MOVING SAANICH FORWARD

DRAFT ACTIVE TRANSPORTATION PLAN

MAY 2023

Saanich

TERRITORIAL ACKNOWLEDGEMENT

This District of Saanich is within the territory of ***Iəl̓ʷəŋən*** *peoples known today as Songees and Esquimalt Nations, and the* ***W̱SÁNEĆ*** *peoples, represented today by the* ***W̱JOŁEŁP*** *(Tsartlip),* ***BOḰEĆEN*** *(Pauquachin),* ***SȾÁUTW̱*** *(Tsawout),* ***W̱SIḴEM*** *(Tseycum) and* ***MÁLEXEŁ*** *(Malahat) First Nations. The First People have been here since time immemorial and their history in this area is long and rich.*

The District of Saanich is proud that our name is derived from the ***W̱SÁNEĆ*** *peoples. Saanich Council is committed to taking a leadership role in the process of healing wounds of the past and becoming a more just, fair and caring society.*

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HISTORY OF CADBORO – GYRO PARK
IN 1953 THE GYRO CLUB OF VICTORIA
PURCHASED 4 ½ ACRES OF LOW LANDS ON CADBORO BAY
FROM THE GOWARD FAMILY
THE CLUB PROVIDED FILL TO MAKE THE SITE SUITABLE FOR
A COMMUNITY PLAYGROUND AND PARK
IN 1964 THE LAND KNOWN AS THE
CADBORO BAY GYRO PARK
WAS DONATED TO THE MUNICIPALITY OF SAANICH
THERE ARE TWO ACTIVE GYRO CLUBS IN VICTORIA
GYRO CLUB OF VICTORIA EST. 1921
CAMOSUN GYRO CLUB EST. 1949
GYRO IS AN INTERNATIONAL FRATERNITY OF FRIENDSHIP
FOUNDED IN 1912

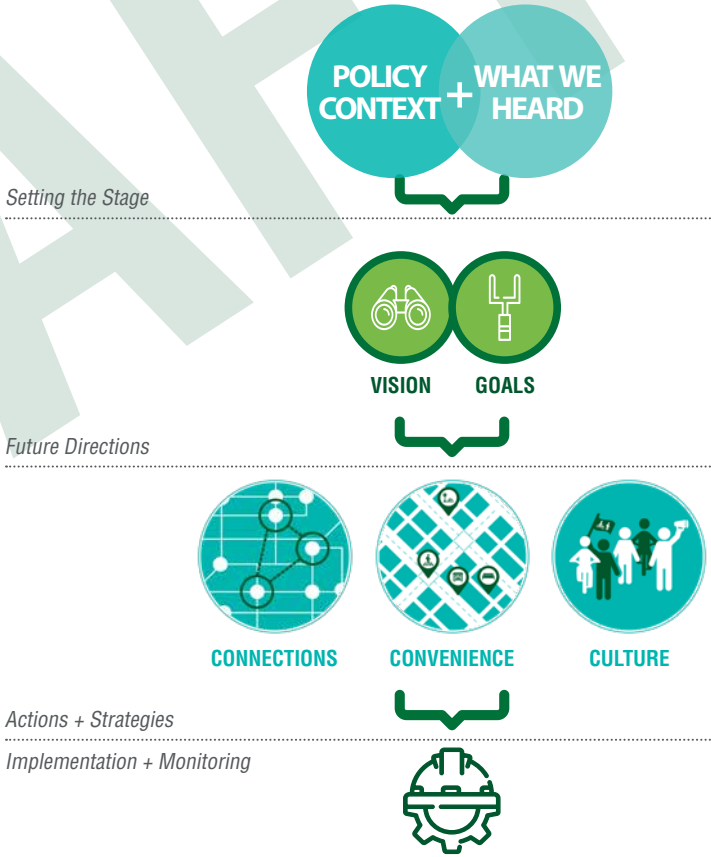
EXECUTIVE SUMMARY

Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 118,000 residents, it is the largest of 13 municipalities that make up the Capital Regional District (CRD). Saanich is a diverse community home to a variety of unique settings, including a combination of both urban and rural land uses which have shaped the character of the community. The community has a relatively compact urban area and a number of existing recreational assets that make it already a great place for walking and cycling.

Saanich has made significant progress implementing pedestrian and bicycle facilities throughout the community. The community has an extensive network of pedestrian and cycling facilities, including more than 174 km of bicycle routes, 288 km of sidewalks and over 171 km of trails. It has also developed several plans and policies with a strong emphasis on ensuring it continues to grow as a sustainable community. Saanich has now built on these directions and projects to improve walking, cycling and other active mobility options as identified in the 2018 Active Transportation Plan. This document is an update to the District's award winning plan, known as Moving Saanich Forward.

The Active Transportation Plan was originally developed over a five-phase process that spanned an 18-month period beginning in the winter of 2016. The creation of the Active Transportation Plan was an iterative process that involved exploring options, speaking with community members and stakeholders, drafting ideas, sharing initial results, gathering and reviewing further community input, refining the content, and then creating a final plan. Throughout the development of the Active Transportation Plan, three rounds of public engagement have took place, engaging thousands of people using a range of tools and tactics, including on-line surveys, stakeholder workshops, and community events.

This comprehensive 5-year update was undertaken in 2022-2023 to ensure the Active Transportation Plan accounts for progress made over the past five years and reflects updated priorities of the District and community. Some of the key updates include reflecting new active transportation facilities and alignment with recent District initiatives such as the Official Community Plan (OCP) strategic update, Electric Mobility Strategy, and Road Safety Action Plan. Greater emphasis has been given to current priorities of the District, including road safety, traffic calming, e-bikes, and micromobility.



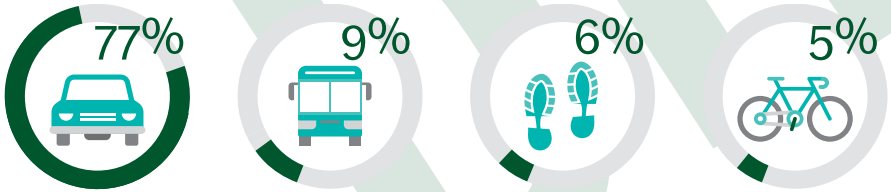
The Active Transportation Plan guides Saanich's investments in active transportation over 30 years. The plan establishes a vision and goals to improve active transportation, along with a series of strategies and actions related to three overarching themes: Connections, Convenience, and Culture. These strategies and actions provide holistic guidance regarding improvements to policies, standards, infrastructure and programming to ensure that walking and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities, a critical foundation for an equitable transportation network. The Active Transportation Plan also includes an implementation and monitoring plan to prioritize investments and actions over the short-, medium-, and long-term and to monitor progress in achieving the Plan's goals.

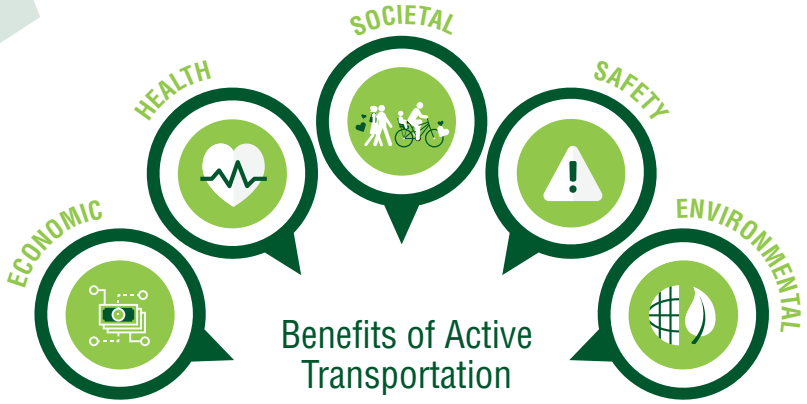
SETTING THE CONTEXT

The Active Transportation Plan is closely linked to many of Saanich's and the region's key planning documents, and it helps to reinforce and further the goals and policies found in these documents. Many of these documents include broader aspirations for growth and transportation and provide specific directions on how walking and cycling can become an integral part of Saanich's transportation system. Two municipal plans that played a particularly significant role in developing the Active Transportation Plan are the 2008 Official Community Plan and the 2019-2023 Strategic Plan.

Active transportation is already a popular way to move throughout the community. According to the 2021 Census, over 20% of all commute trips to work and school in Saanich are made by walking, cycling, and transit. While the percentage of commute trips made by walking, cycling, and transit has steadily increased over the past 25 years, a decline has been experienced over the past five years. This decline may have been influenced by the COVID-19 pandemic that first impacted the region in early 2020. Census data is collected the year before publication.

The CRD's 2017 Origin-Destination Household Travel Survey provides data regarding all trip types and found that approximately 18% of all trips in Saanich are made by walking, cycling and transit, including approximately 10% by transit, 8% made by walking, and 5% made by bicycle.

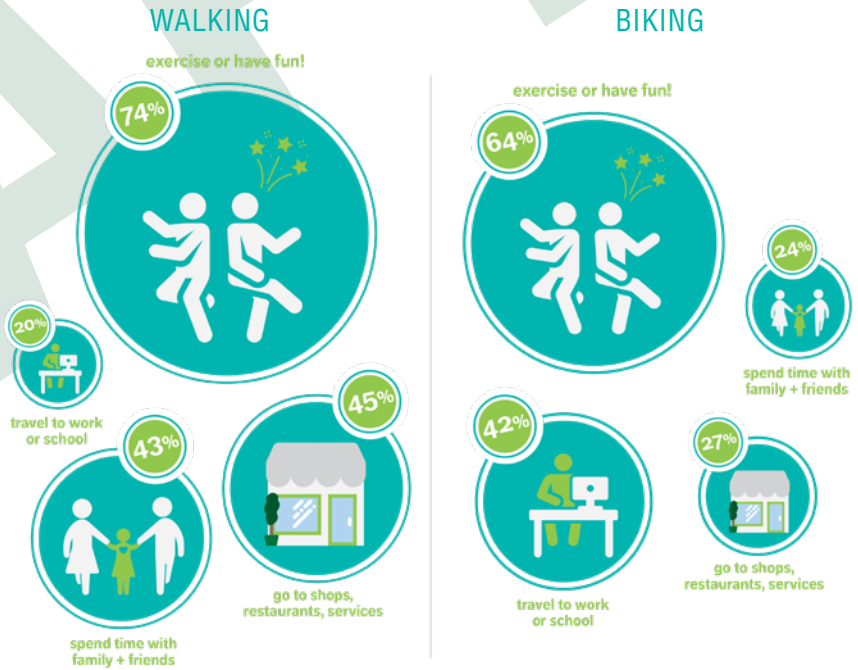




Investments in walking, cycling and other forms of active transportation can result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. There are also significant quality of life, health, safety, and economic benefits associated with investing in active transportation.

There is a significant demand for active transportation in Saanich. Results from the public engagement undertaken in 2017 show that residents of Saanich think active transportation is most important for health, commuting and environmental reasons, although there are a number of other reasons why active transportation is important.

Community members also indicated that they are interested in using active forms of transportation for a variety of reasons, with the most common reason being for exercise or to have fun.



Although many community members were already using active transportation for a variety of reasons, the public engagement in 2017 indicated a number of existing issues and challenges as well as opportunities to improve active transportation in Saanich. These issues and opportunities were important considerations in developing the strategies and actions in the 2018 Active Transportation Plan and have been considered throughout this update process.

TOP THREE WALKING ISSUES

LACK OF SIDEWALKS + TRAILS

SPEED + NOISE OF MOTOR TRAFFIC

DISTANCES ARE TOO FAR

TOP THREE WALKING OPPORTUNITIES

MORE TRAILS + GREENWAYS

BETTER CONNECTIONS TO LOCAL DESTINATIONS

MORE SIDEWALKS

TOP THREE CYCLING ISSUES

GAPS IN THE BIKE NETWORK

LACK OF BIKE ROUTES

INTERSECTION SAFETY

TOP THREE CYCLING OPPORTUNITIES

MORE PHYSICALLY PROTECTED BIKE LANES

FEWER GAPS IN THE BICYCLE NETWORK

MORE TRAILS + GREENWAYS

FUTURE DIRECTIONS

As part of the Active Transportation Plan process, a vision along with supporting goals were developed to shape the overall future direction of the Plan and serve as a basis from which improvements and investments are identified and prioritized. The vision, goals were created based on a combination of Saanich's existing commitments as described in several overarching plans and strategies as well as the community input received from the public.

GOALS

1. Build a **culture** to support sustainable transportation.
2. Achieve a significant **shift** to active modes of transportation to reduce vehicle trips.

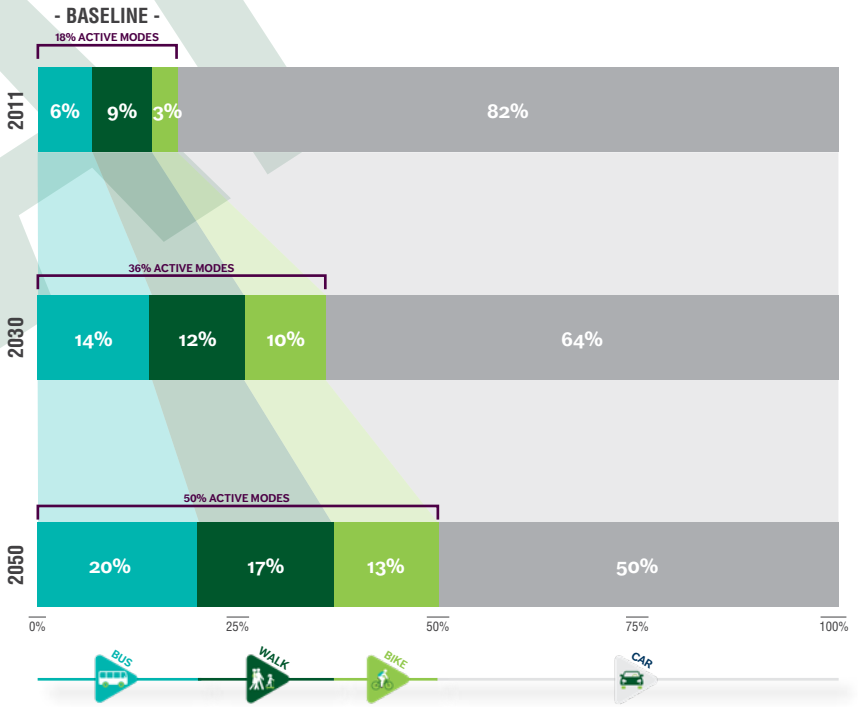
   Target: by 2050, half of all trips in Saanich will be taken by active modes.
3. Eliminate all **fatalities** and serious injuries on Saanich roads and trails.
4. Create more **connections** for people walking, cycling, and using transit.
5. Build a network that is **accessible** and provides equitable mobility options.

STRATEGIES AND ACTIONS

The Active Transportation Plan consists of three overarching themes. For each theme, the plan includes several strategies and more detailed actions to improve active transportation. The implementation of these strategies and actions will help Saanich work towards achieving the vision and goals of the Active Transportation Plan. Each theme is described below.

MOVING SAANICH FORWARD VISION STATEMENT

> Saanich is home to universally accessible and complete walking and cycling networks that make it convenient and safe for people of all ages and abilities to move around the community.
>
> The connectivity and convenience of these networks supports a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.



DISTRICT OF SAANICH MODE SHARE GOALS

CONNECTIONS

The purpose of this theme is to build off existing infrastructure to enhance the connectivity of Saanich's network of pedestrian and bicycle routes. Through the implementation of new routes and enhancements to existing infrastructure, Saanich can work to ensure that walking and cycling are safe and comfortable for people of all ages and abilities.

CONNECTIONS CONVENIENCE CULTURE

Establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich. Saanich already has a comprehensive network of sidewalks, multi-use trails, and bicycle facilities throughout the community. Many Saanich residents are already walking, cycling and using other forms of active transportation for both recreation and transportation purposes. However, there are a number of gaps and barriers in Saanich's existing active transportation network.

Saanich can improve connectivity by providing new infrastructure as well as improving existing infrastructure so that it is comfortable for people of all ages and abilities. As it relates to walking, this involves updating Saanich's sidewalks to ensure high quality sidewalks are provided on new roads and filling in gaps in the District's sidewalk network.

As it relates to cycling, the long-term bicycle network has been developed with four guiding principles:

- A Comfortable Network. The recommended bicycle plan focuses on developing an All Ages and Abilities ("AAA") network. Developing an AAA bicycle network was identified by Saanich residents and stakeholders during the Active Transportation Plan engagement process as one of the most important ways to encourage more cycling trips. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: protected bicycle lanes, multi-use trails, and bicycle boulevards.
- A Complete Network. The long-term bicycle network ensures all areas within Saanich's urban containment boundary are within a close distance to a designated and complete bicycle route. This involves developing a minimum grid network that ensures that all residents are within 400 metres of a designated bicycle route.
- A Connected Network. Providing direct AAA routes to Saanich's Centres and Villages and other destinations is an important component of making cycling a convenient transportation option. A network of "Active Transportation Spines" has been identified to provide high quality and direct north-south and east-west connections to connect each of the Centres and Villages.
- An Enhanced Network. Saanich has several existing on-street and off-street bicycle facilities. One of the important components of improving the safety, comfort, and connectivity of the network is ensuring that these existing facilities are high quality and well integrated into the network. This includes monitoring existing facilities and making spot improvements that can help to improve the comfort, safety and connectivity of the network.

A more well-connected network of both on- and off-street active transportation facilities can significantly improve the ease of moving around the community, provide more recreation opportunities, and make traveling by walking and cycling safer and more practical transportation choices. In addition, ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease of using active transportation for moving around Saanich.

The long-term sidewalk, bicycle and trail networks are shown in **Appendices A, B and C**.

The Active Transportation Plan includes seven strategies to improve connections.

STRATEGIES FOR CONNECTIONS

- 1A: Expand and Enhance the Active Transportation Network
- 1B: Expand and Enhance the Trail Network
- 1C: Improve Intersections and Crossings
- 1D: Encourage Active Transportation with Safer Streets
- 1E: Improve Regional Connections
- 1F: Improve Transit Access and Experience

CONVENIENCE

In order for active forms of transportation to become more attractive and competitive transportation choices, they first need to be as convenient as possible. An important factor in terms of convenience is the distance between destinations. People walking, cycling and using other forms of active transportation typically travel shorter distances than people driving or using transit. Creating a connected active transportation network with the necessary infrastructure and encouraging compact and complete communities will enhance convenience for all active transportation users.

Other features that can make active transportation more convenient include providing secure bicycle parking; end-of-trip facilities for people cycling such as storage lockers, showers and changing rooms; and bicycle repair maintenance stations, among other things.

These and other features can help to break down perceptions that walking and cycling is not convenient and establish more areas of Saanich as destinations for people using active transportation.

The Active Transportation Plan includes five strategies to improve convenience.

STRATEGIES FOR CONVENIENCE

- 2A: Ensure Infrastructure is Accessible for All Users
- 2B: Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C: Ensure Land Use Supports Active Transportation
- 2D: Create Great Places and Streets
- 2E: Maintain the Active Transportation Network

CULTURE

A range of 'soft' support measures are also important to encourage people to use active forms of transportation. These 'soft' measures provide education and raise awareness about active transportation, and will help to build a culture of active transportation. The theme of developing a culture of active transportation addresses support measures such as education, encouragement and awareness raising.

Education and encouragement initiatives include providing information on the benefits of active transportation, hosting promotional events, and supporting programs that teach skills and awareness of road safety, walking and cycling.

Approaches to increase awareness can include enhanced wayfinding, trip planning tools, route maps, and public education campaigns. Improving awareness is typically a cost-effective approach that makes people feel safer and more comfortable using active transportation, while encouraging increased use of active transportation facilities.

The Active Transportation Plan includes seven strategies to develop a culture for active transportation.

STRATEGIES FOR CULTURE

- 3A: Support and Encourage Walking and Cycling for People of All Ages and Abilities
- 3B: Encourage Public Health and Active Living
- 3C: Improve Wayfinding, Signage and Trip Planning
- 3D: Improve Education and Awareness
- 3E: Increase Marketing and Communications
- 3F: Support Economic Development and Tourism
- 3G: Monitor Active Transportation Trips, Investments and Initiatives

IMPLEMENTATION + MONITORING

The strategies and actions developed as part of the Active Transportation Plan are intended to guide Saanich's policy, planning and capital investment decisions as well as on-going operations and maintenance activities in support of active transportation over the next 30 years. While the Plan has been developed as a long-term plan, it will require financial investment, staff resources and an implementation strategy to prioritize improvements over the short-, medium- and long-term.

An implementation plan has been developed for each of the actions identified in the Active Transportation Plan. Implementation guidance has been provided for each action in terms of:

- Timeframe. Each action is identified as either a short-term and/or ongoing (within 5 years), medium-term (within 5 to 15 years) or long-term (15 years and beyond) initiative.
- Method of Implementation. This identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- Responsibility. This suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of Saanich, while other actions should be led by external agencies.
- Goals Addressed. Each action is categorized based on its relative contribution to each of the Plan's four goals. Although some actions may only work to achieve one goal, many actions can help achieve multiple goals.

The Active Transportation Plan also identifies priority networks for sidewalks, trails, and bicycle routes as explained in **Section 5**.

It will take significant time and financial resources to implement the long-term recommendations of the Active Transportation Plan. As such, the Plan highlights several quick build techniques and strategies to consider. There are several approaches to implementing active transportation infrastructure based on a continuum of implementation timelines. Two of these 'Quick Build' strategies -- Pilot Projects and Interim Designs -- offer ways to make significant strides in network implementation while respecting financial constraints. These strategies include the use of low-cost materials such as adjustable curbs, ongoing monitoring of project success, and the understanding that the project can be changed if it is failing to meet the intended needs.

While the Active Transportation Plan does not come without costs, these costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of walking and cycling improvements with other plans and projects.

A monitoring strategy is essential to ensure that the Active Transportation Plan is implemented as intended, and to determine whether the Plan is achieving its goals. A monitoring plan will also enable Saanich to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Plan. Active Transportation Report Cards are prepared by staff annually to report on the Active Transportation Plan's implementation progress.

The Active Transportation Plan monitoring program focuses on identifying 'measures of success' for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan.

