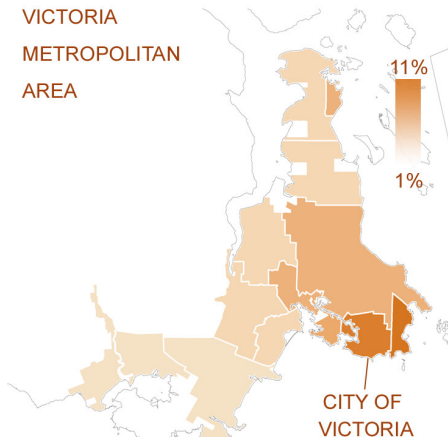
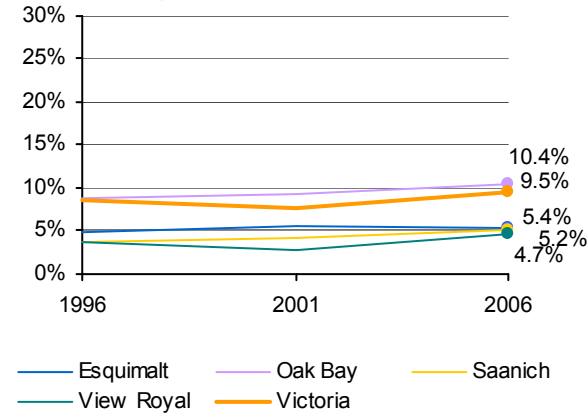


3.5 Bicycling and Bikeways



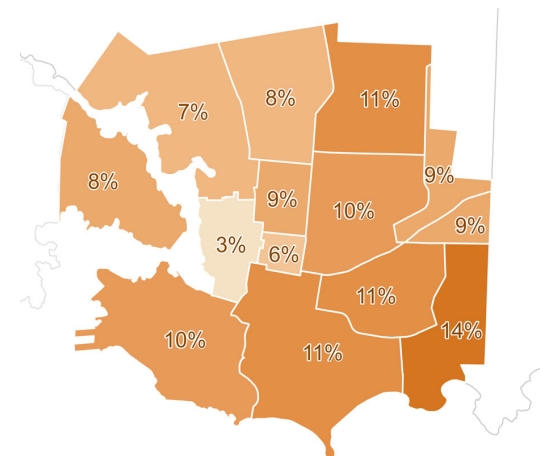
2006 JOURNEY TO WORK - BICYCLE MODE SHARE SHOWN BY MUNICIPALITY OF RESIDENCE

Journey to Work, Bike Mode Share, Core Municipality Comparisons

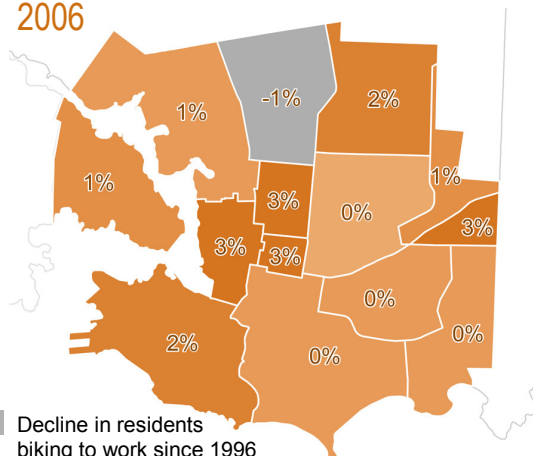


The City of Victoria is a North American leader in bicycling to work. In the 2006 census, 10% of residents biked to work, which compares to 4% in Vancouver and Portland respectively in 2006. Regionally, biking to work is increasing in all of the core municipalities and Victoria is incrementally behind Oak Bay. Within Victoria, the neighbourhood of Gonzales the highest proportion of residents biking to work—14%. Since 1996 Harris Green has doubled its residents cycling to work and the proportion of residents cycling to work has stayed stable to or increased in most neighbourhoods.

Journey to Work, Bicycle Mode Share, by Neighbourhood (2006)



Journey to Work, Change in Bicycle Mode Share by Neighbourhood 1996-2006

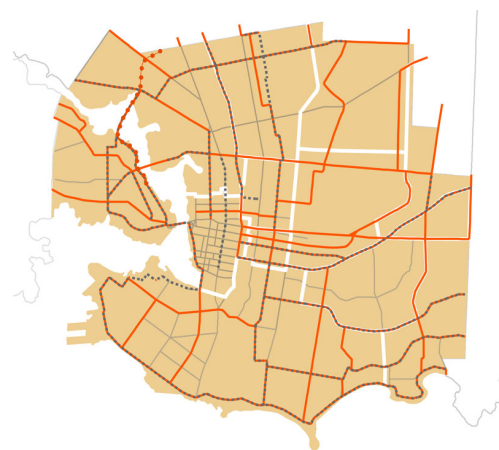


Decline in residents biking to work since 1996

- RELATED SHEETS
- 3.1 TRANSPORTATION OVERVIEW
 - 3.2 DAILY COMMUTING—TRIP LENGTH & CAR OWNERSHIP
 - 3.4 SUSTAINABLE TRANSPORTATION BY NEIGHBOURHOOD

4.2 HEALTH

Bikeways



- Bikeways (Bicycle Master Plan)
- Bikeway Improvements
- Galloping Goose (CRD)

