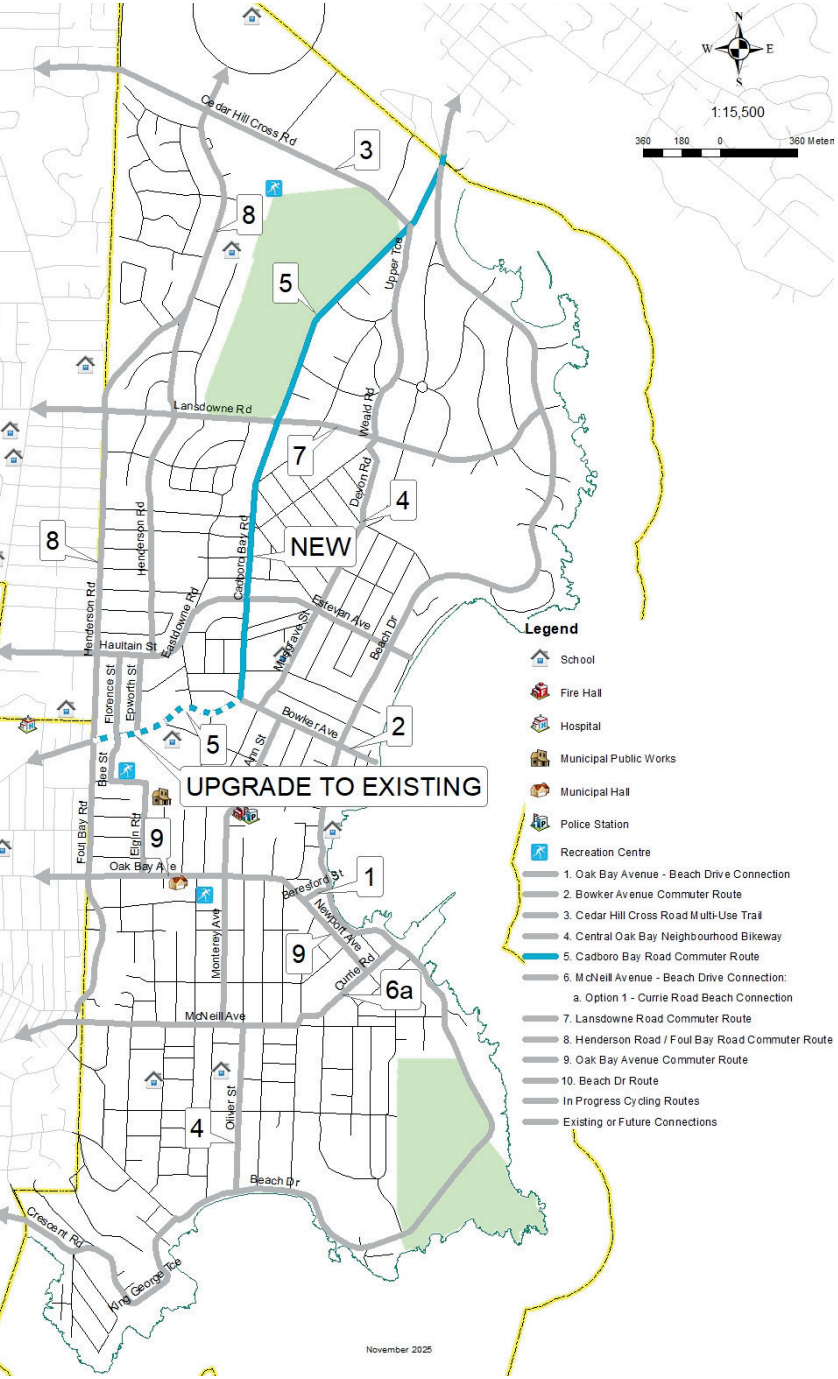
- Heavy vehicle traffic makes the corridor challenging for cyclists.
- Potential parking loss and limited space for vehicles, deliveries, and emergency services.
- Some felt the route duplicates nearby options such as Foul Bay Road or Central Oak Bay.
- A few opposed commuter-style infrastructure, viewing it as inconsistent with Oak Bay's local character.

Additional ideas from workshops

Participants called for safety upgrades near Willows Elementary and the Old Farm Market, including separated or protected bike lanes, wider shoulders, and clearer markings. Others suggested a graded design approach using separation where space allows and shared lanes on steeper downhill sections. Some proposed alternative corridors such as Eastdowne or Dalhousie for calmer, more residential cycling connections.

PROPOSED

ROUTE 5: CADBORO BAY ROAD



WHAT HAS CHANGED ABOUT THE ROUTE?

No changes to the routing is being proposed however, due to the complexity of the segment of road around the Estevan Village, it will be referred to the Village Area Planning Project (2027 or later).

WHAT IS RECOMMENDED?

Protected bicycle lanes are recommended. This will happen in a phased approach with the installation of **buffered bicycle lanes first** with protected bicycle lanes being the long-term goal. The section through the Village will be referred to the Village Area Planning Process.

WILL THIS ROUTE BE CONSIDERED AAA?

Once protected bicycle lanes are installed in the future it will be however, during the phased approach there will be times where there are sections missing or they are not protected and do not meet AAA guidelines.