PART ONE

INTRODUCTION

1.0 INTRODUCTION

Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 118,000 residents, it is the largest of 13 municipalities that make up the Capital Regional District (CRD). Saanich is a diverse community home to a variety of unique settings, including a combination of both urban and rural land uses which have shaped the character of the community. The community has a relatively compact urban area and a number of existing recreational assets that make it already a great place for walking and cycling.

Saanich has an extensive network of pedestrian and cycling facilities, including more than 174 km of bicycle routes, 288 km of sidewalks and over 171 km of trails. Saanich's active transportation network is largely built around the Galloping Goose and Lochside Regional Trails, which are operated by the CRD and form the backbone of the regional active transportation network. In recent years, Saanich has made significant progress implementing pedestrian and bicycle facilities throughout the community. Since the adoption of it's Commuter Bicycle Network over 20 years ago, Saanich has implemented bicycle facilities along many important corridors. It has also developed and enhanced a number of off-street trails including the Centennial Trails initiative, connected the Lochside Trail with a protected bicycle lane on Borden Street, and continues to make improvements to Shelbourne Street.

Saanich is committed to sustainability and recognizes the importance of active transportation to enhance community livability. In recent years, Saanich has developed several plans and policies with a strong emphasis on ensuring it continues to grow as a sustainable community including the 2020 Climate Plan. Saanich has now built on these directions and projects to improve walking, cycling and other active mobility options by developing the Active Transportation Plan, known as Moving Saanich Forward.

WHAT IS ACTIVE TRANSPORTATION?

Active Transportation is any active trip you make to get yourself, or others, from one place to another, whether it is to work, school, the store, or to visit with friends and family. Active Transportation includes any form of human powered transportation.

Walking and cycling are the most popular and well-known forms of active transportation.

The Active Transportation Plan will guide Saanich's investments in active transportation over 30 years. The plan establishes a vision and goals to improve active transportation, along with a series of strategies and actions regarding the three overarching themes of the plan: **Connections**, **Convenience**, and **Culture**. These strategies and actions provide holistic guidance regarding improvements to policies, standards, infrastructure and programming to ensure that walking and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities.

A comprehensive 5-year update was undertaken in 2022-2023 to ensure the Active Transportation Plan accounts for progress made over the past five years and reflects updated priorities of the District and community. Some of the key updates include reflecting new active transportation facilities and alignment with recent District initiatives such as the Official Community Plan (OCP) strategic update, Electric Mobility Strategy, and Road Safety Action Plan. Greater emphasis has been given to current priorities of the District, including road safety, traffic calming, e-bikes, micromobility.

By developing an Active Transportation Plan and working towards being a leader in promoting walking and cycling, Saanich can work to reduce automobile dependence and greenhouse gas (GHG) emissions, increase physical activity and improve public health outcomes, increase social connections, and reduce infrastructure demands.

The Active Transportation Plan has been separated into five parts:

Part 1: Introduction highlights the overall purpose, process and public engagement activities that have taken place to develop the Active Transportation Plan and inform this update.

Part 2: Setting the Stage outlines the analysis and considerations that shaped the plan's strategies and actions. This includes understanding the benefits of active transportation, the market for active transportation in Saanich, connections to other relevant plans and policies, land use and demographic trends, existing conditions for walking and cycling, and opportunities to enhance active transportation opportunities for equity-deserving populations.

Part 3: Future Directions outlines the plan's vision and goals, which build on Saanich's overarching plans and policies. The vision and goals will continue to guide active transportation decision-making and actions in Saanich over 30 years.

Part 4: Strategies and Actions describes the long-term strategies and actions under the Active Transportation Plan's three themes: Connections, Convenience, and Culture.

Part 5: Implementation and Monitoring outlines the implementation and monitoring plan. The Active Transportation Plan's strategies and actions have been prioritized over the short-, medium- and long-term, and performance measures have been developed to monitor implementation.

1.1 PLAN PURPOSE AND OBJECTIVES

The Active Transportation Plan contributes to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation. The purpose of the Plan is to establish a vision, goals and corresponding strategies and actions for improving active transportation in Saanich over 30 years. Policies, programs, and infrastructure guidance and prioritization are included. The plan, developed through public and stakeholder engagement, guides staff and aims to accomplish the following objectives:

1. Update the policy framework for active transportation in Saanich
2. Increase awareness of active transportation in Saanich through promotion, education and community outreach
3. Improve the quantity and quality of active transportation with safe, accessible design
4. Develop a safe equitable and integrated active transportation network plan for Saanich
5. Set priorities for construction of active transportation infrastructure
6. Measure and track the implementation progress and success of active transportation

1.2 PLANNING PROCESS

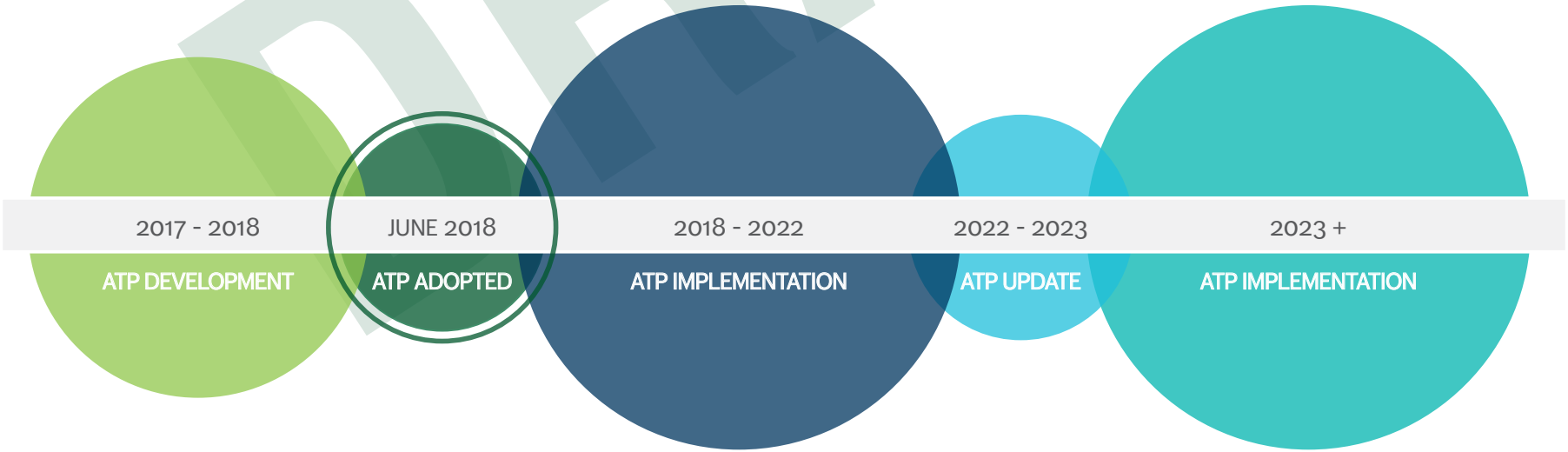
Saanich's first-ever Active Transportation Plan was developed over an approximately 18-month period between the Winter of 2016 and the of Summer 2018. This was an comprehensive process that involved exploring options, connecting with community members and stakeholders, drafting ideas, sharing initial results, gathering and reviewing further community input, refining the content, and then creating a final plan.

A 5-year update to the Active Transportation Plan was completed in 2022-2023. The update included re-engaging with Saanich residents and stakeholders, updated research and demographics on travel patterns and infrastructure including new research on road safety, and a refreshed set of actions and priority infrastructure investments to help continue on the path toward realizing the communities active transportation goals. This Plan will be updated every five years to ensure the guidance provided in current.

DID YOU KNOW?

The 2018 Active Transportation Plan received the 2019 Silver award for Excellence in Policy Planning - City & Urban Areas by the Planning Institute of BC (PIBC), as well as being recognized as one of the top-10 cycling projects in Canada by CanadaBikes.

FIGURE 1 // ACTIVE TRANSPORTATION PLAN TIMELINE



1.3 COMMUNITY ENGAGEMENT

Conversations and feedback from Saanich residents and stakeholders have been an essential component of the Active Transportation Plan process. Public engagement took place in 2017-2018, through three rounds of engagement helped to develop the original Active Transportation Plan, engaging thousands of people in the process.

Round One focused on understanding existing conditions for active transportation in Saanich. A second round of engagement focused on preliminary directions that would act as a foundation from which to draft the Active Transportation Plan. The third, and closing round, of engagement gave the community opportunity to provide input on the draft strategies, actions, and proposed networks being recommended in the draft plan. Each round of engagement was summarized and reported publicly.

Additional engagement is being undertaken in early spring, 2023 with a focus on understanding where priorities have changed over the last five years. The suggestions and comments received during engagement have and will continue to be considered, alongside technical review and analysis, to inform updates to the Active Transportation Plan.

Photos to be updated following Spring 2023 Engagement This draft updated ATP will be informed by, and include a summary of, input received

1.4 WHAT WE'VE ACHIEVED SINCE 2018

A lot has been accomplished over the past five years in implementing directions from the 2018 Active Transportation Plan and improving active transportation in Saanich. While not a comprehensive account, the following are some of the highlights of what has been achieved since 2018.

Expanded Sidewalk Coverage

5km of new sidewalk (from 283 to 288 km) has been installed, highlighted by improvements on Wilkinson Road, Finnerty Road, Hampton Road, Gordon Head Road and Midgard Avenue.

New AAA Cycling Facilities

32km* of new All Ages & Abilities (AAA) bicycle facilities have been constructed consisting of protected bike lanes, and neighbourhood bikeways.

Physically Protected Bike Lanes

Physically protected bike lanes have been installed on Shelbourne Street, McKenzie Avenue, Tillicum Road, Larchwood Drive and Finnerty Road.

Improved Sidewalk Requirements

Sidewalk requirements have been updated in the Subdivision Bylaw to achieve sidewalks on both sides of all urban streets and with wider minimum widths to provide accessible and comfortable conditions.

Expanded Neighborhood Bikeways

New Neighbourhood Bikeways have been created along local streets such as Viewmont Avenue and Ansell Road / Midgard Avenue.

Leading Pedestrian Intervals and Accessible Traffic Signals

Leading Pedestrian Intervals have been installed at 31 traffic signals to give more pedestrian priority at key intersections and all traffic signals have been equipped with audible signals and pedestrian countdown timers.

Bicycle Signal and Protected Intersections

Saanich's first bicycle signal was installed at Borden Street at McKenzie Avenue and Saanich's first protected intersection was also installed at Larchwood Drive and McKenzie Avenue. Both projects improve safety at these intersections.

Annual Reporting on Active Transportation

Reporting has been undertaken each year to track progress on Active Transportation Plan implementation.

Enhanced School Zone Safety

Continued work with Saanich schools on the Safe Routes to School Program, as well as targeted safety improvements around schools to improve traffic safety and support safe, comfortable active travel to schools.

Quick Build Projects

In 2022, eight distinct quick build initiatives were identified to help build out the pedestrian and cycling networks as cost-effectively and rapidly as possible. These quick-build projects included crosswalk improvements, reallocated road space, high visibility road markings and school zone signage, upgrades to existing bicycle lanes, and intersection improvements among others. Quick Build strategies will continue to be considered wherever possible.

Speed Limit Establishment Policy

A new Speed Limit Establishment Policy was developed to assist in setting appropriate speed limits on all Saanich streets.

Road Safety Action Plan

In 2022 Council adopted Vision Zero as the approach to road safety in Saanich. A Road Safety Action Plan is now underway in alignment with Vision Zero, with anticipated completion in 2023.

PART TWO

SETTING THE STAGE

2.0 SETTING THE STAGE

2.1 WHY PROMOTE ACTIVE TRANSPORTATION?

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible and equitable. Increased use of active transportation contributes to several of Saanich's strategic goals. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation.

ECONOMIC BENEFITS

Active transportation, as part of a balanced, efficient and accessible transportation system, is one of the drivers of success for economic diversity and prosperity. Walking and bicycle-supportive communities can encourage residents to support local businesses. Neighbourhoods and destinations that are accessible and attractive for active transportation users attracts more visitors, who will in turn be patrons of local services and amenities. Active transportation provides more choice for people traveling to work, which is essential for lower income individuals, youth, seniors and others who may not have access to a vehicle.

HEALTH BENEFITS

Scientific evidence has found links between local investments in active transportation and increased rates of physical activity and healthier communities. Regular physical activity reduces the risk of early death and numerous chronic diseases. Physical activity has been proven to improve psychological well-being and prevents weight gain and obesity. While the benefits of physical activity have been well documented, low levels of physical activity in children and adults are still prevalent and continue to increase. Walking and cycling are some of the most affordable and accessible ways to add exercise to a daily routine.

ENVIRONMENTAL BENEFITS

Cycling and walking helps to reduce vehicle trips, congestion, air pollution, and GHG emissions. Promoting walking and cycling also helps with efforts towards climate change mitigation while supporting the protection and improvement of the natural environment.

SOCIETAL BENEFITS

Active transportation facilities provide affordable and accessible transportation choices for people of all ages and abilities. This not only facilitates active travel by all community members, it creates greater equity for people and communities that experience barriers to participation.

Active transportation encourages social interaction, creating opportunities for face-to-face interactions with members of the community and building trust, respect, understanding and a sense of co-operation among members of the community. Studies have shown that social interactions diminish when traffic levels increase and walking infrastructure decreases. These social connections are found to be particularly important for youth, as they can develop sustainable travel patterns at an early age that can continue later in life. These connections are also important for older adults, as they can stay active for longer, allowing them to maintain physical health but also social connections.

SAFETY BENEFITS

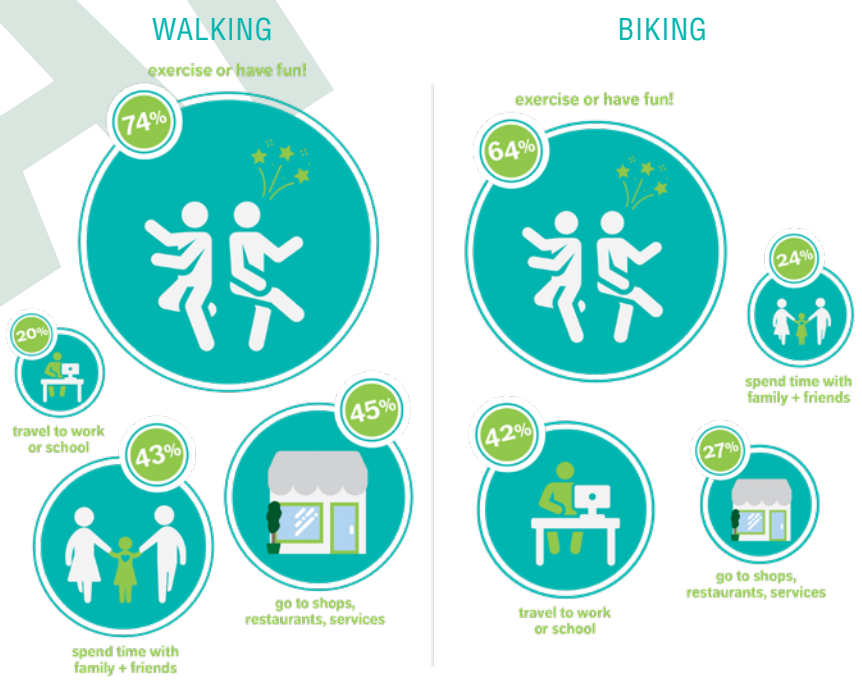
Making active transportation a more visible and viable choice results in reduced risk of collisions and a safer transportation system for all road users. Streets designed for slower vehicle speeds feel safer for safer for people walking and cycling. Studies have shown that slower vehicle speeds exponentially increase survival rates for vulnerable road users. When active transportation rates increase, rates of collisions between people walking and cycling and motor vehicles decrease.

2.2 THE MARKET FOR ACTIVE TRANSPORTATION IN SAANICH

There is significant demand for active transportation among Saanich residents. Results from the first interactive survey in 2017 show that residents of Saanich think active transportation is important for many of the reasons previously mentioned in **Section 2.1**, with health, commuting and the environment being the top reasons why walking and cycling are important to most respondents (**Figure 2)**. Survey respondents also indicated that they are interested in using active forms of transportation for a variety of reasons, with the most common reason being for exercise or to have fun, as shown in **Figure 3.**

FIGURE 2 // REASONS WHY WALKING AND CYCLING ARE IMPORTANT

FIGURE 3 // INTEREST IN WALKING AND CYCLING IN SAANICH



2.3 COMMUNITY PROFILE

This section outlines the land use and demographic characteristics that influence transportation choices and travel patterns in Saanich. The following characteristics were important considerations in the development of the Active Transportation Plan.

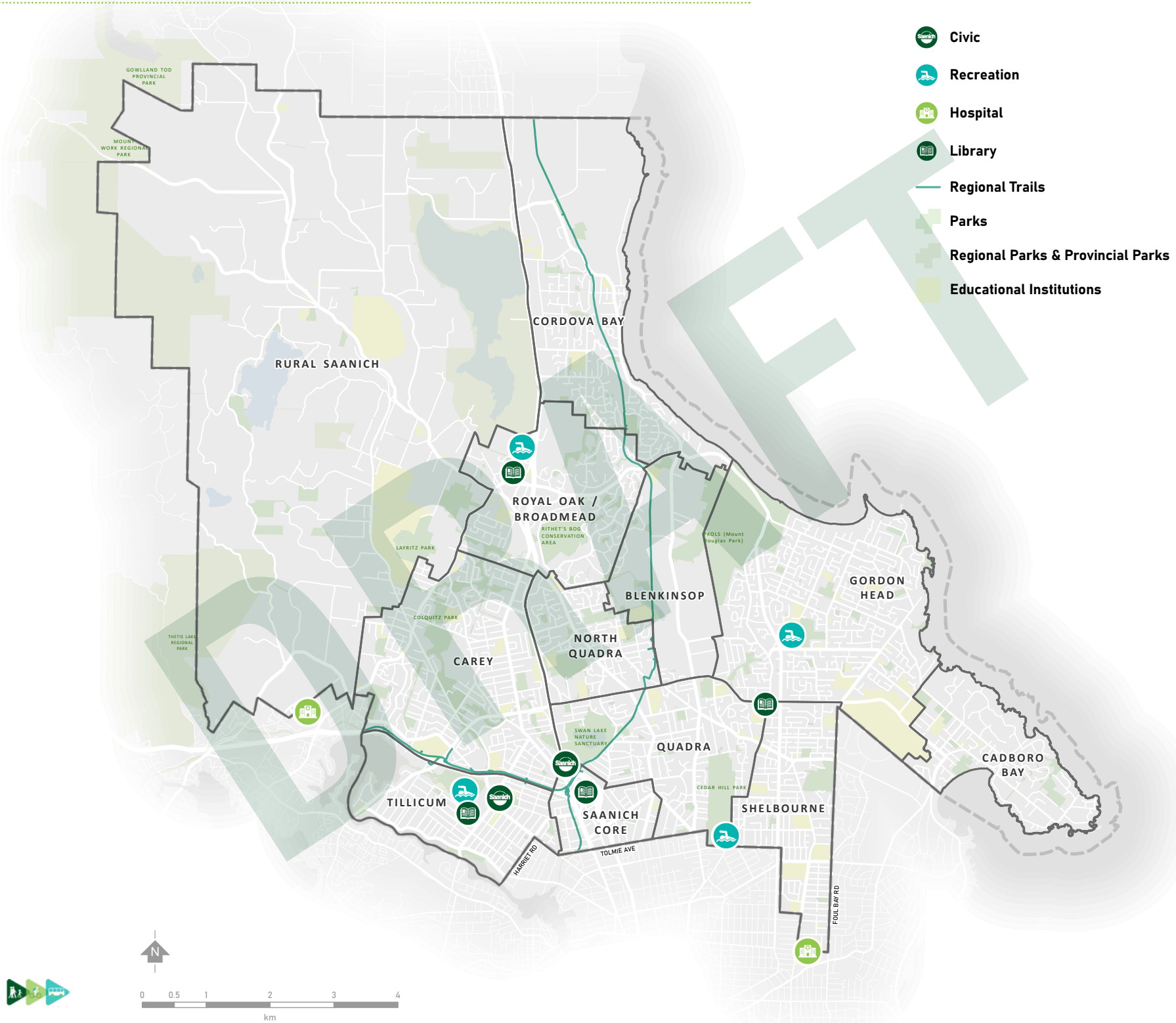
2.3.1 LAND USE AND DESTINATIONS

Saanich's location provides residents with access to numerous amenities, including beautiful parks and trails, a scenic coastline, and abundant recreational activities. The community is home to major employment and regional destinations as well as numerous outdoor and tourism opportunities. Saanich is home to three key knowledge centres (the University of Victoria, two Camosun College campuses, and the Vancouver Island Technology Park) that help create and sustain a strong economy, society and culture, including the development of local and knowledge-based businesses.

Saanich's OCP includes the creation of a network of Corridors, Centres, and Villages throughout the community. Focusing growth around these Corridors, Centres and Villages has been identified as a key strategy to sustainability by promoting compact development and making walking, cycling and transit more viable.

As shown in **Figure 5,** Saanich is made up of 12 diverse neighbourhoods that provide a range of living environments. For the most part, Saanich neighbourhoods are low density, composed predominantly of single family housing. Multiple family developments within neighbourhoods tend to be located along established transportation routes in major centres or adjacent to a significant amenity.

In addition, Saanich has four major community recreation centres that provide accessible, affordable, and inclusive recreation programming. These centres provide the opportunity for physical activity, healthy lifestyles and social interaction. Providing improved transportation options to and from these community and regional destinations is an important component of the Active Transportation Plan.


Civic
Recreation
Hospital
Library
Regional Trails
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
MOUNT WORK REGIONAL PARK
RURAL SAANICH
CORDOVA BAY
ROYAL OAK / BROADMEAD
RITHET'S BOG CONSERVATION AREA
LAYRITZ PARK
MTOLS (Mount Douglas Park)
BLENKINSOP
GORDON HEAD
COLQUITZ PARK
THETIS LAKE REGIONAL PARK
NORTH QUADRA
CAREY
SWAN LAKE NATURE SANCTUARY
QUADRA
CADBORO BAY
CEDAR HILL PARK
TILLICUM
SAANICH CORE
SHELBOURNE
HARRIET RD
TOLMIE AVE
FOUL BAY RD
N
0 0.5 1 2 3 4
km

2.3.2 DEMOGRAPHICS

Demographics play a significant role in influencing transportation choices and travel patterns. The following characteristics were key considerations when developing the Active Transportation Plan:

A GROWING COMMUNITY

Saanich is home to approximately 118,000 residents. Between 2016 and 2021, Saanich's population grew by approximately 3%. This moderate rate of growth is consistent but slower than what has been seen throughout the CRD. Increasing population growth in Saanich and throughout the CRD will continue to place pressure on Saanich's transportation system.