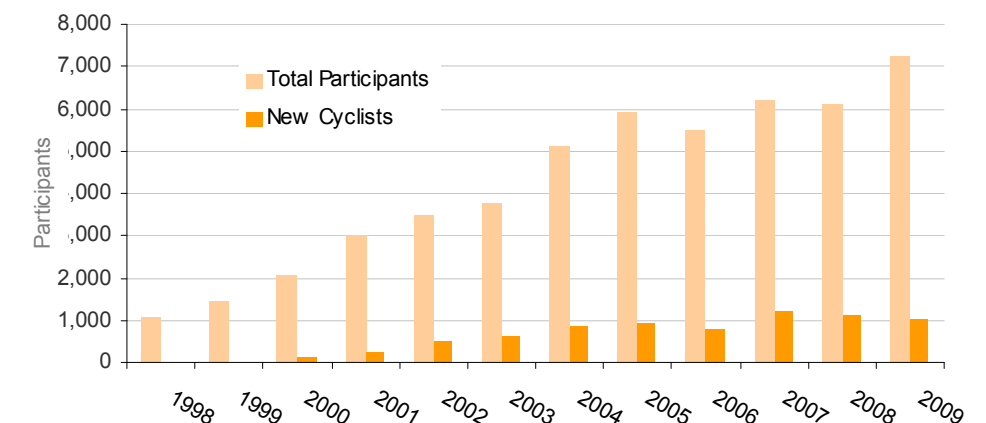
400 m Buffer of Bikeway Improvements



- Bikeways (Bicycle Master Plan)
- Bikeway Improvements
- Galloping Goose (CRD)

Nearly all of the City of Victoria is within 400 metres of a Bikeway, and 80% of the city's land area is within 400m of a route that has a Bikeway improvement. Bikeway improvements range from sign enhancements to painted bicycle lanes; as of February 2010 there were 24 kilometres of painted bike lanes in Victoria. Using the 2006 Census 79% of the city's dwellings and 77% of the population were within 400 metres of a route with a Bikeway Improvement.

Participation in Bike to Work Week



UNDERSTANDING THE DATA:
What is a mode??
A transportation mode (referred to as mode in this profile series) is means a form of transport.
A mode share is the percent of all trips which are done using a particular mode.
For example, using the map on the right, 8% of people on Victoria West used a Bicycle to commute to work. That represents an increase of 1% from 2006.

*Sustainable Transportation is a Statistics Canada term that reports the combined totals for residents walking, bicycle, and taking public transit to get to work

NOTE: Due to the high volume of content on this profile sheet, some source information has been re-allocated to the reverse side

3.5 Bicycling and Bikeways

Journey to Work, Bicycle Mode Share Core Municipality Comparisons

| | 1996 | 2001 | 2006 |
|------------|------|------|-------|
| Esquimalt | 5.0% | 5.6% | 5.4% |
| Oak Bay | 8.9% | 9.3% | 10.4% |
| Saanich | 3.8% | 4.3% | 5.2% |
| View Royal | 3.7% | 2.8% | 4.7% |
| Victoria | 8.7% | 7.7% | 9.5% |

SOURCE: STATISTICS CANADA , 1996, 2001, 2006 CENSUS

Product Title: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, census metropolitan areas and census agglomerations, and component census subdivisions (municipalities) of residence - 20% sample data

1. Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - (a) did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - (b) were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
2. Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.

Journey to Work, Bicycle Mode Share, by Neighbourhood

| Bicycle | 1996 | 2001 | 2006 |
|---------------------------------|-----------|-----------|------------|
| Total - City of Victoria | 9% | 8% | 10% |
| BURNSIDE | 6.1% | 5.2% | 6.8% |
| DOWNTOWN | 0.0% | 4.7% | 3.1% |
| FAIRFIELD | 10.6% | 9.6% | 11.0% |
| FERNWOOD | 10.3% | 9.3% | 10.2% |
| GONZALES | 13.6% | 11.9% | 13.9% |
| HARRIS GREEN | 3.0% | 6.5% | 6.0% |
| HILLSIDE-QUADRA | 8.5% | 6.5% | 7.9% |
| JAMES BAY | 7.5% | 6.3% | 9.9% |
| NORTH JUBILEE | 8.1% | 6.2% | 9.0% |
| NORTH PARK | 5.7% | 8.8% | 9.1% |
| OAKLANDS | 8.9% | 8.7% | 11.1% |
| ROCKLAND | 10.5% | 8.3% | 10.6% |
| SOUTH JUBILEE | 5.5% | 6.4% | 8.7% |
| VICTORIA WEST | 7.1% | 5.3% | 8.3% |

SOURCE: STATISTICS CANADA , 1996, 2001, 2006 CENSUS

Neighbourhood geographies run for the City of Victoria based on: Employed labour force(1) by mode of transportation, both sexes, percentage distribution (2006), for Canada, based on custom geography (neighbourhoods) of residence - 20% sample data

1. Persons who, during the week (Sunday to Saturday) prior to Census Day (May 16, 2006):
 - (a) did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
 - (b) were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.
2. Place of residence: applies to the employed labour force with either a usual place of work or with no fixed workplace address.

Bikeways and 400 m buffer of Bikeways

SOURCES

- 1) BICYCLE MASTER PLAN, ENGINEERING DEPARTMENT, CITY OF VICTORIA
- 2) STATISTICS CANADA 2006 CENSUS (population and dwellings)
- 3) PLANNING & DEVELOPMENT DEPARTMENT (buffers)

Participation in Bike to Work Week

SOURCE : BIKE TO WORK VICTORIA

Notes:

- 1) Bike to Work Week is a regional event. Participation numbers represented in this data are for the entire event.