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

The initial phase of this project is anticipated to cost $300k to install bicycle lanes and buffered bicycle lanes and would be completed in 2027. The long-term goal of protected bicycle lanes is anticipated to cost $3m and will be completed in a phased approach after 2030.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 6A
MARGATE AVENUE BEACH CONNECTION

This proposed route would connect McNeill Avenue to Beach Drive via Margate Avenue, providing a short link toward the waterfront. About one-third **(37%)** of survey respondents supported this route, while **30%** opposed it. Route 6 overall ranked eighth **(8%)** among the nine proposed routes when participants were asked which to prioritize. Among the two options, Margate Avenue was the least preferred due to its slope and narrow width.

What we learned in support of this route:

- Identified as a possible connector between McNeill Avenue and Beach Drive.
- A few respondents suggested minor upgrades such as signage or intersection improvements rather than major reconstruction.

What concerns were raised about this route:

- Too steep, narrow, and uneven for safe cycling, with poor pavement and limited visibility.
- Very low cycling demand; already functions as a quiet residential street.
- Some preferred sidewalk or small-scale safety improvements instead of a formal bikeway.

Additional ideas from workshops

Participants expressed concern about steep downhill grades leading toward Beach Drive and Turkey Head (Spewhung Point), where cyclists could gain high speeds. The route was described as unsafe for families and casual riders and unsuitable for a designated bike connection without significant changes.

REPORT BACK

ROUTE 6B
CURRIE ROAD BEACH CONNECTION

This proposed route would connect McNeill Avenue to Beach Drive via Currie Road, improving access to Windsor Park and the waterfront. Four in ten **(42%)** survey respondents supported this route, while **26%** opposed it. Among the two options, Currie Road was preferred for its flatter grade and direct access to community destinations.

What we learned in support of this route:

- Provides a wider and flatter connection between McNeill Avenue, Windsor Park, and Beach Drive.
- Offers safer crossings at the four-way stop on Newport Avenue for less experienced cyclists.
- Improves access to parks, the waterfront, and Victoria's Richardson bikeway while avoiding busier streets such as Cadboro Bay Road.

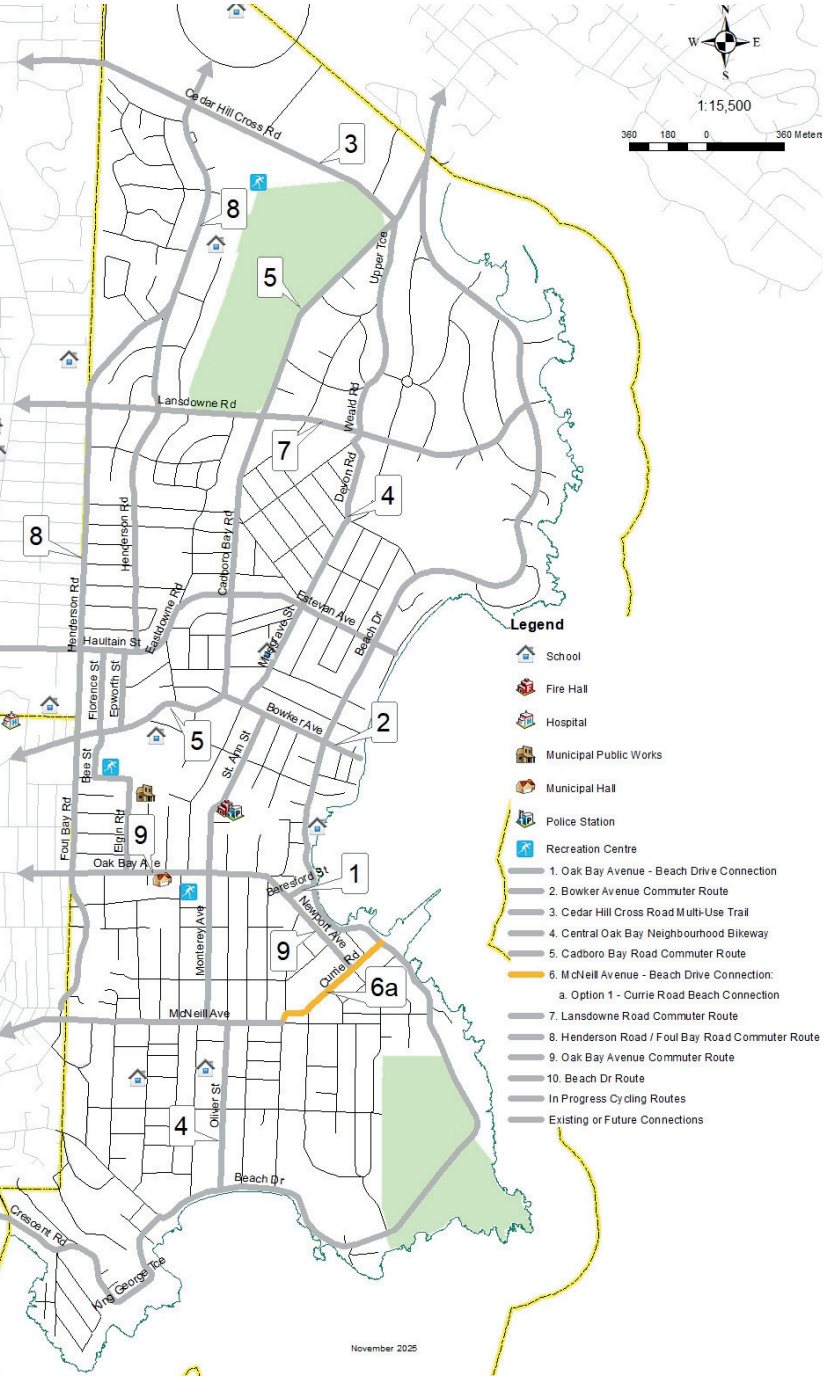
What concerns were raised about this route:

- Considered unnecessary, as the street already feels calm and safe for cycling.
- Concerns about loss of parking and access for Windsor Park users, sports teams, and parents.
- Road width and park-related traffic may create safety conflicts between vehicles, pedestrians, and cyclists.
- Risk of speeding and e-bike conflicts on a well-paved, flat corridor.

Additional ideas from workshops

Participants described Currie as busy and unsafe during park events, with frequent conflicts near Windsor Pavilion and off-leash areas. They highlighted the lack of crosswalks into the park and requested traffic calming, safer pedestrian crossings, and slower vehicle speeds before increasing bike activity.

PROPOSED



ROUTE 6: MCNEILL AVENUE - BEACH DRIVE CONNECTION

WHAT HAS CHANGED ABOUT THE ROUTE?

Currie Rd has been identified as the favoured route of the two options due to the connection to Windsor Park and the Marina.

WHAT IS RECOMMENDED?

A neighbourhood bikeway (Level 1) is recommended. This would retain on-street parking and require pavement markings, signs, intersection improvements, and a 30km/h posted speed limit.

WILL THIS ROUTE BE CONSIDERED AAA?

Yes

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

This project is anticipated to cost $25k and would be completed in 2027.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 7
LANSDOWNE ROAD COMMUTER ROUTE

This proposed route would follow Lansdowne Road connecting Foul Bay Rd. (Route 8) to Beach Dr.
About six in 10 **(58%)** survey respondents supported the route, while one in five **(20%)** opposed it.
It ranked seventh **(16%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Improves safety on a fast, high-traffic road frequently used by cyclists and buses.
- Strengthens regional east–west connectivity between Oak Bay, UVic, and Camosun College.
- Provides safer access to local schools such as Willows Elementary and Oak Bay High.
- Complements nearby commuter routes like Cadboro Bay Road and Foul Bay Road to complete the cycling network.

What concerns were raised about this route:

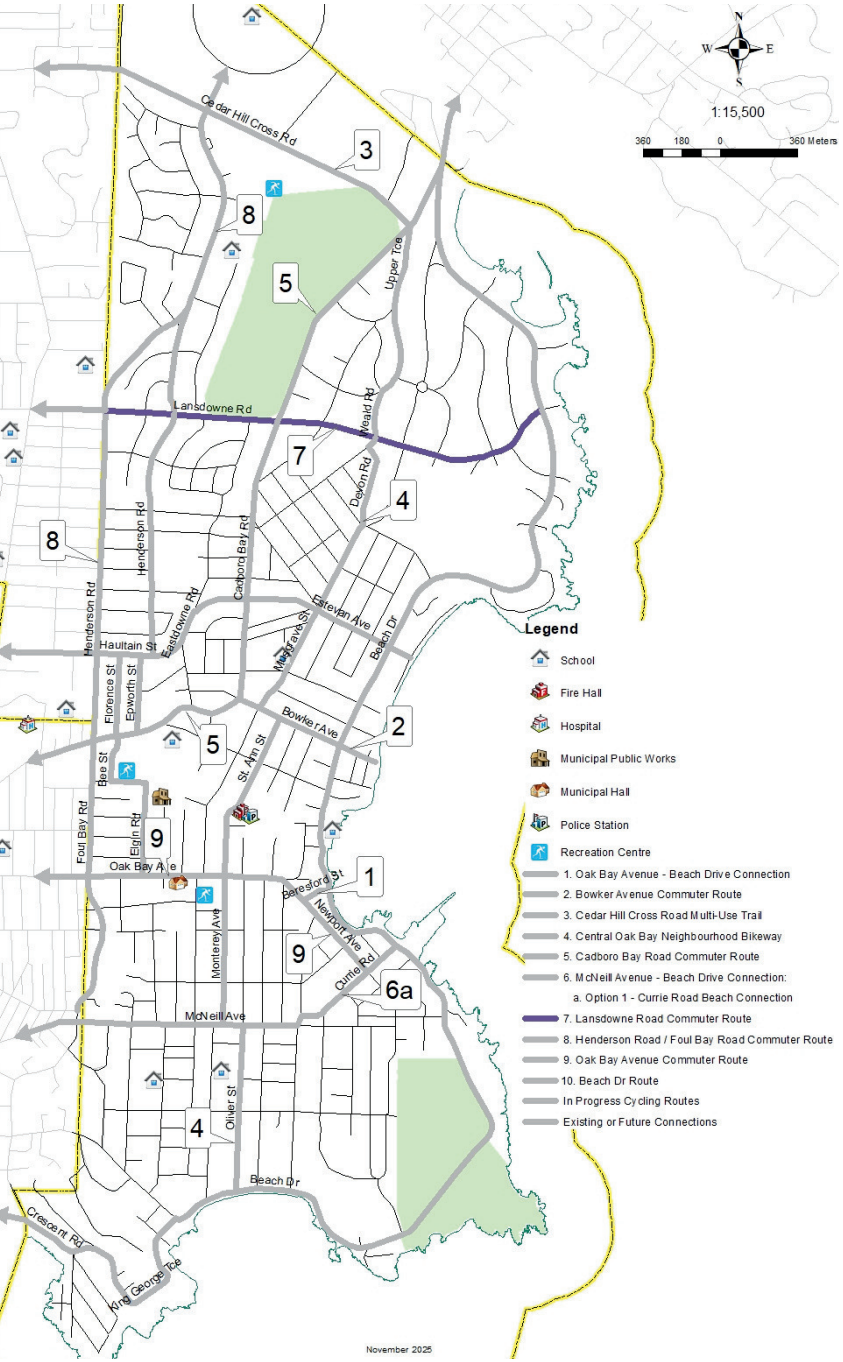
- Perceived low cycling use and limited demand compared to other routes.
- High vehicle volumes and limited road width could create congestion and safety issues.
- Potential loss of on-street parking for residents.
- Some uncertainty about the route's exact limits and design approach.