A LARGE MUNICIPALITY

Saanich has a land area of over 103 square km, with a population density of approximately 1,100 people per square kilometre. The Urban Centres and Villages are concentrated in the southern part of Saanich. The population density of these growth centres is significantly higher than the average for the community. The higher density found in the southern portion creates additional opportunities for walking and cycling with shorter distances between destinations.

AGE OF POPULATION

Saanich's median age is 44 years old, slightly older than the provincial average (43) and younger than the regional average (45). Roughly 33% of Saanich's population is under 30 years of age. People in this age group tend to rely more on transit, walking, and cycling to access schools and services. Residents over 60 also make up a significant segment of the population, accounting for approximately 30% of the population. The needs and travel patterns of older residents are unique, therefore providing a range of mobility options is important to ensure that an aging population can participate in their communities at all stages of their lives, regardless of ability.

NEIGHBOURHOODS

- Blenkinsop
- Cadboro Bay
- Carey
- Cordova Bay
- Gordon Head
- North Quadra
- Quadra
- Royal Oak / Broadmead
- Rural Saanich
- Saanich Core
- Shelbourne
- Tillicum

CORRIDORS

- McKenzie
- Quadra
- Shelbourne
- Tillicum

CENTRES

- Cedar Hill
- Hillside
- Quadra-McKenzie
- University
- Uptown-Douglas
- Royal Oak
- Tillicum-Burnside

VILLAGES

- Broadmead
- Cadboro Bay
- Cordova Bay
- Feltham
- Four Corners
- Gorge
- Strawberry Vale
- Prospect Lake

2.3.4 COMMUNITY EQUITY

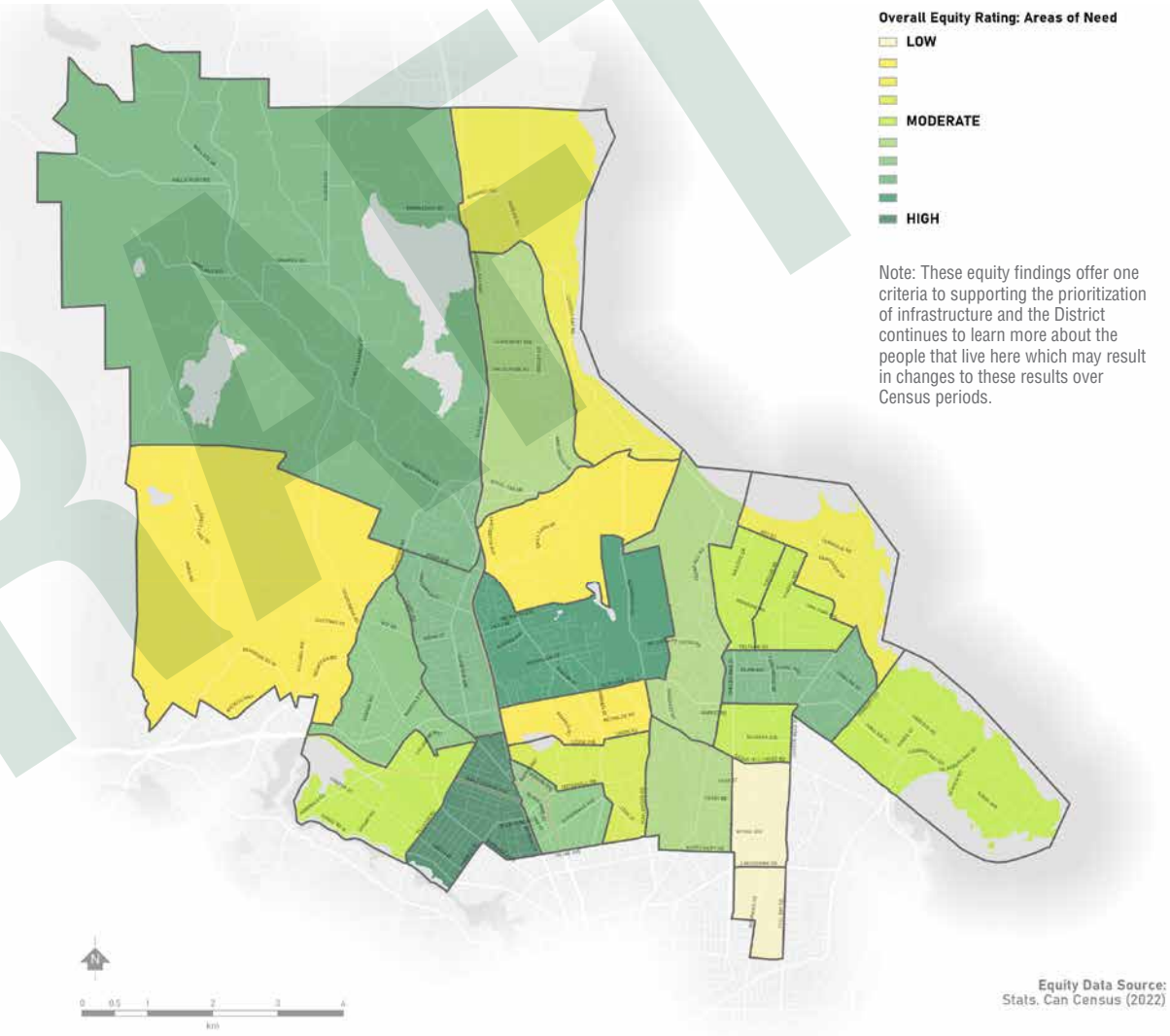
The District is committed to improving its practices related to diversity, equity and inclusion. Saanich is guided by the principle that embracing diversity enriches the lives of all people and enhances the cultural fabric of the community.

Incorporating equity into the update of the Active Transportation Plan includes prioritizing resources for communities in need of more mobility options and improved access. Through the plan, equity is considered in terms of identifying areas where the need is greatest and applying an equity lens to the process of setting priorities for future active transportation infrastructure and programs. An equity scoring has been developed using available Census data and it has been applied across Saanich, as shown in **Figure 6.** The areas of highest need are in the Saanich Core (around Uptown), Eastern Tillicum and Southern Carey, as well as in the vicinity of North Quadra, Sourthern Blenkinsop and Royal Oak / Broadmead.

WHAT FACTORS ARE INCLUDED IN THE EQUITY ANALYSIS?

- Income
- Number of Seniors
- Number of Youth
- Indigenous People
- Recent Immigrants
- Non-English Speakers
- Visible Minorities
- Rent-Burdened Households
- Single Parent Households

FIGURE 5 // COMMUNITY EQUITY



2.4 POLICY CONTEXT

A significant amount of planning work has been undertaken since 2018 that is informing the updated Active Transportation Plan. Consideration has been given to the broader vision, goals and targets in these documents to ensure that progress on active transportation in Saanich aligns with provincial and regional policies and strategies, as well as Saanich's own policies and strategies."

"Key provincial and regional initiatives include the Active Transportation Strategy 'Move, Commute, Connect', the South Island Transportation Strategy, the B.C. Active Transportation Design Guide, and active transportation and mobility plans in adjacent municipalities."

In 2019, Saanich Council declared a climate emergency and adopted new GHG reduction targets to reach net zero GHG emissions by 2050. Increased investment in active transportation is key to achieving these targets. To ensure that we stay within the 2030 GHG emissions limit for Saanich, the mode share targets identified in the Climate Plan are accelerated by six years (from 2036 to 2030). The Updated ATP mirrors this accelerated target.

Rapid transition to electric bikes is a priority in Saanich's Electric Mobility Strategy, which was adopted in 2020. Growth in the number of electric bikes in Saanich has implications for cycling infrastructure, most notably an increasing demand for safe, convenient and connected cycling routes for people travelling by e-bike.

In addition to the plans outlined above, previous, and ongoing plans and initiatives that have influenced development of the Active Transportation Plan and informed the update include:

- Housing Strategy (2021)
- Uptown–Douglas Plan (2022)
- Cordova Bay Local Area Plan (2022)
- Shelbourne Valley Action Plan (2017)
- Older Adults Strategy (2017)
- Youth Development Strategy (2015)
- Parks, Recreation + Culture Master Plan (2013)
- Pedestrian Priorities Implementation Plan (2012)
- CRD Regional Transportation Plan (2014)
- CRD Pedestrian + Cycling Masterplan (2011)
- Victoria Regional RapidBus Implementation Strategy (2021)
- BC Transit Future Transit Plan, Victoria Region (2011)
- B.C. Active Transportation Design Guide (2019)

2.5 ACTIVE TRANSPORTATION IN SAANICH TODAY

2.5.1 TRAVEL PATTERNS

MODE SHARE

The 2021 Census indicates that approximately 20% of commute trips to work and school in Saanich are made by walking (6%), cycling (5%), and transit (9%). Refer to **Figure 7.** While the percentage of commute trips made by walking, cycling, and transit in Saanich has steadily increased over the past 25 years, as shown in **Figure 8,** the rate dropped from approximately 24% in 2016 to 20% in 2021 which may be due to changed behaviours related to the COVID-19 pandemic.

FIGURE 6 // 2021 COMMUTE MODE SHARES IN SAANICH

The CRD's 2017 Origin-Destination Household Travel Survey provides data regarding all trip types and found that approximately 23% of all trips in Saanich are made by walking, cycling and transit, including approximately 10% by transit, 8% made by walking, and 5% made by bicycle.

TRIP PURPOSE

Walking trips are made for a wide variety of reasons, including travelling to school and work, shopping, socializing, and recreation. According to the CRD's 2011 Origin-Destination Household Travel Survey, 55% of walking trips are for social or recreational purposes, as shown in **Figure 8.** In contrast, the majority of cycling trips are made to commute to work or school, with 60% of cycling trips made for this purpose.

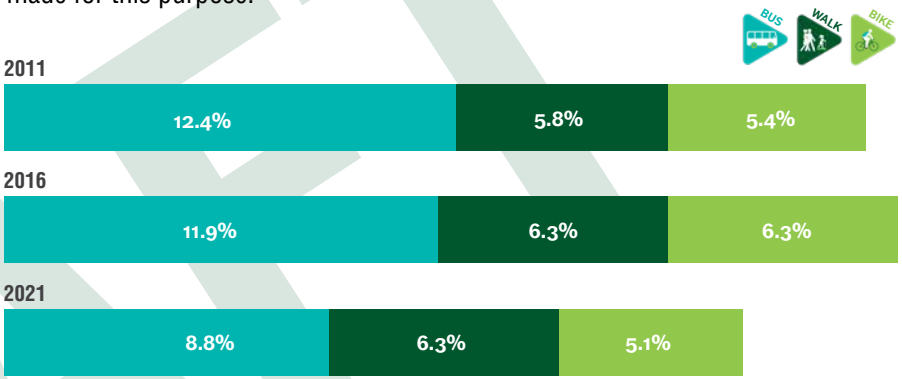


FIGURE 7 // HISTORIC COMMUTE MODE SHARE IN SAANICH

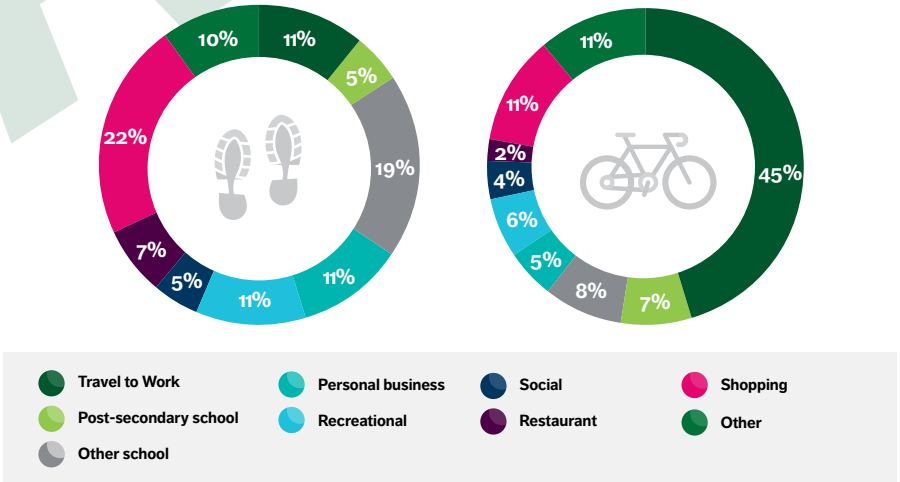


FIGURE 8 // WALKING + CYCLING TRIP PURPOSE

TRIP LENGTH

Most walking trips are relatively short, with 83% of walking trips that begin in Saanich also ending in Saanich. In contrast, cycling accommodates both short and medium-distance trips, with approximately half of all trips remaining within Saanich, while a quarter of cycling trips are to Victoria.

DESTINATIONS

Respondents to the first 2017 interactive survey were asked to identify locations they frequently travel to and from for daily tasks such as, grocery shopping or going to work. **Figures 9 to 13** illustrate how land use, destination and trip purpose impact travel patterns.

Some of the key findings show that people are:

- **Shopping** at Uptown, Tillicum Centre, McKenzie/ Quadra and University Centre
- **Working** in Uptown and at the University of Victoria
- **Going to school** at University of Victoria and Camosun College
- **Accessing services** in Uptown, Four Corners and University Centre
- **Accessing recreational facilities** throughout the region, including PKOLS (Mount Douglas Park), Lambrick Park and Cedar Hill Golf Course

FIGURE 9 // FREQUENT WORK DESTINATIONS

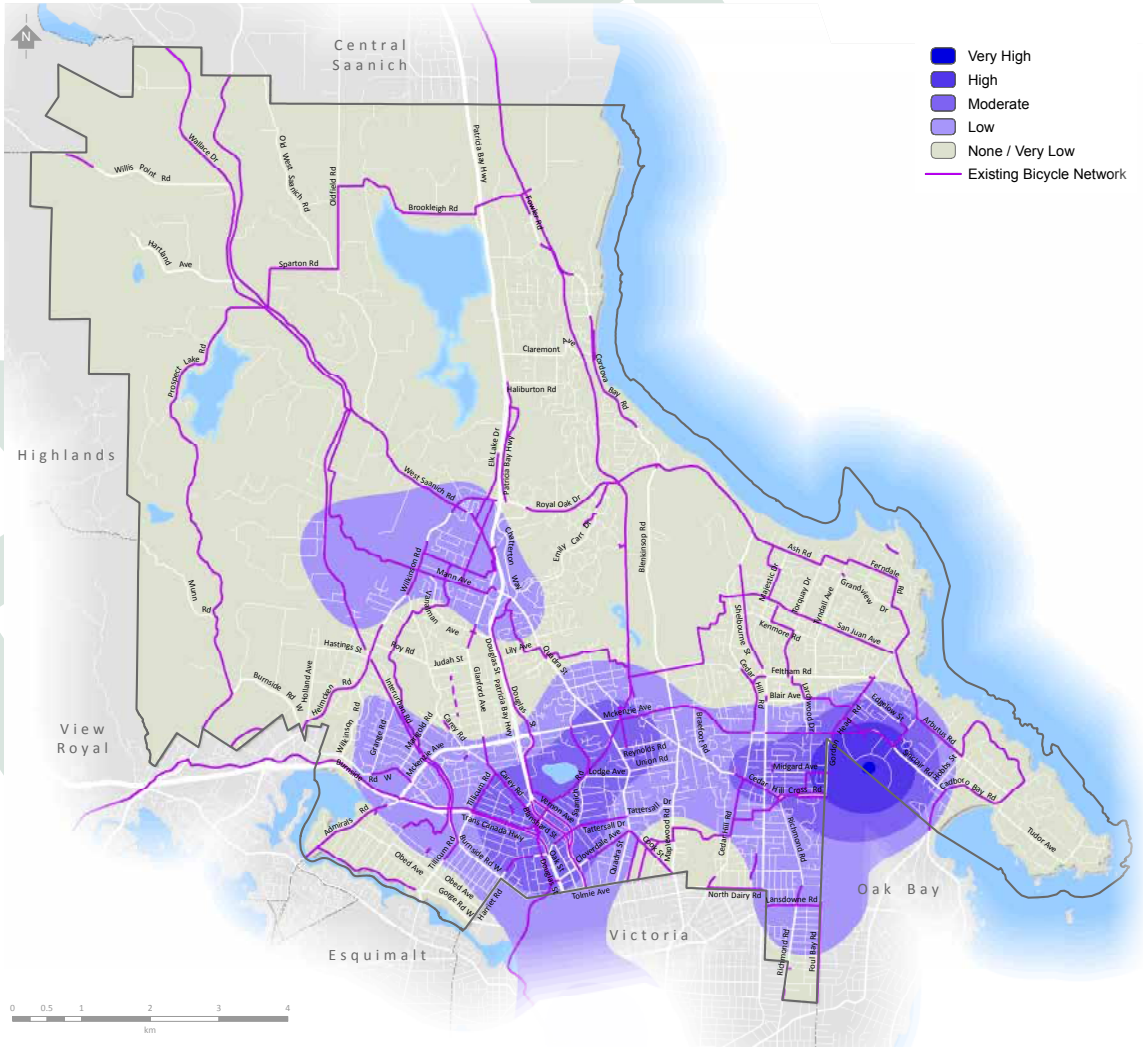


FIGURE 10 // FREQUENT SCHOOL DESTINATIONS

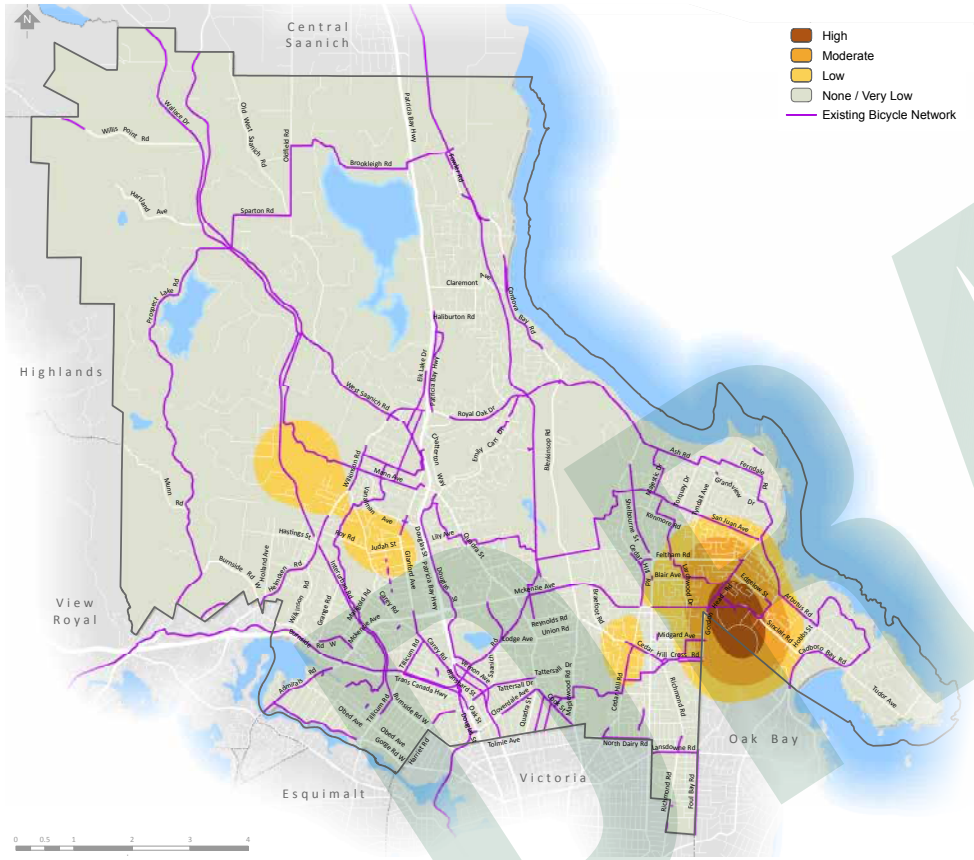


FIGURE 11 // FREQUENT SHOPPING DESTINATIONS

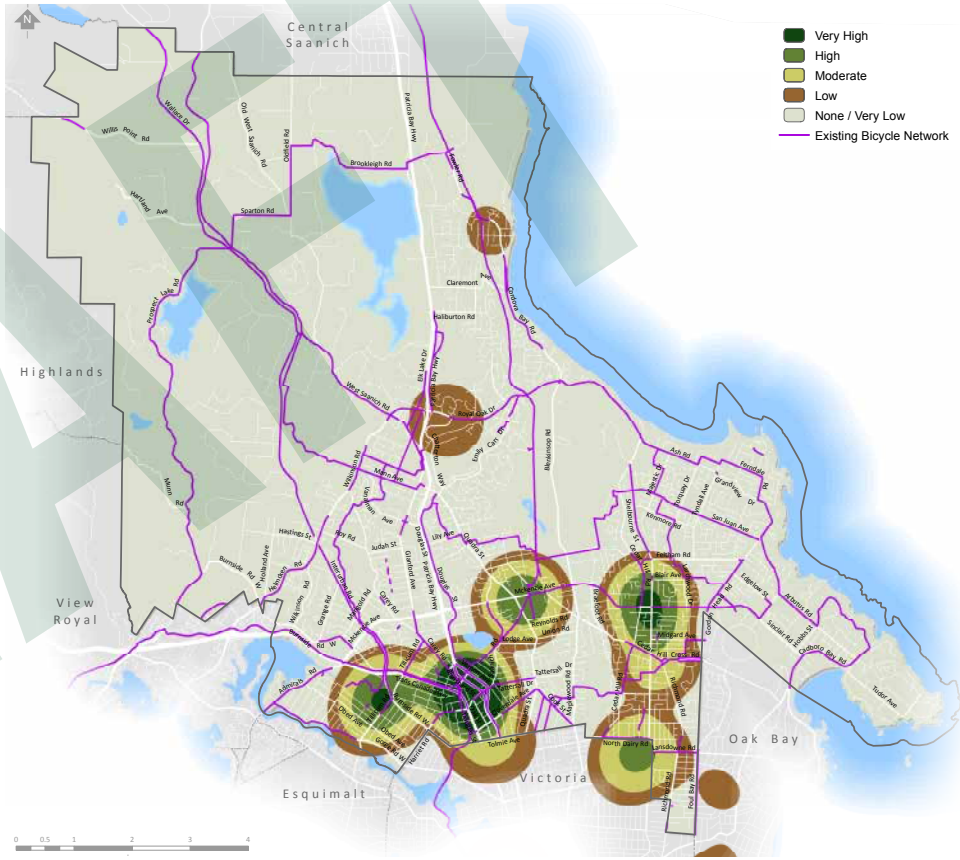


FIGURE 12 // FREQUENT RECREATION DESTINATIONS

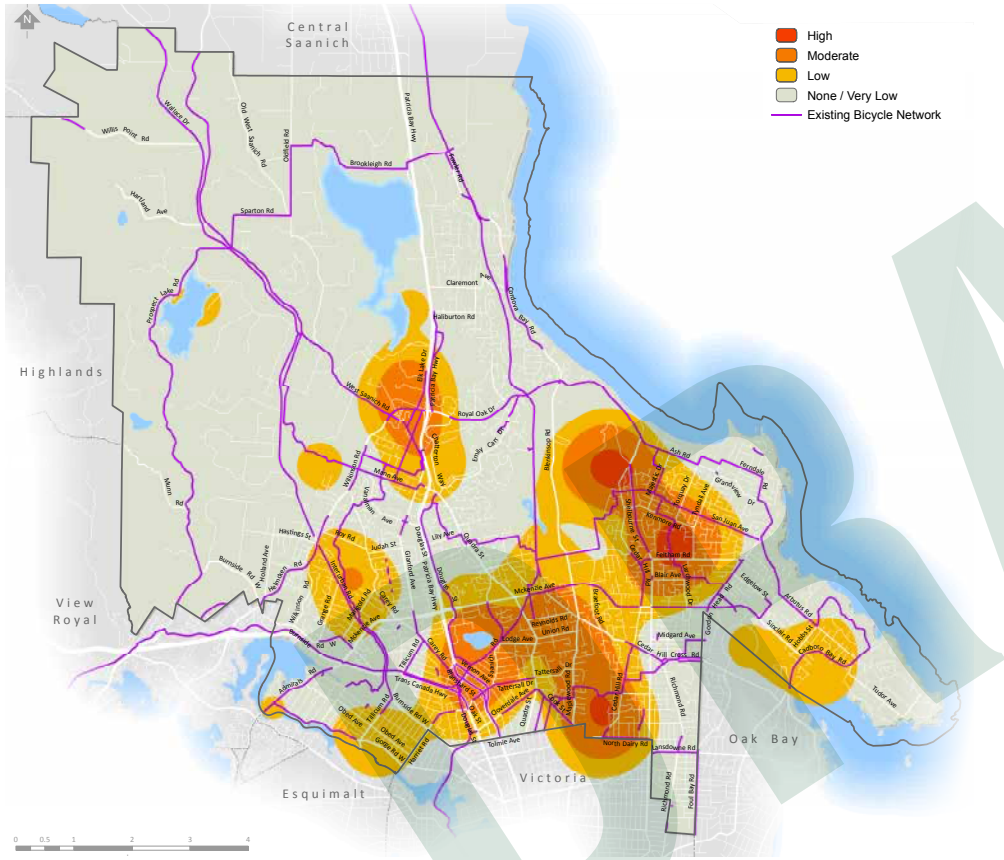
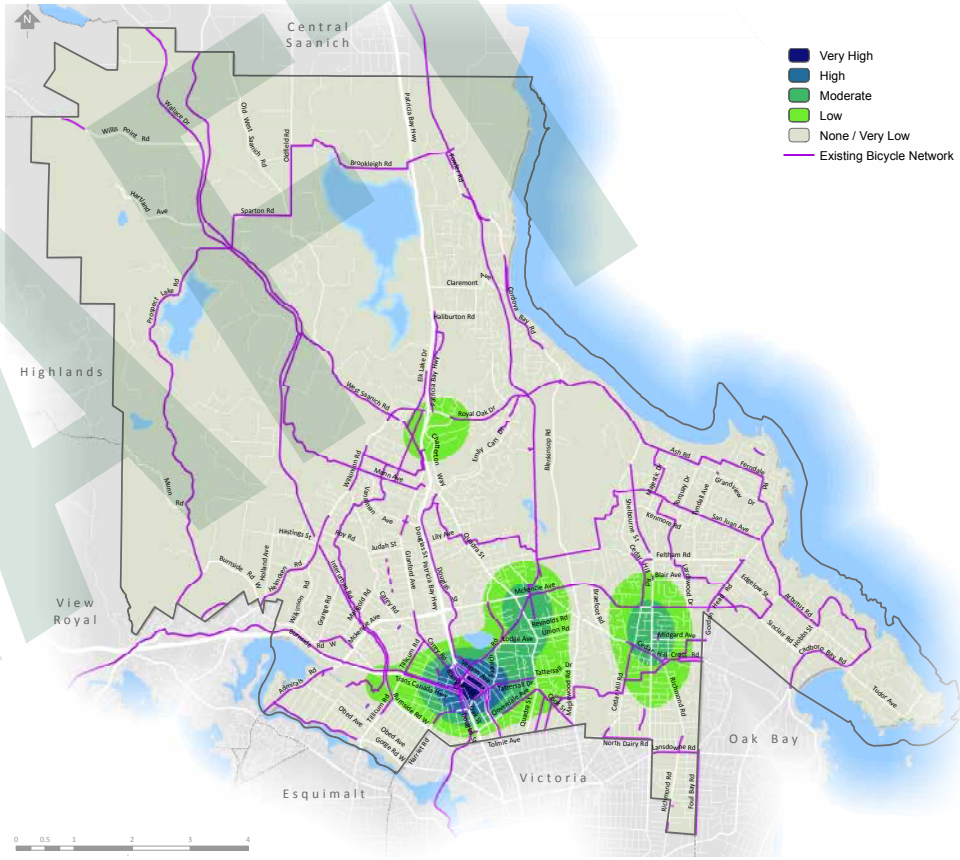


FIGURE 13 // FREQUENT SERVICE DESTINATIONS



2.5.2 INFRASTRUCTURE

EXISTING SIDEWALK NETWORK

Sidewalks form the backbone of a well-connected walking network for all users of all ages and abilities. Saanich has outlined sidewalk requirements for new developments in its Subdivision Bylaw. There are approximately 288 km of sidewalks within Saanich.

As shown in **Figure 14,** 35% of Saanich's roads have sidewalks on at least one side of the street. The neighbourhoods with the highest concentration of sidewalks are Tillicum, Quadra, Saanich Core and Gordon Head. In contrast, Rural Saanich, Cordova Bay and Cadboro Bay have some of the lowest concentrations of sidewalks.

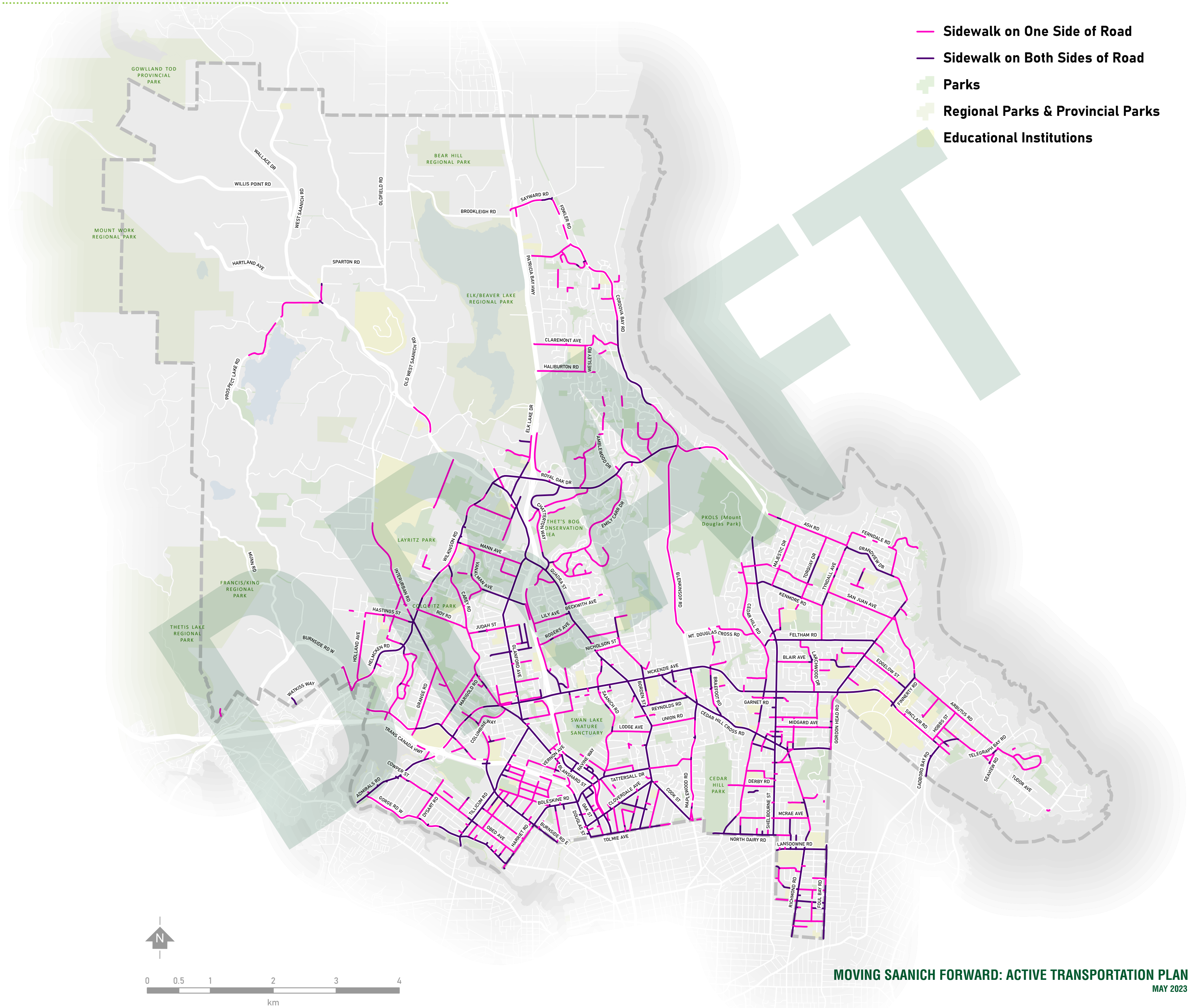
EXISTING BICYCLE NETWORK

Saanich's bicycle network is made up of a variety of on-street and off-street facilities including protected bicycle lanes, painted bicycle lanes, paved shoulders, shared use lanes, and paved and unpaved multi-use trails. There are approximately 174 km of bicycle facilities in Saanich, as shown in **Figure 15.**

Saanich's disconnected road network with limited east-west connections, lack of a traditional downtown, and topography create network planning challenges and reinforce the need to establish a well-connected cycling network. The existing bicycle network provides several north-south route options, both on-street and off-street; however, there are limited east-west routes, reducing connectivity of the Centres and Villages. In addition, Saanich's central location within the CRD makes its network connectivity to neighbouring municipalities and regional trails important considerations. This regional context is especially important knowing over half of all bicycle trips leave Saanich, traveling to one of the other municipalities in the CRD.

EXISTING TRAILS NETWORK

Saanich also has an extensive network of trails, including the Lochside and Galloping Goose Trails. Additionally, the Centennial Trail connects large areas of Saanich, including Colquitz, Glendale, Interurban, San Juan, Blenkinsop and Royal Oak. These trails are key active transportation routes both within Saanich and at the regional level. They also increase access to parks, green spaces, and other places for recreation and are often considered more of a destination than a transportation route (**Figure 16)**.


Sidewalk on One Side of Road
Sidewalk on Both Sides of Road
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
MOUNT WORK REGIONAL PARK
BEAR HILL REGIONAL PARK
ELK/BEAVER LAKE REGIONAL PARK
LAYRITZ PARK
COLQUITZ PARK
FRANCIS/KING REGIONAL PARK
THETIS LAKE REGIONAL PARK
SWAN LAKE NATURE SANCTUARY
CEDAR HILL PARK
PKOLS (Mount Douglas Park)
WILLIS POINT RD
WALLACE DR
WEST SAANICH RD
OLDFIELD RD
BROOKLEIGH RD
SAYWARD RD
FOWLER RD
PATRICIA BAY HWY
CORDOVA BAY RD
HARTLAND AVE
SPARTON RD
OLD WEST SAANICH RD
PROSPECT LAKE RD
CLAREMONT AVE
HALIBURTON RD
WESLEY RD
ELK LAKE DR
AMBLEWOOD DR
ROYAL OAK DR
CHATTERTON WAY
EMILY CARR DR
WILKINSON RD
MANN AVE
VANALMAN AVE
QUADRA ST
INTERURBAN RD
HASTINGS ST
ROY RD
CAREY RD
JUDAH ST
BECKWITH AVE
LILY AVE
ROGERS AVE
NICHOLSON ST
BLENKINSOP RD
MT. DOUGLAS CROSS RD
MUNN RD
BURNSIDE RD W
HOLLAND AVE
HELMCKEN RD
WATKISS WAY
GRANGE RD
MARIGOLD RD
GLANFORD AVE
MCKENZIE AVE
SAANICH RD
BORDEN ST
REYNOLDS RD
UNION RD
BRAEFOOT RD
LODGE AVE
TRANS CANADA HWY
COLUMBINE WAY
VERNON AVE
RAINIE WAY
BLANSHARD ST
TATTERSALL DR
CLOVERDALE AVE
COOK ST
MAPLEWOOD RD
COWPER ST
ADMIRALS RD
GORGE RD W
DYSART RD
TILLICUM RD
OBED AVE
HARRIET RD
BOLESKINE RD
OAK ST
DOUGLAS ST
BURNSIDE RD E
TOLMIE AVE
ASH RD
FERNDALE RD
GRANDVIEW DR
MAJESTIC DR
TORQUAY DR
TYNDALL AVE
KENMORE RD
SAN JUAN AVE
CEDAR HILL RD
FELTHAM RD
BLAIR AVE
LARCHWOOD DR
EDGELOW ST
GARNET RD
CEDAR HILL CROSS RD
MIDGARD AVE
GORDON HEAD RD
FINNERTY RD
SINCLAIR RD
HOBBS ST
ARBUTUS RD
TELEGRAPH BAY RD
CADBORO BAY RD
SEAVIEW RD
TUDOR AVE
DERBY RD
SHELBOURNE ST
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NORTH DAIRY RD
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RICHMOND RD
FOUL BAY RD
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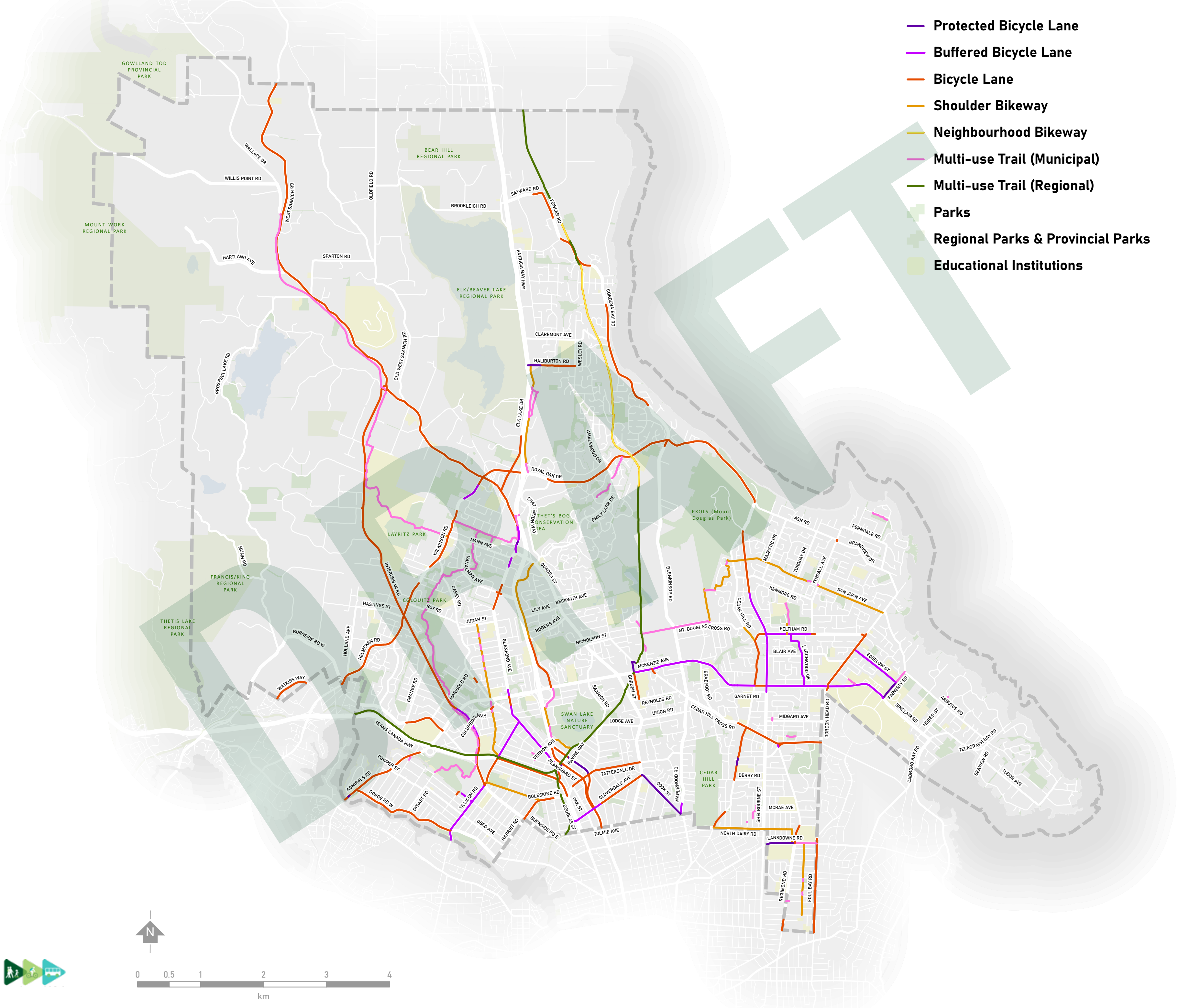
Protected Bicycle Lane
Buffered Bicycle Lane
Bicycle Lane
Shoulder Bikeway
Neighbourhood Bikeway
Multi-use Trail (Municipal)
Multi-use Trail (Regional)
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
BEAR HILL REGIONAL PARK
MOUNT WORK REGIONAL PARK
ELK/BEAVER LAKE REGIONAL PARK
LAYRITZ PARK
COLQUITZ PARK
FRANCIS/KING REGIONAL PARK
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CEDAR HILL PARK
PKOLS (Mount Douglas Park)
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WILLIS POINT RD
OLDFIELD RD
BROOKLEIGH RD
SAYWARD RD
FOWLER RD
HARTLAND AVE
SPARTON RD
PATRICIA BAY HWY
CORDOVA BAY RD
CLAREMONT AVE
HALIBURTON RD
WESLEY RD
OLD WEST SAANICH RD
PROSPECT LAKE RD
ELK LAKE DR
ROYAL OAK DR
CHATTERTON WAY
EMILY CARR DR
ASH RD
FERNDALE RD
GRANDVIEW DR
MANN AVE
INTERURBAN RD
QUADRA ST
BECKWITH AVE
LILY AVE
ROGERS AVE
HASTINGS ST
JUDAH ST
NICHOLSON ST
MT. DOUGLAS CROSS RD
KENMORE RD
SAN JUAN AVE
FELTHAM RD
BLAIR AVE
MCKENZIE AVE
BURNSIDE RD W
HOLLAND AVE
HELMCKEN RD
WATKISS WAY
GARNET RD
CEDAR HILL CROSS RD
MIDGARD AVE
GORDON HEAD RD
TRANS CANADA HWY
COWPER ST
ADMIRALS RD
GORGE RD W
TILLICUM RD
BOLESKINE RD
DOUGLAS ST
TOLMIE AVE
CLOVERDALE AVE
TATTERSALL DR
DERBY RD
MCRAE AVE
NORTH DAIRY RD
LANSDOWNE RD
RICHMOND RD
FOUL BAY RD
SHELBOURNE ST
CADBORO BAY RD
TELEGRAPH BAY RD
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km
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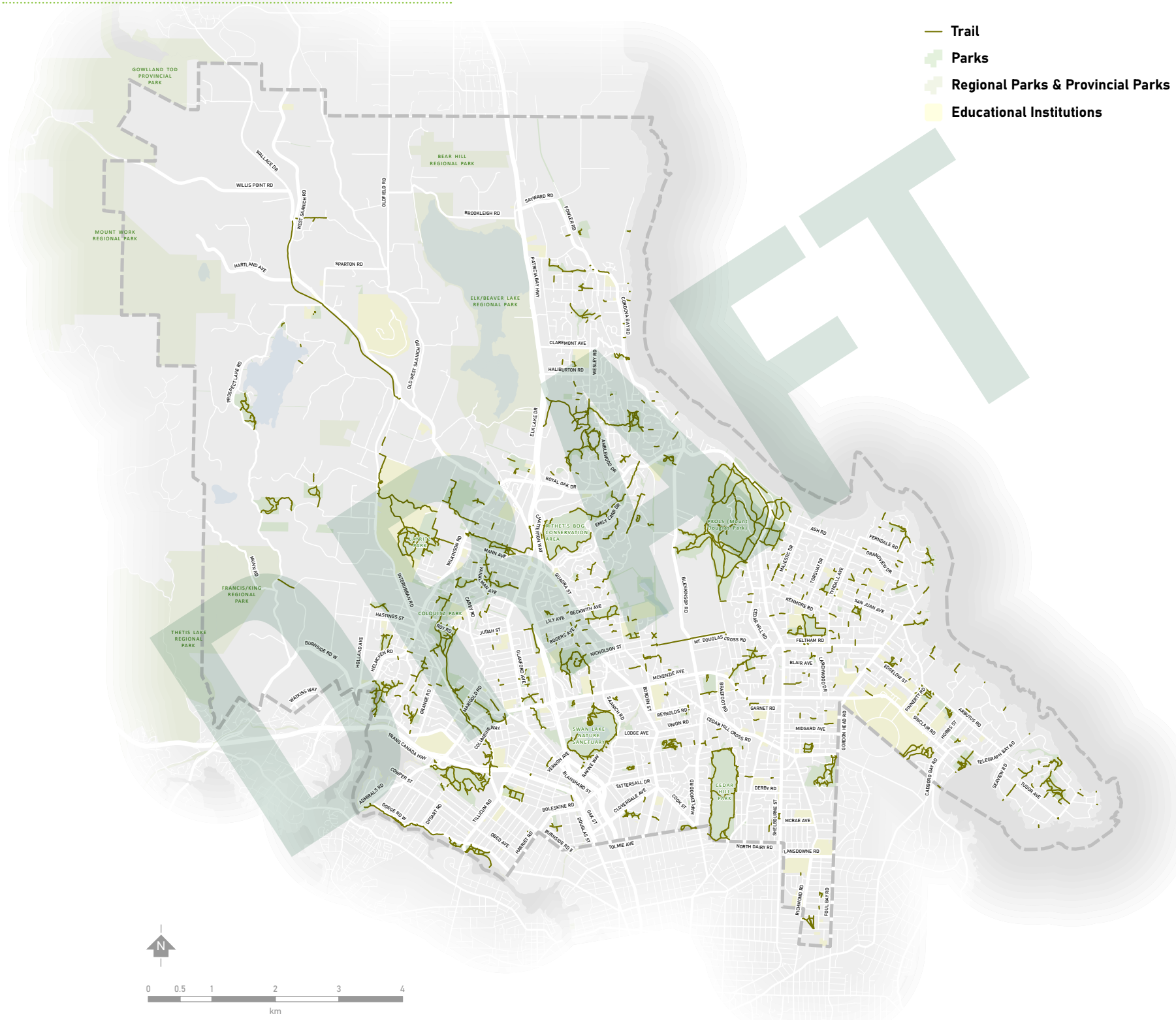
FIGURE 16 // EXISTING TRAILS NETWORK (2023)