Additional ideas from workshops

Participants suggested traffic calming on straight sections if the route proceeds but expressed skepticism about need and demand. Several recommended Neil Street as a better alternative east–west connection, modelled after routes like Haultain or Richardson with separated bike lanes and clear cycling priority. Others emphasized preserving mature trees and minimizing construction impacts along Lansdowne.

PROPOSED

ROUTE 7: LANSDOWNE ROAD



WHAT HAS CHANGED ABOUT THE ROUTE?

The original recommendations for this route have not changed.

WHAT IS RECOMMENDED?

- From Foul Bay Rd to Cadboro Bay Rd a Multi-Use pathway is recommended. This would help to retain more on-street parking while providing facilities for pedestrians and cyclists and a connection into the existing Multi-Use Pathway fronting Camosun College.
- From Cadboro Bay Rd to Beach Dr a neighbourhood bikeway (Level 2) is recommended. This would retain on-street parking and require pavement markings, signs, traffic calming measures and a 30km/h posted speed limit.

WILL THIS ROUTE BE CONSIDERED AAA?

Yes

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

The portion between Beach Drive and Cadboro Bay Rd is anticipated to cost $25k and would be completed in 2027. The portion between Cadboro Bay Rd and Foul Bay Rd is anticipated to cost $1.5m and would be completed in 2029.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 8
HENDERSON ROAD / FOUL BAY ROAD COMMUTER ROUTE

This proposed route would run north–south along Henderson Road and Foul Bay Road, connecting Cadboro Bay Rd. to Cedar Hill Cross Rd. About two-thirds **(65%)** of survey respondents supported the route, while **21%** opposed it. It ranked first **(34%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Strengthens regional connectivity, linking Oak Bay to UVic, Camosun, and neighbouring municipalities.
- Improves safety on busy roads with high vehicle speeds, parked cars, and limited cycling space.
- Serves as a logical, high-priority commuter corridor already used by cyclists.
- Complements other north–south routes and helps complete Oak Bay's cycling network.

What concerns were raised about this route:

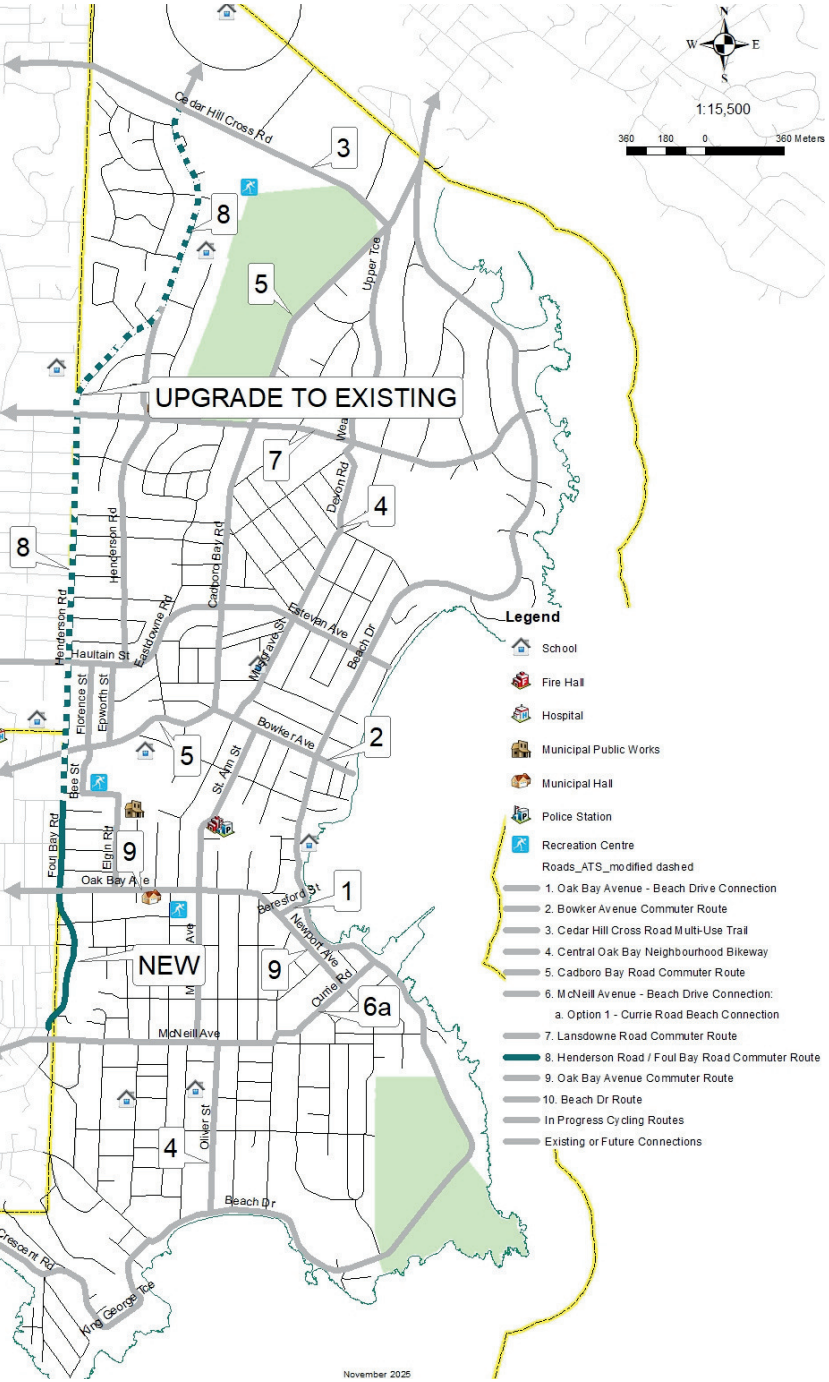
- High traffic volumes and vehicle speeds make it challenging to add bike lanes safely.
- Limited road width could create conflicts with vehicles, driveways, and buses.
- Potential loss of parking and impacts to nearby homes and businesses.
- Some felt the corridor duplicates nearby routes or that commuter-focused designs don't fit Oak Bay's context.

Additional ideas from workshops

Participants supported separated or protected bike lanes along the full route, citing safety for daily commuters and students. Suggestions included protected intersections, cyclist-controlled signals, and coordination with Saanich and Victoria for continuous cross-boundary connections. Others proposed a lighter design approach on Henderson (e.g., sharrows, speed bumps) and traffic calming or buffered lanes on Foul Bay.

PROPOSED

ROUTE 8: HENDERSON/FOUL BAY ROAD



WHAT HAS CHANGED ABOUT THE ROUTE?

The route has been extended south from Milton St to the City of Victoria border. Upgrades to existing facilities along the existing corridor will include buffered bicycle lanes in the short-term with the long-term vision of protected bicycle lanes, along with intersection and crossing improvements.

WHAT IS RECOMMENDED?

Protected bicycle lanes are recommended. This will happen in a phased approach with **upgrades to buffered bicycle lanes first** with protected bicycle lanes being the long-term goal.

WILL THIS ROUTE BE CONSIDERED AAA?

Once protected bicycle lanes are installed in the future it will be however, during the phased approach there will be times where there are sections missing or they are not protected and do not meet AAA guidelines.

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

Upgrades to buffered bike lanes on Henderson Rd is anticipated to cost $100k and would be completed in 2027. Upgrades to buffered bike lanes on Foul Bay Rd and intersection and crosswalk upgrades is anticipated to cost $2m and would be completed in 2028 due to the need to replace aging underground infrastructure prior to surface improvements.

DISTRICT OF OAK BAY

REPORT BACK

ROUTE 9
OAK BAY AVENUE COMMUTER ROUTE

This proposed route would follow Oak Bay Ave. and Newport Ave. connecting Foul Bay Rd. and Beach Drive. About two-thirds **(64%)** of survey respondents supported the route, while one in five **(20%)** opposed it. It ranked fourth **(28%)** among the nine proposed routes when participants were asked which to prioritize.

What we learned in support of this route:

- Improves safety on a busy corridor with high vehicle volumes and limited cycling space.
- Connects Oak Bay residents directly to Victoria's cycling network via Fort Street.
- Supports Oak Bay Village businesses by making it easier and safer to visit by bike.
- Provides a safer option for children and families travelling to schools and community amenities.

What concerns were raised about this route:

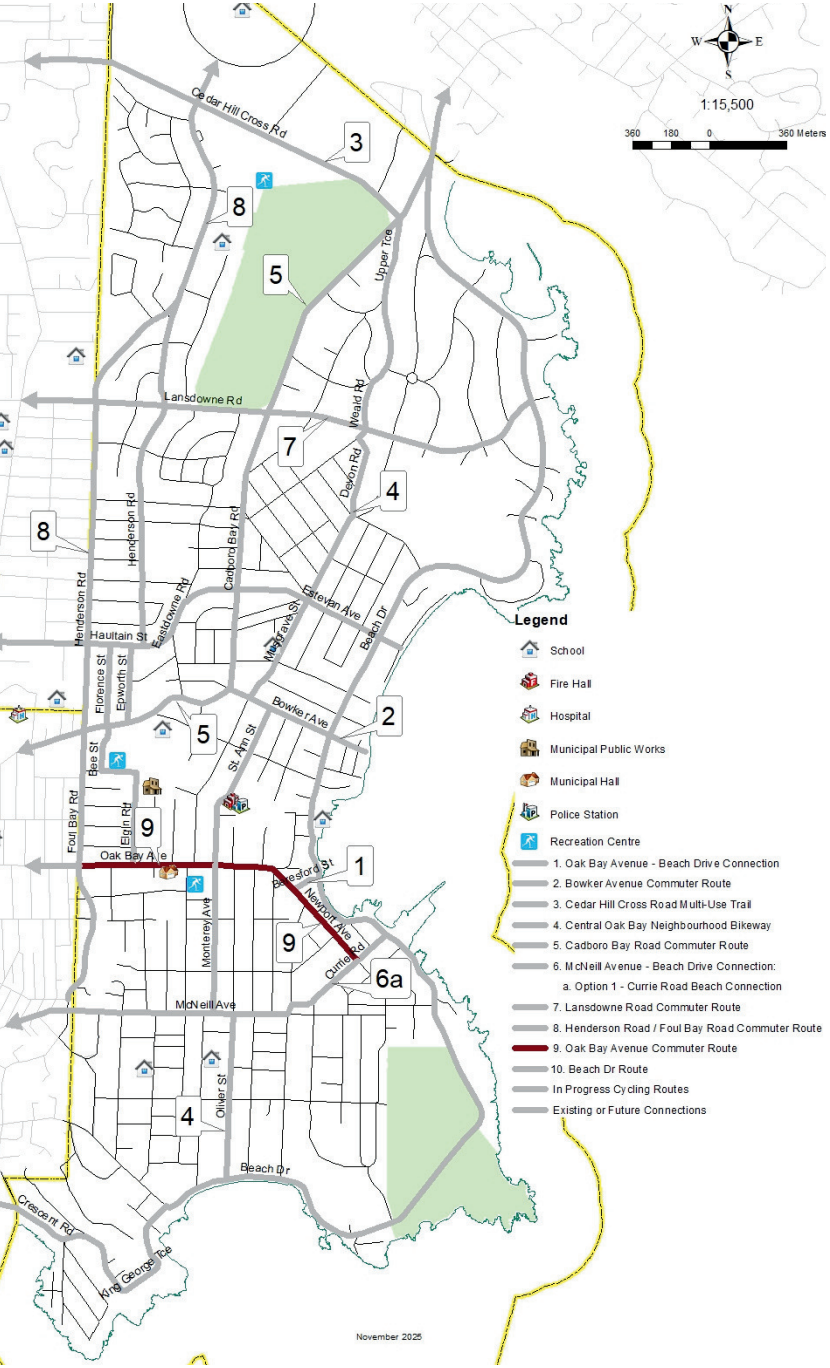
- Heavy traffic and turning movements could create new conflicts between cyclists, drivers, and pedestrians.
- Narrow roadway limits options without removing parking or travel lanes.
- Loss of on-street parking could affect businesses, residents, and visitors.
- Some felt nearby streets such as Brighton or Granite would provide a quieter, safer alternative.

Additional ideas from workshops

Participants questioned routing bike lanes along major streets with bus and emergency access. Alternative suggestions included using parallel residential streets or existing paths behind the library and Municipal Hall, connecting through Granite Street, Elgin Road, and Epworth Lane to link with existing cycling infrastructure.

PROPOSED

ROUTE 9: OAK BAY AVENUE



WHAT HAS CHANGED ABOUT THE ROUTE?

The route has been extended to Currie Rd. The cross section of the project will be determined following the Village Area Planning Project (2027 or later).

WHAT IS RECOMMENDED?

Through the Village Area Planning Project (2027 or later) we will be doing direct consultation on this route. Until that time we are unable to make recommendations about what this route is going to look like.

WILL THIS ROUTE BE CONSIDERED AAA?