2.5.3 SUPPORT PROGRAMS AND POLICIES

Support programs and policies create an environment that encourages and supports walking and cycling as a convenient and attractive mode of transportation. Saanich has several programs and policies to educate and inform residents and visitors about walking and cycling, including:

- **Active and Safe Routes to School** is a program focused on developing safe and accessible routes for school children to increase the number of children walking and biking to their respective schools.
- **Crosswalk Projects** add an average of two new crosswalks per year at locations that have a need based on traffic volume, speed, the number of people walking, and the crossing distance.
- **Request a Curb Ramp** is a program where residents of Saanich can request a new or replacement curb ramp at a location that is needed to improve accessibility.
- **Sidewalk Projects** add an average of 5 km of new sidewalks each year. The location of the new additions is based on the Pedestrian Priorities Implementation Plan as well as other factors.
- **Transportation Advisory Committee** advises Saanich Council on matters relating to transportation policy, including, among other things, the Active Transportation Plan. Key priorities for the committee include increasing active modes, working towards zero traffic fatalities or injuries, and reducing transportation-related GHG emissions.
- **Bike to Work Week** is a Province-wide initiative that Saanich supports to promote cycling as an option for commuting to work. Through this event, free workshops on bicycle handling and maintenance are offered.
- **Saanich Cycling Festival** merged with Earth Day in 2022. An Earth Day event was held on April 23, 2022 and included bike skills challenges, electric bike (e-bike) demonstrations and trials, bike safety education, and bike tune-ups.

FIGURE 17 // MOVING SAANICH FORWARD SURVEY TOP THREE WALKING ISSUES

FIGURE 18 // MOVING SAANICH FORWARD SURVEY TOP THREE CYCLING ISSUES

FIGURE 19 // MOVING SAANICH FORWARD SURVEY TOP THREE WALKING OPPORTUNITIES

FIGURE 20 // MOVING SAANICH FORWARD SURVEY TOP THREE CYCLING OPPORTUNITIES

2.5.4 KEY ISSUES AND OPPORTUNITIES

Through the input received from the public, several key issues and opportunities for walking and cycling in Saanich were identified. **Figures 17** and **18** show the top three walking and cycling issues, while **Figures 19** and **20** show the top opportunities to improve walking and cycling.

2.5.5 ROAD SAFETY

Road safety is a significant concern in Saanich. A crash occurs in Saanich approximately once every four hours. Pedestrians and cyclists are more likely to suffer serious injuries or death in crashes involving motor vehicles due to the lack of protection compared with motor vehicle occupants. An estimated 50% of crash fatalities in Saanich are pedestrians, while an estimated 8% of all crashes resulting in an injury or fatality involve a person walking or cycling.

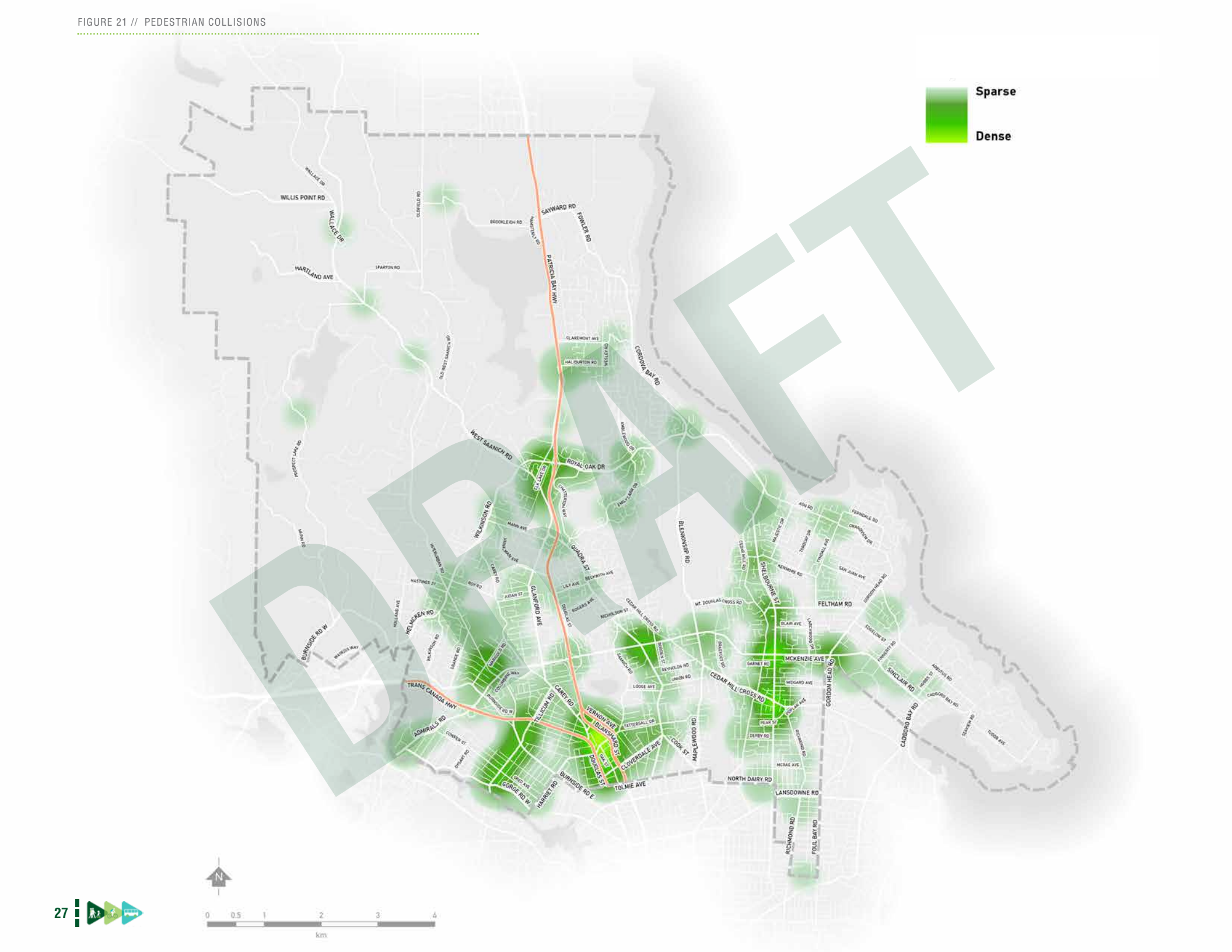
Maps are included on the following pages using ICBC claims data for the locations of crashes involving a pedestrian or cyclist over a ten-year period (2012-2021). Refer to **Figure 21** and **Figure 22.** The results demonstrate higher numbers of crashes in areas where pedestrian and cyclist activity is highest. This includes a high number of crashes involving pedestrians in urban areas like Uptown-Douglas and surrounding some of Saanich's most major intersections such as McKenzie Avenue / Shelbourne Street, McKenzie Avenue / Quadra Street, and Tillicum Road / Burnside Road. Crashes involving pedestrians are also noted in the vicinity of the Royal Oak Transit Exchange and on key approaches to the University of Victoria. Outside of areas of highest activity, crashes involving cyclists are also focused on approaches to the University of Victoria and at key crossings of the Lochside Regional Trail (e.g., Cordova Bay Road, Royal Oak Drive).

Not only are the consequences of pedestrian and cyclist crashes generally more severe than vehicle crashes, but the safety concerns many Saanich residents feel also limit the number of trips made by active transportation. Increasing the number of trips made by active transportation is a key goal of the District and something that improved comfort and safety engaging in walking, cycling and other self-propelled travel modes can help to address. In addition to strategies and actions in the Active Transportation Plan, the Road Safety Action Plan contains targeted actions to be carried out over the next ten years to improve multi-modal road safety and realize the District's Vision Zero target.

The District's Road Safety Action Plan focuses on the following priorities:

- Developing a vision and guiding principles that align with Vision Zero and a Safety Systems approach;
- Collecting and analyzing data to understand the risks and impacts of collisions on vulnerable road users, as well as the locations of concern in Saanich;
- Identifying targets and actions, based on a thorough analysis of the data and input gathered through community engagement; and
- Incorporating an implementation and monitoring plan to prioritize and track progress on improved road safety and zero traffic fatalities and/or injuries.

On-going collaboration with road safety partners has been critical and will continue to be as the District moves towards implementation following the Road Safety Action Plan's finalization and adoption.


Sparse
Dense
WILLIS POINT RD
WALLACE DR
HARTLAND AVE
SPARTON RD
SAYWARD RD
FOWLER RD
PATRICIA BAY HWY
BROOKLEIGH RD
CLAREMONT AVE
HALSBURTON RD
WESLEY RD
CORDOVA BAY RD
WEST SAANICH RD
ROYAL OAK DR
WILKINSON RD
GLANFORD AVE
QUADRA ST
BLENKINSOP RD
SHELBOURNE ST
FELTHAM RD
MT. DOUGLAS CROSS RD
MCKENZIE AVE
CEDAR HILL CROSS RD
GORDON HEAD RD
SINCLAIR RD
CADBORO BAY RD
HELMCKEN RD
BURNSIDE RD W
TRANS CANADA HWY
ADMIRALS RD
CAREY RD
TILLICUM RD
VERNON AVE
BLANSHARD ST
DOUGLAS ST
CLOVERDALE AVE
COOK ST
MAPLEWOOD RD
BURNSIDE RD E
HARRIET RD
GORGE RD W
TOLMIE AVE
NORTH DAIRY RD
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RICHMOND RD
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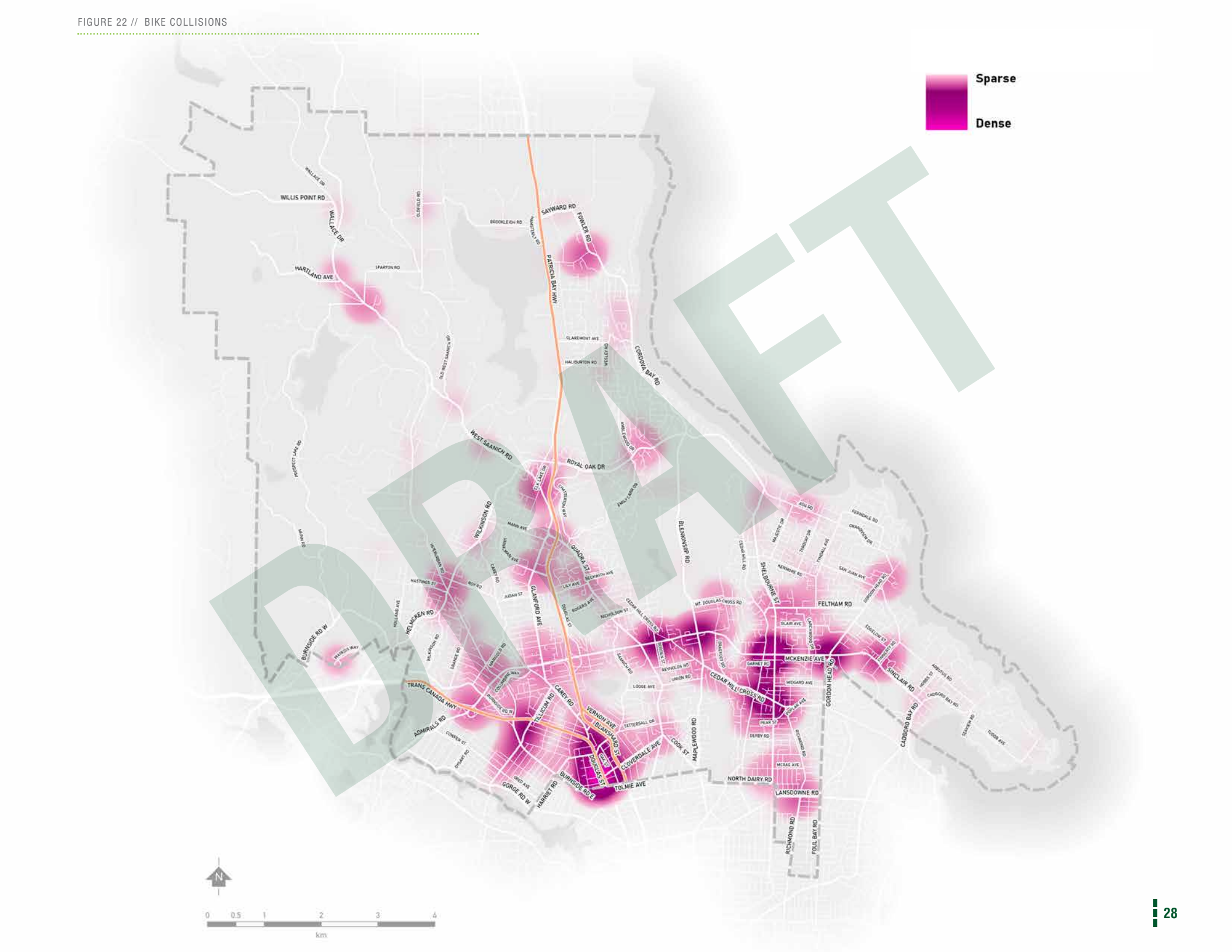
km


Sparse
Dense
WILLIS POINT RD
WALLACE DR
HARTLAND AVE
SPARTON RD
SAYWARD RD
FOWLER RD
PATRICIA BAY HWY
BROOKLEIGH RD
CLAREMONT AVE
HALIBURTON RD
CORDOVA BAY RD
WEST SAANICH RD
ROYAL OAK DR
WILKINSON RD
HELMCKEN RD
BURNSIDE RD W
GLANFORD AVE
QUADRA ST
BLENKINSOP RD
SHELBOURNE ST
FELTHAM RD
MCKENZIE AVE
CEDAR HILL CROSS RD
GORDON HEAD RD
SINCLAIR RD
CADBORO BAY RD
TRANS CANADA HWY
ADMIRALS RD
CAREY RD
TILLICUM RD
VERNON AVE
BLANSHARD ST
DOUGLAS ST
CLOVERDALE AVE
COOK ST
HAMPTON RD
NORTH DAIRY RD
LANSDOWNE RD
TOLMIE AVE
BURNSIDE RD E
HARRIET RD
GORGE RD W
RICHMOND RD
FOUL BAY RD
0 0.5 1 2 3 4
km

PART THREE

FUTURE DIRECTIONS

3.0 FUTURE DIRECTIONS

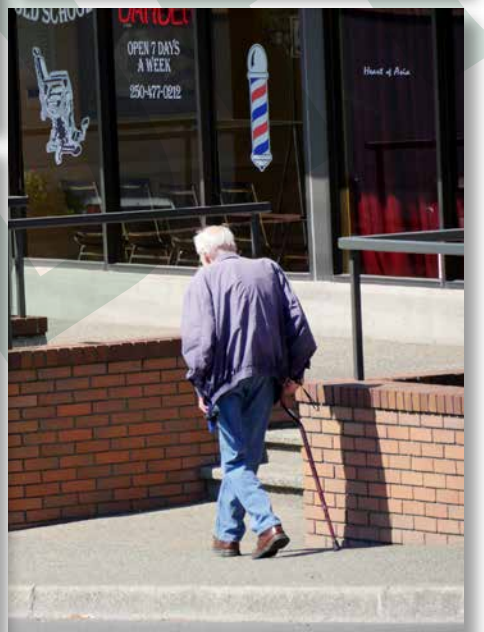
As part of the Active Transportation Plan process, a vision along with supporting goals has been developed to shape the overall future direction of the plan and serve as a basis from which improvements and investments are identified and prioritized. The vision, goals, and targets were created based on a combination of Saanich's existing commitments as described in several overarching plans and strategies as well as the community input.

3.1 VISION

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. Increased use of active transportation contributes to several of Saanich's strategic goals. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation. The following vision has been updated as part of this Active Transportation Plan process based on input received through 2022 engagement.

MOVING SAANICH FORWARD VISION STATEMENT

> Saanich is home to universally accessible and complete walking and cycling networks that make it convenient and safe for people of all ages and abilities to move around the community.
>
> The connectivity and convenience of these networks supports transit and a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.



3.2 GOALS

Goals are meant to help guide Saanich towards fulfilling its vision. Goals are overarching, simple and succinct statements that are easily remembered and referenced. Five supporting goals have been developed to provide clear direction on how to achieve the Active Transportation Plan's vision. These goals were refined based on input received from the pubic and are intended to be both achievable and measurable to ensure the successful implementation of the Active Transportation Plan:

GOALS

1. Build a **culture** to support sustainable transportation.
2. Achieve a significant **shift** to active modes of transportation to reduce vehicle trips.

   Target: by 2050, half of all trips in Saanich will be taken by active modes.
3. Eliminate all **fatalities** and serious injuries on Saanich roads and trails.
4. Create more **connections** for people walking, cycling, and using transit.
5. Build a network that is **accessible** and provides equitable mobility options.

The strategies and actions in the Active Transportation Plan are designed to support a shift to sustainable transportation with less than half of all trips taken by motor vehicle by 2050. This would result in 36% of all trips in Saanich being made by walking, biking or transit by 2030 (**Figure 23)**.

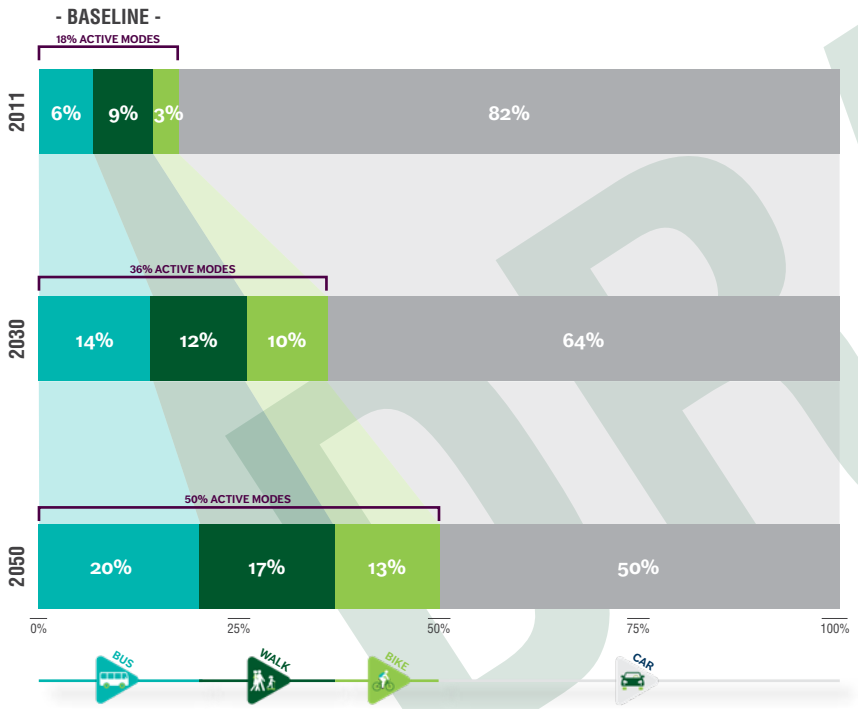


FIGURE 23 // DISTRICT OF SAANICH MODE SHARE GOALS

The Active Transportation Plan recognizes that a significant portion of the increase in walking and cycling trips will be achieved in the urban areas. In addition to the long-term target of less than half of all trips will be taken by motor vehicle by 2050, it is also useful to establish interim targets to monitor progress. Interim targets are recommended for each five-year horizon that reflect historic trends (**Figure 24)**.

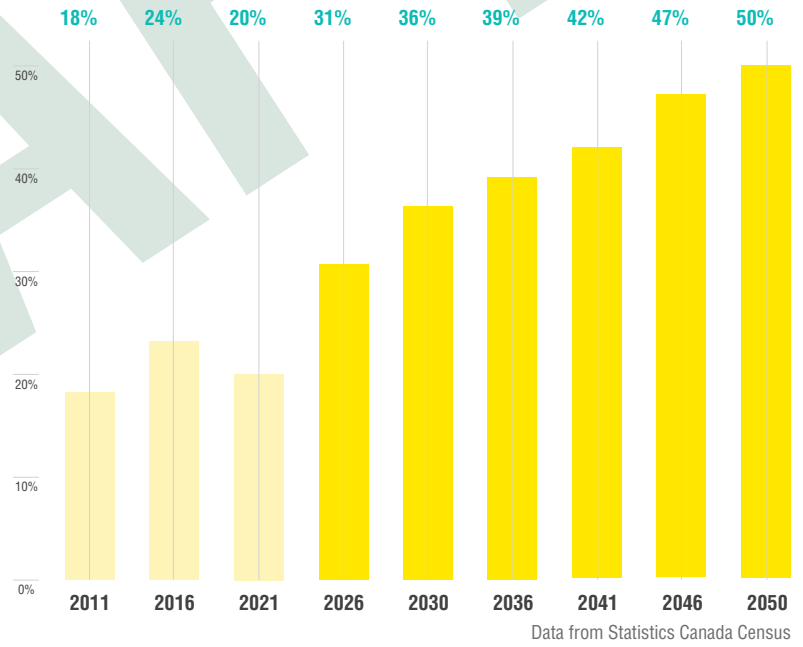


FIGURE 24 // 5-YEAR TARGETS

WHAT IS MICROMOBILITY?

Micromobility refers to human-powered (e.g., bicycles, skateboards, etc.) and electric assist mobility devices (e.g., e-bikes, electric kick scooters, etc.). Micromobility is a sustainable alternative to driving that provides public health benefits and helps reduce traffic congestion and greenhouse gas emissions. Electric micromobility these benefits by enabling greater travel distances and "flattening" hills, making active transportation accessible for a wider range of people. While electric micromobility devices are more expensive than regular bikes, they are typically a fraction of the cost of purchasing a car or truck and have very low operating costs, making them an affordable transportation choice.

ELECTRIC MOBILITY STRATEGY

The District's Electric Mobility Strategy supports the rapid transition to electric mobility in Saanich, with a focus on electric vehicles (EVs) and e-bikes. The strategy emphasizes improving access to sustainable mobility options for equity-deserving populations. For example, e-bike purchase costs can be a barrier to e-bike adoption. To address this, the Electric Mobility Strategy called for an E-bike Incentive Pilot Program, which provided e-bike purchase incentives to over 380 Saanich residents between 2021 and 2022. This program incorporated equitable incentives based on household income that ensure more people have access to electric mobility.

MICROMOBILITY TRENDS

While data on electric micromobility adoption in Canada is limited, uptake has been rapidly increasing globally – for example, NACTO notes that e-bike sales in the U.S. grew three-fold between 2019 and 2021, mirroring similar trends across Europe. There is also increasing variety in the types of e-bikes, e-cargo bikes, and other devices on the road, which has enabled electric micromobility to serve a wide range of trip types, from running errands and transporting children to school to commercial goods delivery. Micromobility devices can also be used in shared fleets such as e-bike share and e-scooter share systems. Shared micromobility is a flexible and convenient transportation option that has exploded in popularity over the past decade. There are several shared micromobility systems operating throughout BC.

DESIGN IMPLICATIONS

People using electric micromobility devices need a safe and convenient place to ride, and these devices have implications for the design of Saanich's roads and active transportation infrastructure. These devices can have higher median operating speeds, come in a wide range of sizes, and attract people with varying degrees of skill and expertise. NACTO's *Designing for Small Things with Wheels* (2023) guidelines recommend the following:

- Design wider bicycle facilities to accommodate larger devices and passing.
- Create safe spaces at intersections and conflict points (e.g. protected intersections).
- Provide smooth, firm surfaces to ride on.
- Use signage and pavement markings to clearly indicate the best place to ride.

REGULATORY CONTEXT

The BC Motor Vehicle Act (MVA) classifies e-bikes as "motor-assisted cycles" and requires that they have an electric motor of 500 watts or less, functioning pedals, and a max speed of 32 km/h without pedalling. E-bikes may be pedelecs (pedal-assisted), power assisted bicycles (throttle actuated), or a hybrid of the two and can be operated without license plates, insurance, or driver's license. E-bike users must be 16 or older and wear a bicycle helmet.

Other electric micromobility devices such as electric kick scooters and electric skateboards are currently prohibited on roadways in BC and can only be used where the MVA does not apply, such as private property with no public vehicle access or on trails when permitted by a municipal bylaw. Several municipalities have enacted bylaws to permit the operation of electric kick scooters on roadways as part of the Province's Electric Kick Scooter Pilot Project. While the District is not currently participating in this pilot, the results will be useful to research, test, and evaluate new regulatory approaches to micromobility.

PART FOUR

STRATEGIES + ACTIONS

4.0 STRATEGIES + ACTIONS

The framework for the Active Transportation Plan consists of the following three overarching themes:

CONNECTIONS CONVENIENCE CULTURE

This section outlines several strategies and more detailed actions to improve active transportation as it relates to each of these three themes. As identified through community engagement and technical analysis, the strategies and action items under each theme address a variety of identified strengths, opportunities, challenges and concerns with active transportation infrastructure, policies, standards and support programs. The strategies have been enhanced and in some cases adjusted based on input from partners, District staff, and through recent engagement to strengthen language and better align with the Active Transportation Plan's updated vision, goals, and targets.

STRATEGIES

CONNECTIONS

- 1A: Expand and Enhance the Active Transportation Network
- 1B: Expand and Enhance the Trail Network
- 1C: Improve Intersections and Crossings
- 1D: Encourage Active Transportation with Safer Streets
- 1E: Improve Regional Connections
- 1F: Improve Transit Access and Experience

CONVENIENCE

- 2A: Ensure Infrastructure is Accessible for All Users
- 2B: Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C: Ensure Land Use Supports Active Transportation
- 2D: Create Great Places and Streets
- 2E: Maintain the Active Transportation Network

CULTURE

- 3A: Support and Encourage Walking and Cycling for People of All Ages
- 3B: Encourage Public Health and Active Living
- 3C: Improve Wayfinding, Signage and Trip Planning
- 3D: Improve Education and Awareness
- 3E: Increase Marketing and Communications
- 3F: Support Economic Development and Tourism
- 3G: Monitor Active Transportation Trips, Investments and Initiatives

WHAT WE'VE HEARD: CONNECTIONS

The following opportunities and suggestions to improve connectivity were received through engagement undertaken in 2017 during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

- Fill in gaps in the sidewalk network and improve the quality of existing sidewalks
- Focus on quiet streets, which can often provide great neighbourhood routes for walking and cycling
- Support walking and cycling with wayfinding,trail connections and traffic calming
- Build on the existing Regional Trails (Lochside Trail and Galloping Goose Regional Trail) as the spine of the network and improve connections to these trails
- Consider ways to reduce traffic volumes and speeds and make walking and cycling more comfortable in rural Saanich
- Expand the bicycle network throughout Saanich with a focus on facilities that are comfortable for people of all ages and abilities and that connect all major Centres and Villages
- Provide more cycling facilities on major streets to provide direct access to destinations
- Consider emerging technology and micromobility and how they can be accommodated
- Highlight safety including Vision Zero and a safe systems approach
- Include equity and accessibility considerations

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.1 CONNECTIONS

The purpose of this theme is to continue to build off the existing infrastructure that is already in place to enhance the connectivity of Saanich's network of pedestrian and bicycle routes. Through the implementation of new routes and enhancements to existing infrastructure, Saanich can work to ensure that walking and cycling are safe and comfortable for people of all ages and abilities.

Establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich, while ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease using active transportation for moving around Saanich.

Saanich already has a network of sidewalks, multi-use trails, and bicycle facilities throughout the community. Many Saanich residents are already walking, cycling and using other forms of active transportation for both recreation and transportation purposes. However, there are a number of gaps and barriers in Saanich's existing active transportation network.

The Active Transportation Plan now includes six strategies to improve connections. Each strategy is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is well-connected for people of all ages and abilities.

WHAT WE'VE ACHIEVED: CONNECTIONS

The District publishes an Active Transportation Report Card annually to track progress towards the implementation of the Active Transportation Plan. These annual reports are available publicly on the District's webpage.

Measures of success as they relate to **connections** include demonstrating new facilities such protected on-street bicycle facilities and painted or buffered bicycle lanes, shared-use roadways, and the expansion of the sidewalk network. While some of these measures are on-track (Off-Street AAA and percentage of streets with a sidewalk on at least one side), others such as percentage of bus stops that are accessible and those with bus stops and shelters are ahead.

STRATEGIES FOR CONNECTIONS

The Active Transportation Plan includes six strategies to support a connected network of active transportation facilities. Each strategy is accompanied by a number of supporting actions that seek to continue to build a walking and cycling environment that is comfortable for people of all ages and abilities.

STRATEGIES FOR CONNECTIONS

- 1A: Expand and Enhance the Active Transportation Network
- 1B: Expand and Enhance the Trail Network
- 1C: Improve Intersections and Crossings
- 1D: Encourage Active Transportation with Safer Streets
- 1E: Improve Regional Connections
- 1F: Improve Transit Access and Experience

EXPANDING AND ENHANCING THE BICYCLE NETWORK

The long-term bicycle network is based on a series of four overarching network planning principles:

- **A Comfortable Network.** The recommended bicycle plan focuses on developing an All Ages and Abilities ("AAA") network. The purpose of an AAA network is to provide an interconnected system of bicycle facilities that are comfortable and attractive for all users. The network is designed to be suitable for persons aged 8 to 80 years old and comfortable for most people cycling, regardless of their cycling ability. Developing an AAA bicycle network was identified by Saanich residents and stakeholders during the Active Transportation Plan 2017 engagement process as one of the most important ways to encourage more cycling trips. Through engagement for the update of the Active Transportation it became clear that the desire for development of a AAA bicycle network continues. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: bicycle boulevards, protected bicycle lanes, and multi-use trails (Figure 23). These facilities, are the preferred types of facilities by all users and are proven to be the safest types of facilities. While a major guiding principle of Saanich's planned bicycle network is to provide AAA facilities, it is important to note that there is still a place for complementary, non-AAA facilities such as painted bicycle lanes to support the AAA network.
- **A Complete Network.** The long-term bicycle network ensures all areas within Saanich's urban containment boundary are within close distance to a designated and complete bicycle route. The bicycle network for Saanich strives for a minimum network spacing of 400 metres in areas with the highest population and employment density. The minimum grid network includes both the AAA network and the supporting network.
- **A Connected Network.** A network of "Active Transportation Spines" has been identified to provide high quality and direct north-south and east-west connections to connect each of the Centres and Villages. These spines are to be prioritized to provide a core network that connects Saanich.
- **An Enhanced Network.** Saanich has several existing on- and off-street bicycle facilities. One of the important components of improving the safety, comfort, and connectivity of the network is ensuring that these existing facilities are high quality and integrated into the network. This includes monitoring existing facilities and making spot improvements that can help to improve the comfort, safety and connectivity of the network. Additionally, Saanich can investigate successes and opportunities from projects developed over the past five years to ensure that new facilities are successful. Careful monitoring and applying 'lessons learned' are also critical to improving existing facilities.

Figure 26 presents the long-term bicycle network, including the AAA Active Transportation Spine Network and the Supporting Network. Design and implementation of each proposed bicycle facility will require a more detailed assessment of facility type and consultation with residents and be guided by the *BC Active Transportation Design Guide.* More detailed maps can be found in Appendix B.

Sidewalks and multi-use trails are the most common walking facilities within the District. Crossings are also essential components of the active transportation network. The design of all active transportation facilities will be guided by best practice design guidance including the *BC Active Transportation Design Guide.*

FIGURE 25 // FACILITY TYPES

BC ACTIVE TRANSPORTATION DESIGN GUIDE

The design of all active transportation facilities throughout Saanich will be guided by the *BC Active Transportation Design Guide* and other available best practice guidance

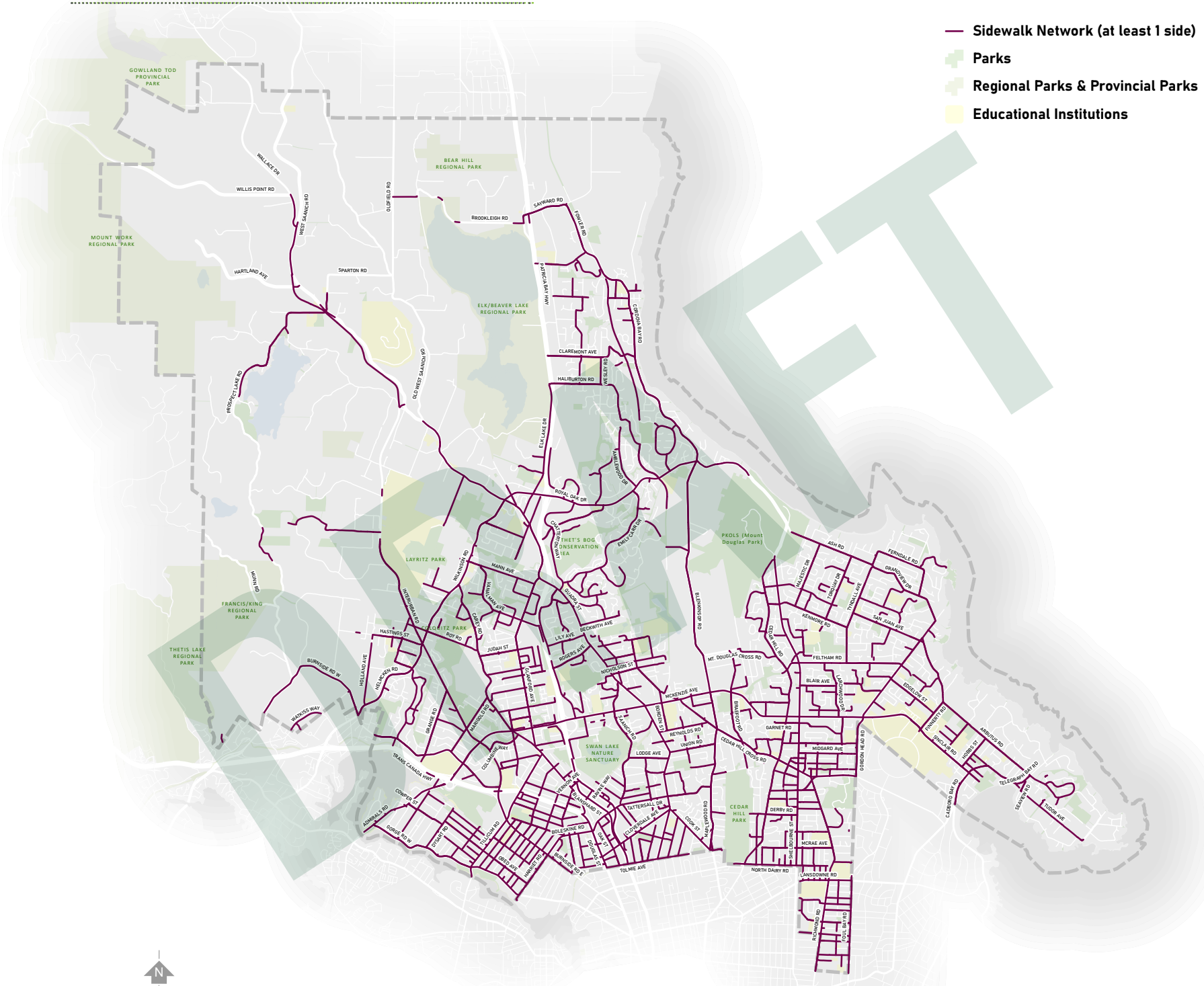
Published in 2019, the British Columbia Active Transportation Design Guide is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province.

The Design Guide brings together engineering principles and best practices from the municipal, provincial, national, and international levels.The goals of the Design Guide are:

- To provide a reference that is useful for communities of all types, sizes, and contexts;
- To create consistency in the design of active transportation facilities throughout the province;
- To provide a widely available resource to increase the quality of the design of active transportation facilities throughout B.C. and beyond; and
- To support provincial grant programs with design guidance specific to B.C. to clarify the provincial government's expectations for the design of active transportation facilities.

The *BC Active Transportation Design Guide* offers design guidance on a wide variety of active transportation facilities. Where the guide does not specifically address a design challenge, the District will reference other best practice design documents.

FIGURE 26 // LONG-TERM SIDEWALK NETWORK



STRATEGY 1A: EXPAND AND ENHANCE THE ACTIVE TRANSPORTATION NETWORK

Expanding and enhancing the active transportation network supports the goals of creating more connections for people walking, cycling, and using transit, and builds a more accessible and equitable network. Saanich has an extensive pedestrian network that includes approximately 288 kilometres of sidewalks, a network of over 100km of developed trails, including the Lochside and Galloping Goose Regional Trails, and over 130 kilometers of bicycle facilities.

However, there are still large areas of the community with no sidewalks, as well as gaps in the sidewalk and cycling network. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. Asphalt sidewalks throughout the District also require upgrading. A discontinuous all ages and abilities cycling network does not provide the connectivity required to reach key destinations. Connectivity for active transportation users focuses on expanding and upgrading sidewalk, bicycle, and trail networks.

ACTION 1A.1

ENSURE THE DESIGN OF ALL NEW AND UPGRADED ACTIVE TRANSPORTATION FACILITIES IS GUIDED BY CURRENT BEST PRACTICES, INCLUDING THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE*. DESIGN SHOULD ALSO ALIGN WITH THE SUBDIVISION BYLAW.

The Province has developed the *BC Active Transportation Design Guide* which includes recommended policies, specifications, standards and guidelines to be followed in the development of active transportation infrastructure in British Columbia. This will allow for consistent treatments, reflective of best practices to be installed in municipalities throughout the province, including in Saanich where the Guide has informed updates to engineering specifications.

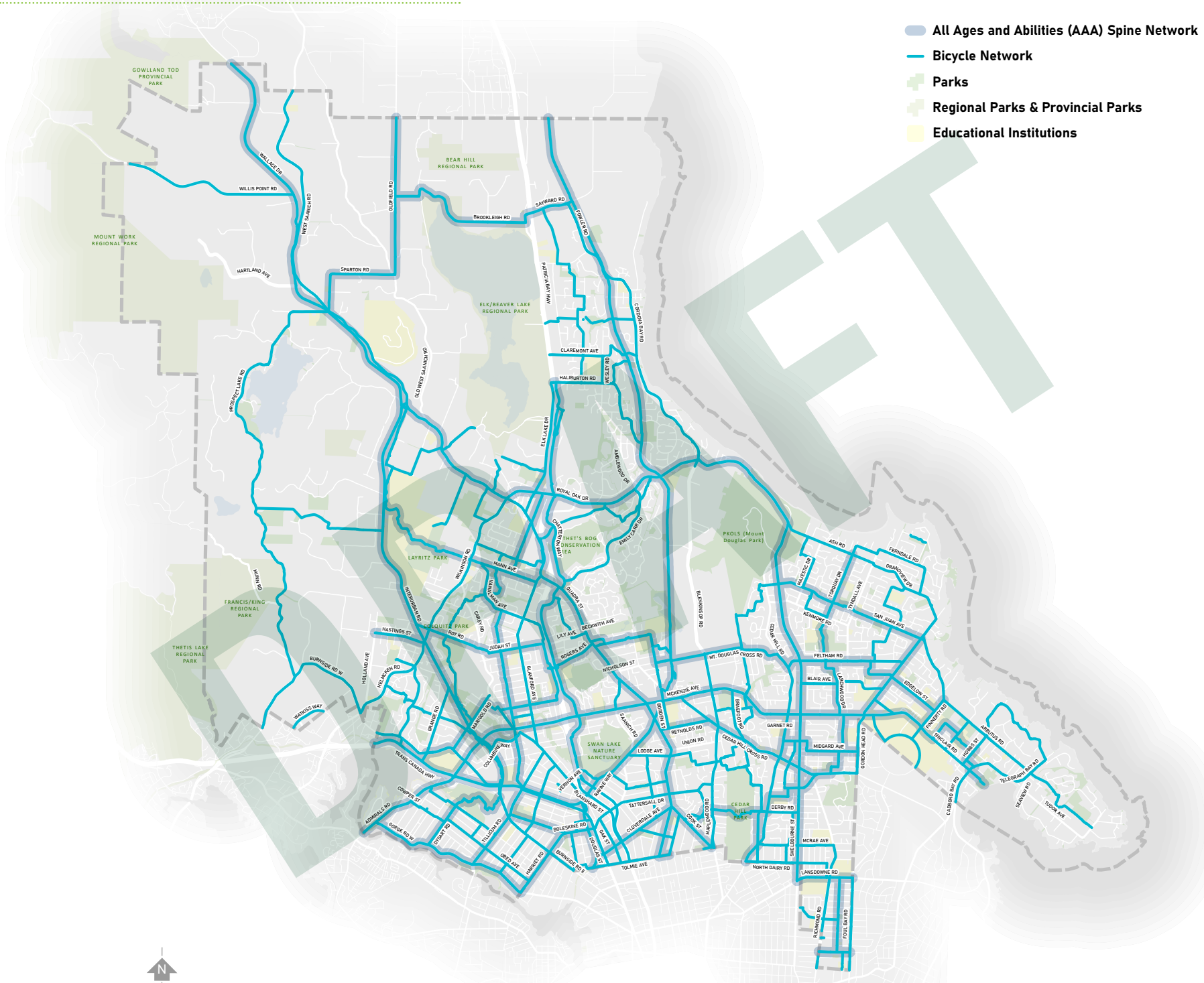
ACTION 1A.2

IMPLEMENT NEW SIDEWALKS ON A PRIORITY BASIS.

Sidewalks are the backbone of a well-connected walking network for people of all ages and abilities. As noted previously, as of 2022 there are approximately 288 km of sidewalks throughout Saanich, including streets that have sidewalks on one or both sides of the street. However, there are streets that do not have any sidewalks. Saanich has an allocated annual capital budget that can be spent on increasing sidewalk coverage. The focus of this action is to increase sidewalk coverage primarily on arterial and collector streets, with specific emphasis along Corridors and within Centres and Villages within the District's urban containment boundary. Additional streets have also been identified for increased sidewalk coverage based on the following criteria:

- Proximity to Land Use Generators
- Network Gaps
- Road Classification
- Access to Transit
- Road Safety
- Equity-Deserving Areas
- Project Coordination (as part of other planned improvements)
- Plan Support (identified in other Saanich plans and documents)

Figure 26 identifies the long-term sidewalk network. More detailed maps can be found in Appendix A. Further information around prioritizing active transportation improvements and priority projects can be found below in Section 5.1.2.