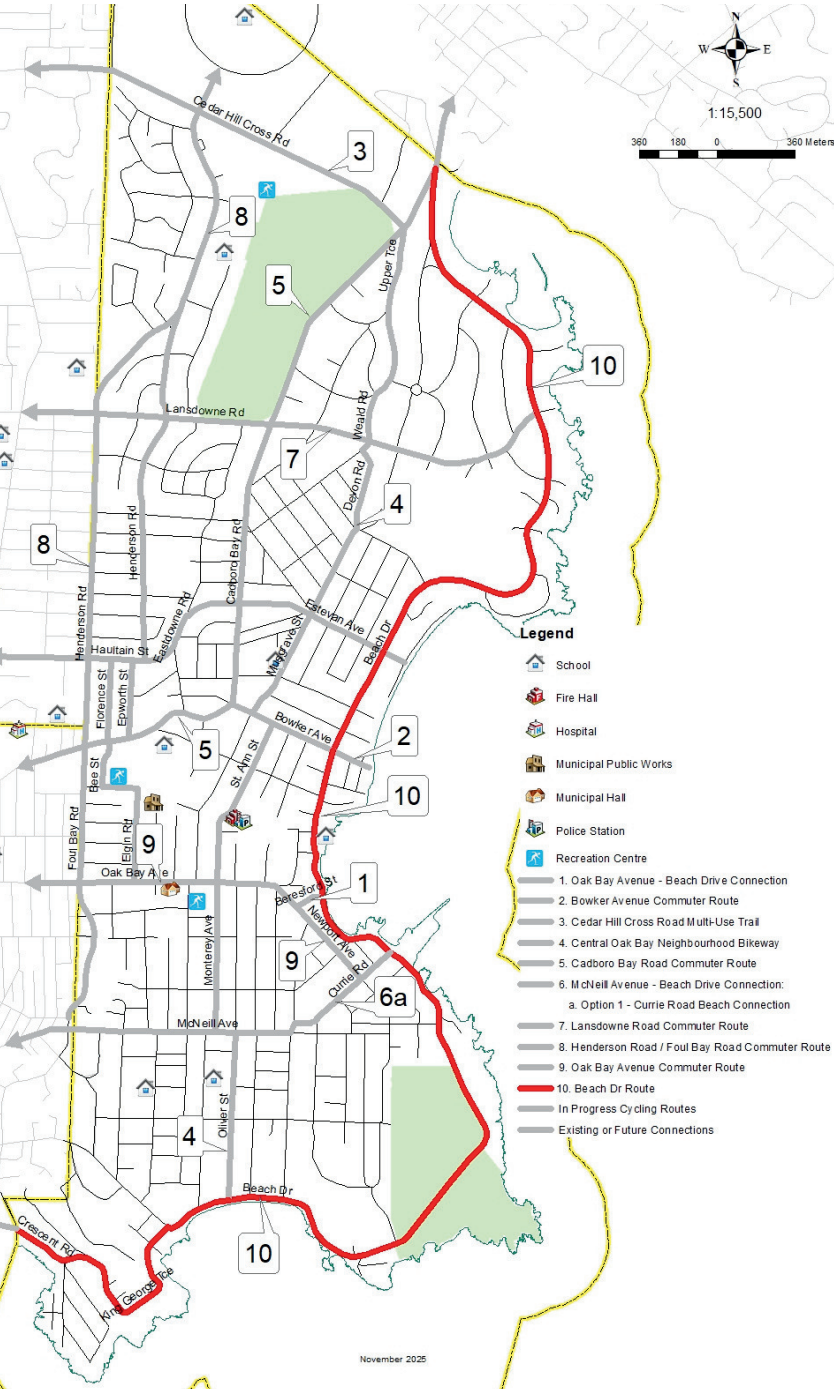
Until we know the proposed improvements we are unable to determine if the design will be considered AAA.

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

The cost for this project will be determined once a design has been identified. The project is anticipated to be completed after 2030.

PROPOSED

ROUTE 10: BEACH DRIVE



WHAT HAS CHANGED ABOUT THE ROUTE?

This route will be added to the updated plan.

WHAT IS RECOMMENDED?

The long-term vision of this corridor has not yet been determined due to the complexity of the corridor. Further route specific engagement on this route will occur when the project is brought forward.

WILL THIS ROUTE BE CONSIDERED AAA?

Until we know the proposed improvements we are unable to determine if the design will be considered AAA.

WHAT IS THE COST AND TIMELINE FOR THIS PROJECT?

The cost for this project will be determined once a design has been identified. We anticipate this to be a long-term project starting sometime after 2030.

PRIORITIES FOR THE ACTIVE TRANSPORTATION STRATEGY

Based on what we learned from community engagement and further technical reviews, the District has developed draft priorities for the Active Transportation Strategy. These would be the actions that would get the most (immediate) attention.

1. OVERARCHING PRIORITIES

a. Ensure projects include safety improvements that can benefit all users including improvements to crossings, intersections, and lighting.
b. Build connected networks for Active Transportation.
c. Provide residents with clear information about plans, current initiatives, and project timelines.

2. ACTIVE TRANSPORTATION ACTIONS

a. Add amenities like benches and water fountains at key locations in the District.
b. Work with partners in Bylaw and Oak Bay Police for enforcement of laws that support active transportation (ex. speed limit enforcement, vegetation encroachment, etc.).
c. Work with partners, including the Capital Regional District, on walking and cycling education for schools.
d. Implement reduced speed limits and traffic calming measures on local streets to improve safety and comfort in neighbourhoods.