All Ages and Abilities (AAA) Spine Network
Bicycle Network
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
MOUNT WORK REGIONAL PARK
BEAR HILL REGIONAL PARK
ELK/BEAVER LAKE REGIONAL PARK
LAYRITZ PARK
THETIS LAKE REGIONAL PARK
FRANCIS/KING REGIONAL PARK
COLQUITZ PARK
THET'S BOG CONSERVATION AREA
SWAN LAKE NATURE SANCTUARY
PKOLS (Mount Douglas Park)
CEDAR HILL PARK
WILLIS POINT RD
WALLACE DR
WEST SAANICH RD
HARTLAND AVE
SPARTON RD
OLDFIELD RD
BROOKLEIGH RD
SAYWARD RD
FOWLER RD
PATRICIA BAY HWY
CORDOVA BAY RD
CLAREMONT AVE
HALIBURTON RD
WESLEY RD
PROSPECT LAKE RD
OLD WEST SAANICH RD
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ROYAL OAK DR
AMBLEWOOD DR
CARTWRIGHT WAY
EMILY CARR DR
MANN AVE
QUADRA ST
WILKINSON RD
CARLTON AVE
CARET RD
HASTINGS ST
JUDAH ST
ROY RD
LILY AVE
BECKWITH AVE
ROGERS AVE
NICHOLSON ST
MT. DOUGLAS CROSS RD
FELTHAM RD
BLAIR AVE
MCKENZIE AVE
GARNET RD
MIDGARD AVE
LODGE AVE
UNION RD
REYNOLDS RD
CEDAR HILL CROSS RD
DERBY RD
MCRAE AVE
NORTH DAIRY RD
LANSDOWNE RD
RICHMOND RD
FOUL BAY RD
TOLMIE AVE
ASH RD
FERNDALE RD
BRANDIVIEW DR
MAJESTIC DR
TORQUAY DR
TYNDALL AVE
KENNMORE RD
SAN JUAN AVE
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BLENKINSOP RD
LAMONDOR DR
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SINCLAIR RD
HOBBS ST
ARBUTUS RD
GORDON HEAD RD
CADBORO BAY RD
TELEGRAPH BAY RD
SEAVIEW RD
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ADMIRALS RD
COWPER ST
TRANS CANADA HWY
COLUMBINE WAY
IRWIN RD
HARRIOTT RD
HOLLAND AVE
HELMCKEN RD
BURNSIDE RD W
WATKISS WAY
MARY RD
INTERURBAN RD
SAANICH RD
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CRANFORD AVE
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1
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3
4
km

ACTION 1A.3
CREATE COMMUNICATIONS MATERIALS TO OUTLINE HOW SIDEWALK IMPROVEMENTS (UPGRADES) AND NEW SIDEWALK PROJECTS ARE PRIORITIZED TO PROVIDE CONSISTENT MESSAGING TO THOSE WHO SUBMIT REQUESTS OR INQUIRIES RELATED TO PEDESTRIAN INFRASTRUCTURE

Ensuring residents are provided consistent and clear messaging around how investments in active transportation are prioritized is key to raising awareness of the importance in strategically implementing improvements. This can be realized through clear communications and educational materials that can be shared with concerned residents. It is recommended that the District create accessible educational materials to attach to emails and/or make available online or in hard copy to help respond to requests and inquiries of this nature.

ACTION 1A.4
COMPLETE A SIDEWALK CONDITION ASSESSMENT FOR EXISTING SIDEWALK INFRASTRUCTURE INCLUDING EXISTING ASPHALT SIDEWALKS AND USE THIS INVENTORY TO PRIORITIZE UPGRADES.

There are numerous locations throughout Saanich where the space designated for walking currently consists of an asphalt shoulder that is separated from the motor vehicle lane by a concrete curb or painted line or where the existing sidewalk does not meet minimum standards or is obstructed. At present, Saanich does not have a formal process for prioritizing upgrades or replacements to sidewalks, and current issues and repairs are addressed through a complaint-based system. Sidewalk upgrades will be prioritized based on their condition and will consider criteria used to prioritize new sidewalk projects as outlined in **Action 1A.2**. Saanich will continue to allocate a portion of its capital renewal funds to upgrading sidewalks, replacing asphalt sidewalks, and develop a list of upcoming projects.

ACTION 1A.5
WHENEVER POSSIBLE IMPLEMENT NEW ACTIVE TRANSPORTATION FACILITIES IN CONJUNCTION WITH ROAD IMPROVEMENTS, CAPITAL PROJECTS, PLANS AND/OR DEVELOPMENT PROCESSES.

Considerations for active transportation facilities will be made through the design and implementation of all infrastructure projects. This will require different internal departments, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan. This goes beyond simply looking at the roadway to consider peripheral features such as vegetation, curb ramps, damaged or narrow sidewalks, and connections to parks and trails.

A list of criteria will be developed to consider when reviewing new plans, developments and infrastructure projects.

ACTION 1A.6
CONTINUE TO DEVELOP A COMPLETE AND CONNECTED BICYCLE NETWORK FOR PEOPLE OF ALL AGES AND ABILITIES.

Developing a complete and connected network of bicycle facilities for all users is an important component of encouraging more cycling. A well-designed cycling network needs to be visible, intuitive, and provide connections between destinations and neighbourhoods. Ideally, a cycling network serves users of all ages and abilities, offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

Saanich will install and upgrade designated cycling routes with guidance from the *BC Active Transportation Design Guide* and national design guidelines as well as design options that have been successfully implemented elsewhere. These guidelines can also include recommendations for facility type selection based on the characteristics and context of a given street.

ACTION 1A.7

TREE RETENTION AND PROTECTION WILL CONTINUE TO BE AN IMPORTANT CONSIDERATION THROUGH PLANNING AND DESIGN OF ACTIVE TRANSPORTATION NETWORKS IN SAANICH.

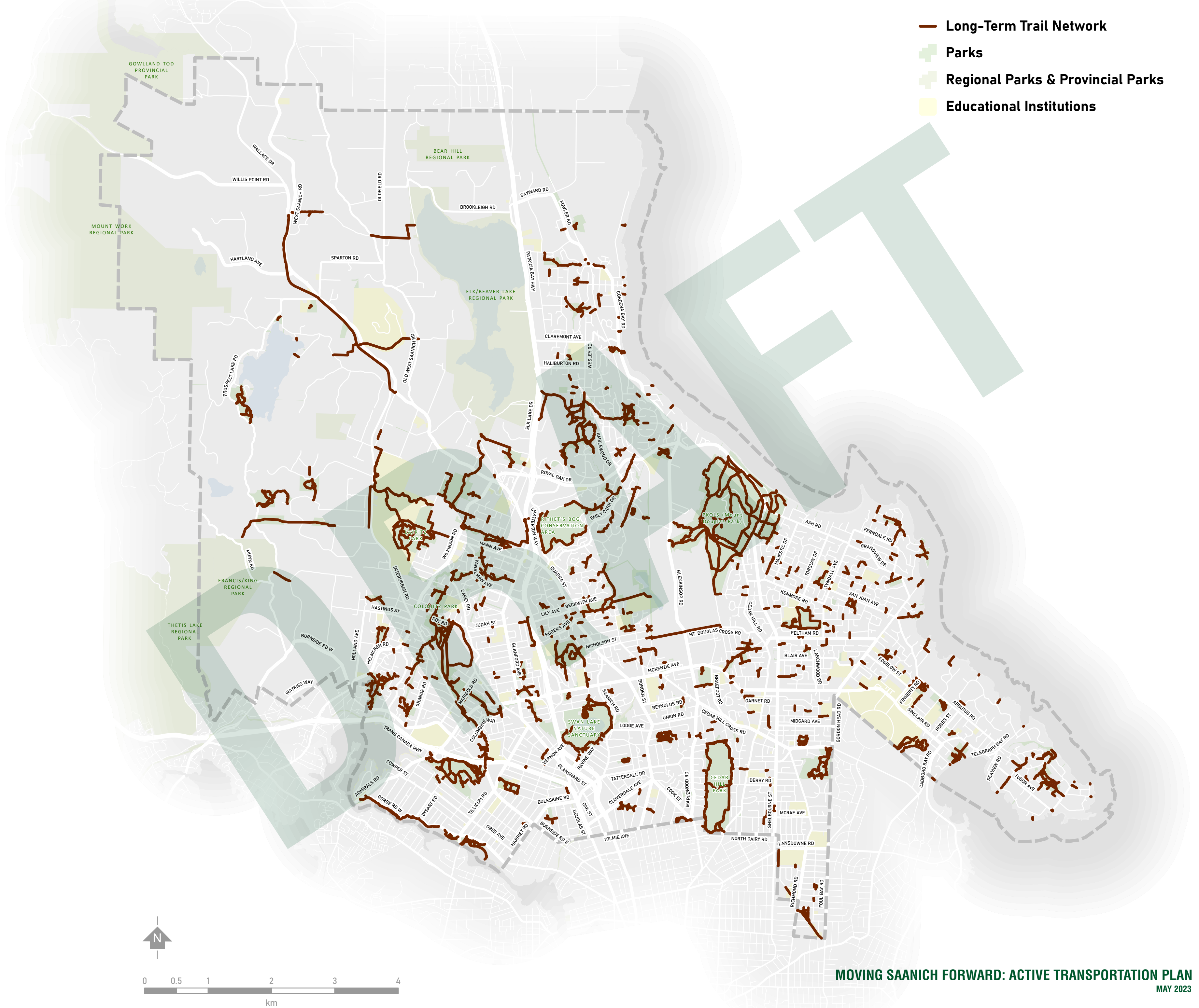
Some areas of Saanich have less than 30% canopy cover. Where possible, tree retention and protection will be prioritized during the planning and design of active transportation projects. Ensuring an equitable distribution of tree canopy throughout the District is an key consideration in the Urban Forest Strategy and Biodiversity Strategy. If trees need to be removed for active transportation projects, efforts will be made to replace them at a 3:1 ratio in the same local area. In addition, soil volume requirements may need to be achieved using soil cells or other technologies or methods.

ACTION 1A.8

CONSIDER GREEN INFRASTRUCTURE AND TREES AS PART OF ACTIVE TRANSPORTATION PROJECTS.

Expanding the active transportation network may lead to an increase in impervious surface in the road right-of-way and an increase in the amount of stormwater flowing into watersheds. Where possible, green infrastructure, including storm water management that will capture and treat run-off pollution will be considered as part of new or expanded active transportation projects.

Where possible, opportunities to retain existing trees and plant new trees will be considered at the design stage of an active transportation project.


Long-Term Trail Network
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
BEAR HILL REGIONAL PARK
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ELK/BEAVER LAKE REGIONAL PARK
FRANCIS/KING REGIONAL PARK
THETIS LAKE REGIONAL PARK
SWAN LAKE NATURE SANCTUARY
CEDAR HILL PARK
COLQUITZ PARK
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km

STRATEGY 1B: EXPAND AND ENHANCE THE TRAIL NETWORK

Trails are an important component of Saanich's active transportation network. They are used for both transportation and recreational purposes and provide important connections to the on-street active transportation network.

Saanich's trail system, and the natural environment in which it is frequently located, provides a broad spectrum of environmental, social, and health benefits for the District of Saanich and its community members. Natural area parklands, the urban forest, and corresponding trail networks support a broad range of environmental benefits including corridors for birds and wildlife, habitats for fauna and floral biodiversity, and ecosystem services (such as improving air quality and carbon sequestration). The trail system also enables important social benefits including increased opportunities for community social interactions such as connection with other trail users and community spaces. Trails also facilitate a healthy, active lifestyle which is associated with longer life spans, improved quality of life, and increased psychological well-being.

Existing regional trails form the backbone of Saanich's active transportation network and include approximately 11 km of the Lochside Regional Trail and 4.5 km of the Galloping Goose Regional Trail. These trails connect Saanich north to Swartz Bay and west towards Sooke.

Additionally, the Centennial Trails make connections east/west and north/south to all geographic areas of the District. These include the following marked routes: Colquitz River Trail, Interurban Rail Trail, Glendale Trail, San Juan Greenway, Blenkinsop Greenway and Royal Oak Trail.

Saanich's trail definitions are aligned with the Capital Regional District's definitions for trails. For active transportation purposes, Saanich focuses on two trail classifications:

Multi-Use Trail (MUT): a paved or unpaved route that is suitable for different types of users including pedestrians, runners, bicyclists and in certain segments equestrians. A MUT is used for active transportation and recreation and can be shared spaces with all users travelling on the same surface or separated with dedicated space for different types of users.

Recreational Trail (RT): a paved or unpaved route suitable for pedestrians and runners but may also be used by other active users such as bicyclists and equestrians. A RT is primarily used for recreation and restrictions on use may apply, in some cases.

ACTION 1B.1
SUPPORT INITIATIVES BY THE CAPITAL REGIONAL DISTRICT TO IMPROVE THE SYSTEM OF REGIONAL TRAILS.

The regional trail network is an important component of Saanich's existing active transportation network. These facilities are used for both transportation and recreational purposes, and provide important connections. The CRD has jurisdiction over the regional trail network, inclusive of the Galloping Goose and Lochside Trail. Saanich will continue to support regional initiatives identified by the CRD to improve the regional trails network.

ACTION 1B.2

IMPROVE CONNECTIONS FROM NEIGHBOURHOODS TO TRAILS.

Accessing existing trails such as the Lochside Regional Trail from neighbourhood streets has been identified as a challenge by some residents and stakeholders. This can be because of topography, grade separation, or limited right-of-way. Providing safe and comfortable connections to off-street trails can make travelling within Saanich more convenient. Saanich will work to improve connections from neighbourhoods and important destinations to new and existing trails.

ACTION 1B.3

WHEN TRAILS ARE UPGRADED, EFFORTS WILL BE MADE TO ENSURE THAT THEY ARE ACCESSIBLE AND COMFORTABLE FOR PEOPLE OF ALL AGES AND ABILITIES.

There are a number of existing trails throughout Saanich that provide important active transportation connections. However, many of these are not accessible by all members of the public and some are currently informal connections. Saanich will work to ensure that the trails identified as part of the active transportation network are accessible to all. This may include paving, widening to best practice minimum standards, and considering lighting. Existing trails will be reviewed individually to consider current users, the role within the active transportation network, and context sensitivities.

ACTION 1B.4

ENHANCE AND INCREASE NEW CONNECTIONS TO REDUCE TRAVEL DISTANCES FOR ACTIVE TRANSPORTATION USERS.

There are many existing connections through neighbourhoods across Saanich that are in the public right-of-way and help facilitate walking and cycling.

These trails provide street-to-street connections and add to the permeability of neighbourhoods by shortening walking distances and providing important connections to destinations. These trails are an important asset to the active transportation network. Saanich will work to preserve and enhance existing connections, while seeking opportunities to create new ones as properties redevelop and through plan updates.

ACTION 1B.5

DEVELOP NEW TRAILS THROUGH KEY PARKS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

Through the development of the Active Transportation Plan, several existing and future trails located within parks were identified as important components of the active transportation network. These park connections help provide off-street alternatives. They can also shorten travel distance and provide important connections to parks, schools and community centres. As a result, Saanich will work to develop these identified trails through parks to improve active transportation connections while taking into consideration the local context of the park and finding ways to integrate the facilities.

ACTION 1B.6
DEVELOP A DEDICATED FUNDING PROGRAM FOR PARKS TO IMPROVE EXISTING TRAILS AND DEVELOP NEW TRAILS

Locations of new trails, as well as improvements to existing trails were identified through development of the Active Transportation Plan. Many of the existing and future trails are in parks and under the jurisdiction of Saanich's Parks, Recreation, and Community Services Department. Ensuring that the Parks Division has a dedicated funding program to pursue these projects along with tree protection and planting, invasive species removal, trail vegetation management, and restoration of natural ecosystems adjacent to new and improved trails will be necessary to achieve the long-term vision for active transportation and environmental sustainability in Saanich.

ACTION 1B.7

INVESTIGATE OPPORTUNITIES WITHIN EXISTING UTILITY AND SURPLUS ROAD RIGHT-OF-WAY TO DEVELOP NEW TRAILS AND PROTECT ECOSYSTEM VALUES.

Existing utility and surplus road right-of ways can provide important trail connections for active transportation. They can also present value opportunities to protect trees and restore important ecosystem values. Saanich will continue to investigate opportunities to purchase or retain ownership of unconstructed road allowances to develop active transportation trails. Saanich will also consider purchasing or retaining ownership of existing utility and surplus road rights-of-way if there are tree and/or biodiversity values worth protecting. If these values are prioritized, Saanich will explore innovative standards to create trails that respect ecological values and allow connectivity for active transportation.

ACTION 1B.8
DEVELOP A POLICY AND PROCEDURE TO PRIORITIZE THE ACQUISITION OF NEW RIGHTS-OF-WAY FOR CONSTRUCTION OF FUTURE TRAIL CONNECTIONS.

Having a mechanism to ensure new rights-of-way can be acquired and improved to provide connectivity for active transportation users will be essential to building out the network of connecting trails and integrating the complete active transportation network. Recommendations for expanding the trail network could be included in a comprehensive park land acquisition strategy.

ACTION 1B.9
ENHANCE WAYFINDING FOR TRAILS.

It was noted through engagement with residents and stakeholders that there are a number of trails throughout Saanich that are not well marked or easy to find unless people are familiar with the area and trail network. It was recognized that enhanced wayfinding of these trails would help to make traveling by foot and bike more convenient.

ACTION 1B.10
PROVIDE SAFE ROUTES FOR EQUESTRIANS WHERE THEY MUST USE ROADS TO ACCESS TRAIL NETWORKS.

Equestrian activities are a recreational pursuit for many residents. The special needs of equestrians and other trail users will be carefully considered when implementing changes to trails and improving connections between roads and trails in areas with equestrian activity.

STRATEGY 1C: IMPROVE INTERSECTIONS AND CROSSINGS

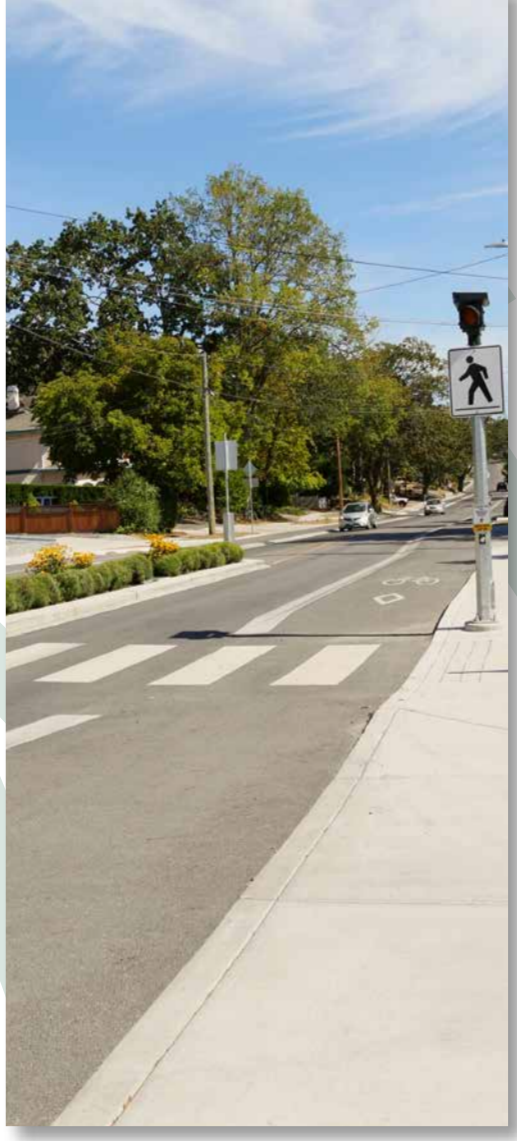
Barriers such as major intersections, highways, and watercourses can be significant impediments to active transportation. Improvements to intersections and other crossings can make using the active transportation network safer and feel more comfortable and convenient.

ACTION 1C.1
PROVIDE ENHANCED PEDESTRIAN CROSSINGS IN CENTRES AND VILLAGES AND OTHER AREAS OF HIGH PEDESTRIAN ACTIVITY.

Enhanced crossings, such as curb extensions, protected traffic signal phasing with longer walk times, and decorative crosswalks, should be prioritized at locations with high levels of pedestrian activity or where more walking trips are anticipated such as Centres and Villages. Saanich currently uses a variety of crossing controls, including crosswalks, pedestrian activated signals, and grade separated crossings. Saanich will explore options to integrate new crossing enhancements for pedestrians at key intersections.

ACTION 1C.2
PRIORITIZE THE INSTALLATION OF CROSSINGS ALONG BUS ROUTES.

Most transit users begin or end their trip by foot or bicycle. Filling gaps in the sidewalk and pedestrian network as well as installing new crossings to provide more direct access to transit stops will be a priority for Saanich and will be an important principle adopted when installing active transportation infrastructure (refer to Section 5).



ACTION 1C.3
IDENTIFY ADDITIONAL PEDESTRIAN CROSSING LOCATIONS WHERE WARRANTED OR WHERE THEY CONTRIBUTE TO THE ACTIVE TRANSPORTATION NETWORK.

There are opportunities to increase accommodations at street crossings for people walking to make the environment safe and comfortable and to help encourage more people to walk. Saanich installs on average two new crosswalks each year. To evaluate the need for new crossings and upgrades to existing ones, Saanich is guided by applicable provincial and national guidelines. Saanich will develop a list of additional crossing locations that are warranted or required to enhance the active transportation network.

ACTION 1C.4
CONTINUE TO IMPROVE CROSSING TREATMENTS WHERE MULTI-USE TRAILS INTERSECT WITH A ROADWAYS.

There are a number of locations throughout Saanich where off-street trails intersect roadways. Most of these locations are marked with a zebra crosswalk and bollards, and motor vehicle drivers are required to stop for people in the crosswalk. At locations where new or upgraded facilities have recently been installed, treatments such as green paint and elephant's feet have been used. Saanich will continue to improve crossing treatments in accordance with the District's approach to Multi-Use Trail Crossings which ensures crossings are standardized and in compliance with best practices.

Locations for improvements may be identified by monitoring ICBC and Saanich Police collision data as well as data available through Bikemaps.org

ACTION 1C.5
REVIEW CURRENT TREATMENTS AND LOCATIONS FOR MID-BLOCK CROSSINGS IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Mid-block crossings are often used to shorten the distance people are required to travel to access a designated road crossing. Mid-block crossings are often used at locations where the block length is long, there are destinations on both sides of the street, and pedestrian volumes are high.

Guiding documents from TAC and NACTO will be applied following a review of existing mid-block crossings and the treatments that are being used.