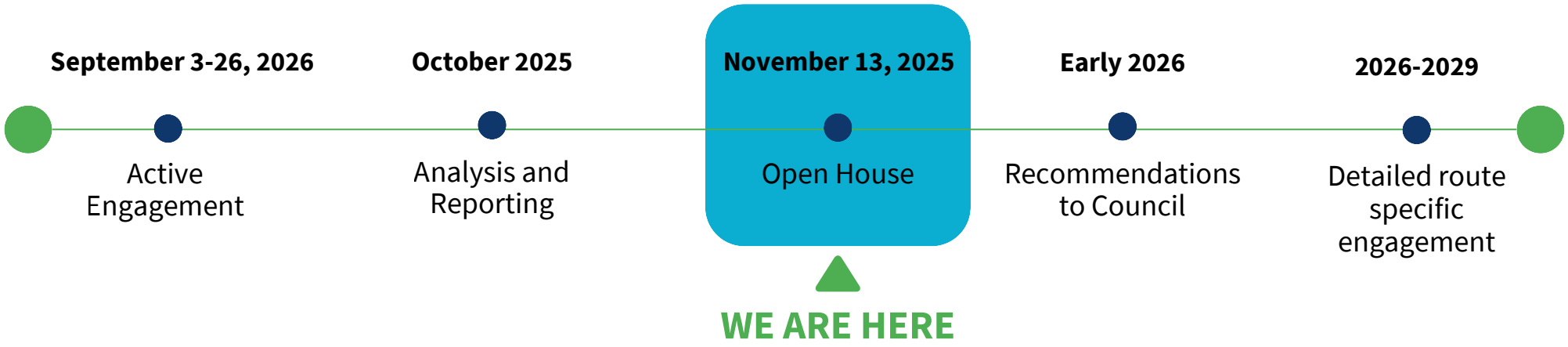
3. PEDESTRIAN INFRASTRUCTURE ACTIONS

a. Improve existing sidewalks and crosswalks including curb returns to ensure accessibility.
b. Add new sidewalks and crosswalks to fill gaps in the network.
c. Work with residents to ensure vegetation and shrubs are maintained and not obstructing sidewalks.

4. CYCLING INFRASTRUCTURE ACTIONS

a. Prioritize improvements to Routes 4, 5 and 8 (see map).
b. Start with incremental improvements to the cycling routes, for example by starting with painted bicycle lanes and working towards protected lanes.
c. Add additional bicycle parking throughout the District.

TIMELINE


September 3-26, 2026
Active Engagement
October 2025
Analysis and Reporting
November 13, 2025
Open House
Early 2026
Recommendations to Council
2026-2029
Detailed route specific engagement
WE ARE HERE

NEIGHBOURHOOD BIKEWAYS

Neighbourhood Bikeways are streets with low motor vehicle volumes and speeds where cyclists share the road with motor vehicles. They are enhanced to varying levels.

Level 1 includes signs, pavement markings, intersection treatments and a 30km/h speed limit.

In Saanich, San Juan Avenue between Tyndall Avenue and Shelbourne Street is an example of a **Level 1** Neighbourhood Bikeway.

Level 2 includes Level 1 treatments with the addition of traffic calming measures for speed management.

In Saanich, Lochside Drive between Maplegrove Street and Cordova Bay Road and Braefoot Road between Cedar Hill Cross Road and McKenzie Avenue are examples of **Level 2** Neighbourhood Bikeway.

Level 3 includes Level 1 and sometimes measures from Level 2 as well as traffic diversions as a method to reduce vehicle volumes.

In Victoria, Vancouver Street and Richardson Street are examples of **Level 3** Neighbourhood Bikeway.

MULTI-USE PATHWAYS

Multi-Use Pathways can be on- or off-street but are physically separated from motor vehicles and can be used by all active transportation users including people walking, cycling, and rolling.

PARALLEL OR ADJACENT TO ROADWAYS

In Saanich, an example of a multi-use pathway adjacent to roadways is seen on Lansdowne Road fronting Camosun College or on Finnerty Road between Edgelow Street and Arbutus Road.

WITHIN GREENWAY CORRIDORS

Throughout the Capital Regional District, examples of a multi-use pathway within greenway corridors are The Lochside and Galloping Goose Regional Trails.

PAINTED OR BUFFERED BICYCLE LANES

Painted or Buffered Bicycle Lanes are on streets with moderate motor vehicle volumes and speeds that do not require physical separation. They are separate travel lanes designated for the exclusive use of people cycling.

Painted Bicycle Lanes are designated by a single paint line.

In Oak Bay, an examples of bicycle lane are existing on portions of Foul Bay Road, Henderson Road, and Cedar Hill Cross Road.

Buffered Bicycle Lanes are separated by a series of paint markings to provide additional "buffer" between the motor vehicle lane and cycling lane.

In Saanich, an example of buffered bicycle lanes are on Edgelow Street.

PROTECTED BICYCLE LANES

Protected Bicycle Lanes are on streets with higher motor vehicle volumes and speeds that require separation to ensure the safety and comfort of users. They can be constructed in a variety of ways.

Using pre-cast concrete curbs, cast in place concrete curbs, or delineators at the **same grade as motor vehicles.**

In Saanich, McKenzie Avenue between Cedar Hill Road and Borden Street is an example using both pre-cast concrete curbs and delineators.

Constructed at the **same grade as the sidewalk** and separated from motor vehicles by a normal concrete curb. They can be also be separated by boulevard space or trees.

In Saanich, Shelbourne Street between North Dairy Road and Pear Street are protected bicycle lanes constructed at the same grade as the sidewalk and separated from motor vehicles by a normal concrete curb and boulevard.

Being **bi-directional** on the same side of the roadway.

In Victoria, Wharf Street is an example of a bi-directional protected bicycle lane using cast in place concrete curb and delineators.

OAK BAY IN MOTION

THANK YOU FOR ENGAGING WITH THE DISTRICT OF OAK BAY'S ACTIVE TRANSPORTATION STRATEGY

Your feedback is valuable and will be considered as we bring the recommendations to Council.

Scan this QR code to access the survey.

DISTRICT OF OAK BAY