ACTION 1C.6
ENSURE ALL NEW OR UPGRADED SIGNALS HAVE PROPER PEDESTRIAN AND BICYCLE DETECTION AND ACTIVATION IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Signal activation and detection for people walking and cycling can help facilitate safer and more convenient crossings at signalized intersections. Pedestrian and bicycle pushbuttons are currently used as one way to activate the change in signal and ensure the pedestrian signal is initiated. Bicycle pushbuttons are particularly important at locations where routes intersect with arterial streets. All new or upgraded signals will have pedestrian and bicycle detection and activation in accordance with current best practices.

ACTION 1C.7
MONITOR PEDESTRIAN AND CYCLING HOT SPOT COLLISION LOCATIONS AND IDENTIFY SAFETY MITIGATION MEASURES.

Hot spot collision locations refer to locations with a higher reported number of collisions or incidents. Hot spots can include corridors as well as specific intersections. Saanich will continue to review ICBC, Saanich Police and BikeMaps.org data to monitor active transportation hot spot collision locations and identify mitigation measures to improve safety. These efforts will be captured in the District's Road Safety Action Plan.

ACTION 1C.8
THROUGH STRATEGIC PARTNERSHIPS, IMPROVE CONNECTIONS AND ACCESS TO UNDERPASSES AND OVERPASSES AND INCREASE THE NUMBER OF GRADE-SEPARATED CROSSINGS TO REDUCE BARRIERS FOR ACTIVE TRANSPORTATION.

There are facilities for people walking and biking on many existing bridges, underpasses and overpasses, but in many cases the active transportation facilities can be challenging to access due to poor connectivity and they may not necessarily feel comfortable or safe. They also may not provide the most direct route for pedestrians and cyclists. Saanich will continue to work with its partners to increase the number of walking and cycling facilities on bridges, underpasses and overpasses. They will also look for opportunities to improve existing walking and cycling facilities in these locations. This includes ensuring facilities meet current design standards in terms of width, clearance and appropriate railings.

STRATEGY 1D: ENCOURAGE ACTIVE TRANSPORTATION WITH SAFER STREETS

Through engagement with Saanich residents and stakeholders several trends have emerged, including: concerns over motor vehicles speeds, concerns about truck traffic on non- designated truck routes in rural areas, and the importance of spreading education and awareness to all road users that there are people living, walking and cycling along the streets within all areas of Saanich. There are also significant gaps in the sidewalk, trail and on-street bicycle networks throughout the District. As a result, people are often using the road to walk or bike. The District has adopted a Speed Limit Establishment Policy to address speed limits on all roads and development of a Road Safety Action Plan is underway to address road safety issues.

ACTION 1D.1
CONTINUE TO PRIORITIZE IMPLEMENTATION OF THE SPEED LIMIT ESTABLISHMENT POLICY.

Vehicle speeds on Saanich streets is a safety issue and a key concern for most residents. Adoption of the Speed Limit Establishment Policy in 2022 was an important step to allow the municipality to re-evaluate and reduce speed limits, where appropriate to ensure that streets are safe and comfortable for all users. Saanich will continue to prioritize implementation of the Speed Limit Establishment Policy on streets throughout the District.

ACTION 1D.2
REVIEW AND UPDATE THE TRUCK ROUTE BYLAW TO IMPROVE PROTECTIONS FOR STREETS NOT INTENDED FOR TRUCK USE.

Saanich has a Truck Route Bylaw that regulates which streets trucks can travel on. The existing bylaw will be updated to improve protections for streets throughout Saanich that are not intended to accommodate truck traffic. In the interim enforcement will continue to ensure vehicles identified as trucks are using designated routes.

ACTION 1D.3
FOLLOW THE GENERAL GUIDANCE IN THE B.C. ACTIVE TRANSPORTATION DESIGN GUIDE TO CONSIDER LOCAL STREET CONTEXT WHEN UNDERTAKING PROJECTS ALONG RURAL ROADS.

The British Columbia Active Transportation Design Guide (BCAT) is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province including facilities in rural settings. When considering installing new and upgrading existing active transportation projects in Rural Saanich this guide, along with the 2007 Rural Saanich Local Area Plan.

WHAT IS TRAFFIC CALMING?

Traffic calming refers to the range of approaches used to reinforce appropriate driver behaviour and support the creation of safer streets.

References are most commonly to physical infrastructure designed to reduce vehicle speeds, reduce traffic volumes, or address traffic short-cutting. They may also include signage, communications, enforcement and other non-infrastructure approaches.

WHY FOCUS ON TRAFFIC CALMING?

Many Saanich residents do not feel safe walking, cycling or rolling on Saanich streets. Through reductions in traffic speed and volumes (and in combination with improvements to active transportation facilities), traffic management, which includes traffic calming, will help address safety concerns and encourage more people to walk or cycle.

Improved traffic management will help create safer, more comfortable conditions for people walking and cycling, resulting in more trips made by active travel options and fewer GHG emissions related to transportation.

Vehicle travel speeds are a contributing factor in many crashes. Successful traffic calming will help reduce vehicle speeds and create safer conditions, helping the District meet it's target of zero fatal or serious crashes on Saanich streets.

Managing vehicle speeds and volumes, particularly in neighbourhoods and nearby schools and parks, presents an opportunity to support livable neighbourhoods and contribute to social and community building opportunities.

HOW WILL TRAFFIC CALMING BE PURSUED?

A *Traffic Calming Framework* is being created to guide the approach, policy and programs for pursuing traffic calming improvements in Saanich.

The Framework will identify a series of ways that the District will pursue traffic calming, including the following:

- A *Traffic Calming Policy* will be developed clarifying the District's approach and the conditions where traffic calming is appropriate.
- A program will be established to prioritize traffic calming in Saanich neighbourhoods.
- Traffic calming features will be included in future capital projects.
- Traffic calming improvements will be made as part of improvements made through implementation of the *Active Transportation Plan* and *Road Safety Action Plan*.

ACTION 1D.4

CREATE A COMMUNITY TRAFFIC CALMING POLICY TO GUIDE IMPLEMENTATION OF TRAFFIC CALMING IN SUPPORT OF SAFE, COMFORTABLE CONDITIONS FOR ACTIVE TRANSPORTATION ON SAANICH STREETS.

Traffic management (also referred to as traffic calming) presents the opportunity to reduce vehicle speeds and/or volumes to support safer, more comfortable conditions for people walking and cycling. The District currently pursues traffic calming as part of other planned capital improvements and community building initiatives. A specific Community Traffic Calming Policy is to be developed by the District to clarify the opportunities and to guide implementation of traffic management in Saanich. Importantly, the policy will clarify the conditions that must be met in order for traffic calming to be pursued, both managing the expectation and resources required by the District and ensuring due consideration is given to any unintended consequences resulting from changes in traffic patterns. This will provide better clarity to Saanich residents, Council and staff members on where traffic calming should be pursued, as well as identify opportunities to further strengthen safe, comfortable active transportation conditions by managing driver behaviours.

ACTION 1D.5

ESTABLISH AND CARRY-OUT A COMMUNITY TRAFFIC MANAGEMENT PROGRAM TO ADDRESS TRAFFIC CONCERNS IN SAANICH NEIGHBOURHOODS.

A dedicated and funded community traffic management program will allow the District to pro-actively respond to concerns with driver behaviour in Saanich neighbourhoods. The program will layout the process to be followed by residents to submit concerns with driver behaviour and the process the District will follow in assessing concerns and working with residents to prepare a traffic management plan, where warranted. Clear criteria are to be established both for where traffic calming improvements are appropriate and the process that will be undertaken in developing community traffic management plans.

STRATEGY 1E: IMPROVE REGIONAL CONNECTIONS

Saanich is part of the Capital Regional District (CRD), which is made up of 13 municipalities and three electoral areas. Saanich is bordered by the municipalities of Central Saanich, Oak Bay, Victoria, Highlands, View Royal, and Esquimalt. It also has two of the CRD's regional trails located within its borders – the Galloping Goose and the Lochside Regional Trails. Additionally, the University of Victoria is located both within Saanich and Oak Bay. The vision identified in the CRD's Pedestrian and Cycling Master Plan is to ensure that citizens of all ages and abilities in all parts of the region will be able to travel on a seamless network of active transportation facilities. Ensuring this seamless integration of facilities with Saanich's neighbouring municipalities, agencies and the CRD is a critical component of this strategy and the actions identified below.

ACTION 1E.1

CONTINUE TO WORK CLOSELY WITH NEIGHBOURING MUNICIPALITIES, THE CAPITAL REGIONAL DISTRICT, AND THE UNIVERSITY OF VICTORIA TO ENSURE FUTURE ACTIVE TRANSPORTATION CONNECTIONS ARE WELL INTEGRATED.

As Saanich's neighbouring municipalities, institutions, and the CRD develop and implement their own active transportation plans and networks it is important that Saanich continues to work closely with them. This will be important to ensure that active transportation throughout the region is well integrated. Considerations regarding the location of infrastructure but also the type of facilities being installed will be important to ensure seamless integration of facilities between municipalities and avoid routes that end or change dramatically upon crossing a municipal border.

ACTION 1E.2
CONTINUE TO WORK WITH NEIGHBORING MUNICIPALITIES TO ENSURE CONSISTENT SIGNAGE ACROSS JURISDICTIONAL BOUNDARIES.

Through engagement, concerns were raised that street designations and signage was not consistent across municipal boundaries. Additionally, it is often not always clear when individuals have crossed into another municipality. Saanich will work with neighboring municipalities to ensure consistent signage is posted across municipal boundaries. This signage includes speed limits, truck routes, and gateway signs.

ACTION 1E.3
ENSURE ALL PROVINCIAL PROJECTS ARE DESIGNED IN ACCORDANCE WITH THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE*.

There are several major roadways in Saanich that are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Some of these roadways such as Blanshard Street, Vernon Avenue, Douglas Street, and McKenzie Avenue travel through urban areas of the community and should have a very different look, feel and function than highways and other corridors under MoTI jurisdiction. Saanich will continue to work with MoTI to ensure that streets, overpasses, and connections in urban areas under its jurisdiction have context sensitive designs that reflect the guidance found within the *BC Active Transportation Design Guide*.

STRATEGY 1F: IMPROVE TRANSIT ACCESS AND EXPERIENCE

There are several reasons why integrating transit with walking, rolling, and cycling is important, including the fact that most people using transit are accessing it by foot, including with the assistance of a mobility device, or by bicycle. As a result, improving access and connections to transit for people walking, rolling, and cycling and improving the customer experience at bus stops and exchanges can help to not only promote transit but also to encourage more active transportation. While BC Transit is responsible for funding, planning, operating, and maintaining transit services throughout Saanich, the District works to ensure residents can access transit stops and there are amenities in place to make their transit experience more comfortable. There are several infrastructure treatments and amenities that can improve the transit customer experience including ensuring transit stops are accessible and providing amenities such as shelters, benches, lighting, and transit schedule information. In addition, having the ability to bring a bicycle on the bus or park it securely allows people cycling to include transit in their journey and extend the reach of their trip. It also allows them to more quickly reach destinations that are not immediately adjacent to a transit route.

ACTION 1F.1
WORK WITH BC TRANSIT TO IDENTIFY LOCATIONS FOR SECURE BICYCLE PARKING AT HIGH ACTIVITY STOPS AND EXCHANGES.

Saanich will work with BC Transit to provide both short- and long-term parking at transit stops, transit exchanges such as Uptown and Royal Oak, and at locations that are well integrated with the bicycle network. This can help provide a safe and secure place for people to lock up their bicycle if they are travelling the rest of their journey by transit, or if there is no space available on the bike racks on the bus.

ACTION 1F.2
WORK WITH BC TRANSIT TO ENSURE THE DESIGN OF BICYCLE FACILITIES CONSIDERS THE LOCATION OF AND ACCESS TO BUS STOPS.

There are several different designs that can be used to integrate bicycle facilities with bus stops; however, integrating various users and modes of transportation can be challenging at times, particularly at locations that have space restrictions. For example, the installation of fully separated bicycle facilities on transit routes can present potential issues at bus stops. Several design guidelines and manuals provide recommendations about how to design for separated bicycle facilities and bus stop integration. Saanich will continue to work with BC Transit to ensure that the design of bicycle facilities considers the location and access to bus stops

ACTION 1F.3
AS PART OF SITE PLANNING FOR NEW DEVELOPMENTS, ESTABLISH SUFFICIENT RIGHT OF WAY TO ACCOMMODATE TRANSIT SHELTERS.

As Saanich reviews applications for new developments, ensuring that site plans allocate enough space for transit facilities such as bus stops and amenities is an important consideration. Developing a checklist that provides guidance on considerations specific to transit facilities can ensure that Saanich is able to identify opportunities to provide facilities such as shelters, benches, and awnings that provide coverage for people using transit as funding is made available.

ACTION 1F.4
DEVELOP A TRANSIT YOUTH PASS PROGRAM FOR SAANICH RESIDENTS WHO ARE BETWEEN THE AGES OF 13 AND 18 YEARS.

Saanich will work with BC Transit to develop a transit youth pass program that aligns with best practices, to provide free transit for youth ages 13 to 18 years within the Victoria Regional Transit System.

ACTION 1F.5
CONSIDER DESIGN RECOMMENDATIONS OUTLINED IN *BC TRANSIT'S INFRASTRUCTURE DESIGN GUIDE*, SUCH AS BUS STOP SPACING AND LOCATION GUIDELINES.

BC Transit has established Infrastructure Design Guidelines that relate to the planning and design of transit infrastructure. This includes components of the environment that are occupied and/or used by transit patrons waiting to get on and off buses, as well as the roadway used by bus vehicles. The document contains guidance on several different planning and design considerations including spacing, placement, and physical design of bus stops among other things. Saanich will continue to support and follow the design recommendations outlined in the design guide.

ACTION 1F.6
COORDINATE WITH BC TRANSIT TO REVIEW AND PROVIDE INPUT ON NEW AND IMPROVED ACTIVE TRANSPORTATION INFRASTRUCTURE ALONG EXISTING TRANSIT ROUTES.

As Saanich continues to build out the active transportation network, it will be important to work with BC Transit to consider their needs as part of the design process. For example, working with BC Transit to find ways to ensure bus travel times are minimally impacted by the installation of new facilities through features such as transit priority lanes and signals at intersections as well as ensuring that lane widths are appropriate for BC Transit bus vehicles and that separated cycling facilities can be safely integrated with transit stops and amenities.

ACTION 1F.7

ENSURE BUS STOPS ARE DESIGNED TO BE ACCESSIBLE AND IN ALIGNMENT WITH PROVINCIAL AND FEDERAL LEGISLATION AND ADVOCATE FOR BC TRANSIT TO REFLECT THESE IMPROVEMENTS IN THEIR GUIDELINES.

Saanich's transit network contains approximately 700 bus stops, of which approximately 36% have permanent shelters and approximately 51% are accessible for people with limited mobility according to the District's 2022 Active Transportation Report Card. Despite this, lack of sidewalk access to bus stops was identified as a key issue in Saanich. Saanich is committed to enhancing the transit customer experience by ensuring that all bus stops are accessible and providing more benches, lighting, shelters and network information at stops. Saanich will continue to work with BC Transit to identify and prioritize bus stop improvements, as well as to seek opportunities to increase the number of improved bus stops each year. Improvements to bus stops should be prioritized at stops with the highest use and those that are in Centres and Villages, and located near schools and senior centres.

ACTION 1F.8

WORK WITH BC TRANSIT TO MAXIMIZE ACCESS TO TRANSIT IN RURAL SAANICH BY CONSIDERING PARK AND RIDE FACILITIES.

Work with BC Transit to maximize access to transit in Rural Saanich by considering Park and Ride facilities. Park and Ride facilities are part of a sustainable transportation network that will provide rural residents of all ages and abilities with more opportunities to complete multi-modal trips that may start and end with a ride on transit and include either a walk or bike ride. Park and Ride facilities will also help reduce the number and length of trips being made in single occupancy vehicles, which, in turn will result in fewer GHG emissions and less traffic and congestion on Saanich roads.

WHAT WE'VE HEARD: CONVENIENCE

The following opportunities and suggestions to improve convenience were received through engagement undertaken during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2022-2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

Through the 2017 public engagement for the Active Transportation Plan, we have heard a number of opportunities and suggestions to improve convenience in Saanich:

- Ensure all bus stops and routes to bus stops are accessible
- Display more information at bus stops and ensure it is accessible
- Provide safe and accessible crossings/sidewalks for seniors and people with mobility challenges
- When approving higher-density, mixed-use developments, work to ensure the proposed design includes active transportation facilities and integrated with surrounding networks
- Ensure Centres and Villages have good land use principles offering a diversity of services that are accessible and walkable, provide good access to transit, and provide community spaces and parks.
- Provide more bicycle parking at transit locations, public facilities, and neighbourhood destinations
- Require bicycle parking for all new developments, such as multi-family and commercial uses

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.2 CONVENIENCE

For active forms of transportation to become sustainable transportation options, they first need to be as convenient as possible. An important factor in terms of convenience is the distance between destinations. People travelling by active modes typically travel shorter distances than people driving or using transit. Creating a connected active transportation network with the necessary infrastructure and encouraging compact and complete communities will enhance convenience for all active transportation users and provide opportunities for improved integration with transit.

Other features that can make active transportation more convenient include providing secure bicycle parking; end-of-trip facilities for people cycling such as storage lockers, showers and changing rooms; and bicycle repair maintenance stations, among other things.

The Active Transportation Plan includes five strategies to improve convenience. Each of the strategies is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is convenient for all Saanich residents and visitors.

WHAT WE'VE ACHIEVED: CONVENIENCE

Measures of success as they relate to **convenience** include the availability of audible pedestrian signals which advise pedestrians who are blind, visually impaired, or deaf-blind when they have the right-of-way to cross at a signalized intersection and in which direction they may cross the intersection, signals with pedestrian countdown timers, curb ramps, signals with cyclist detection, and District owned and operated locations with short-term and long-term bicycle parking and end of trip facilities.

The District is making strong progress towards the availability of audible pedestrian signals and is ahead for this measure. The District is also on-track when it comes to pedestrian countdown timers and signals with cyclist detection.

The status of all measures of success can be found in the District's annual report cards which are available publicly on the District's webpage.

STRATEGIES FOR CONVENIENCE

Improving the convenience of trips made by active modes can encourage greater uptake in active and sustainable transportation. The five strategies and associated actions described below build on this direction and compliment the theme of connections as described above, and culture, as described below (Section 4.3).

STRATEGIES FOR CONVENIENCE

- 2A: Ensure Infrastructure is Accessible for All Users
- 2B: Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C: Ensure Land Use Supports Active Transportation
- 2D: Create Great Places and Streets
- 2E: Maintain the Active Transportation Network

STRATEGY 2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS

Walking to everyday destinations can be convenient for people of all ages and abilities if streets and neighbourhoods are safe and well-designed to support pedestrian accessibility. It is important that the pedestrian environment throughout Saanich be accessible by a large cross-section of people, including people with disabilities, seniors, and other equity deserving groups. The walking environment should include accessibility features to accommodate the unique needs of these groups and to provide better pedestrian circulation for everyone.

Improving accessibility at intersections and crossings is particularly important as crossings can act as barriers to walking - making trips longer or creating safety issues, particularly for seniors, children, and people with physical and cognitive disabilities.

ACTION 2A.1

IDENTIFY AND PRIORITIZE LOCATIONS AND TREATMENTS FOR ACCESSIBILITY IMPROVEMENTS WITH INPUT FROM THE ACCESSIBILITY COMMUNITY.

Accessible curb ramps are critical to enable everyone to comfortably navigate the street and sidewalk network. Curb ramps provide access between the sidewalk and street at intersections. Accessible curb ramps and tactile features will be provided as part of all new or rebuilt sidewalks and intersections. Additionally, Saanich will also continue to work prioritize upgrades to ensure that existing intersections have accessible curb ramps and tactile features. Special considerations should be made to ensure that curb ramps are positioned to provide direct access to the crosswalk and that abrupt lips at the gutter are minimized.

Additional improvements at intersections may also include audible pedestrian signals and/or locator tones which is emitted from the pushbuttons to assist pedestrians, who are blind or visually impaired, in locating the pushbuttons.

ACTION 2A.2
PROVIDE ACCESSIBLE CURB RAMPS WITH TACTILE FEATURES AT A TOTAL OF 30 LOCATIONS ANNUALLY.

Enhancing existing curb ramp locations to improve access will be an ongoing effort made by the District. The District has a target of installing curb ramps and tactile features at a total of 30 locations annually and continuing to ensure all new curb ramps have these features.

ACTION 2A.3
ENSURE BEST PRACTICES IN ACCESSIBILITY ARE CONSIDERED IN CONJUNCTION WITH ALL NEW OR IMPROVED TRAIL AND ROADWAY PROJECTS.

Accessible infrastructure will be included as integral components and be part of all new or improved roadway projects. This includes ensuring that Saanich is considering current best practices in accessible infrastructure design and is reviewing existing facilities to ensure they meet the needs of all users.

ACTION 2A.4
REVIEW AND UPDATE PEDESTRIAN CROSSING TIMES AND SIGNAL PHASING AT INTERSECTIONS TO ENSURE ADEQUATE TIME IS PROVIDED FOR ALL USERS.

Signal timing can help ensure that people who may travel more slowly have time to cross an intersection. This action includes reviewing and, if necessary, adjusting pedestrian crossing times to ensure people have enough time to cross an intersection before the signal changes. This is particularly important in areas of high concentrations of children, seniors or people with disabilities. The *Transportation Association of Canada's Manual of Uniform Traffic Control Devices for Canada (MUTCDC)* provides guidance on determining appropriate crossing times at intersections. Additionally, opportunities for protected and advanced signal phasing for people walking, cycling and transit service will be considered to improve safety and operations of these modes.

ACTION 2A.5
REDUCE PEDESTRIAN CROSSING DISTANCES BY PROVIDING NARROWER ROADS AND LANES AND CONSIDERING CURB EXTENSIONS OR MEDIAN ISLANDS WHERE FEASIBLE

There are several features that can be installed at crossings to help reduce crossing distances and make people crossing intersections more visible to oncoming and turning vehicles. These features include curb extensions or median islands which provide a safe place to stop if someone is unable to cross the entire length at once.. These features will be considered where feasible to reduce crossing distances and enhance the safety and comfort of people walking.

STRATEGY 2B: PROVIDE MORE BICYCLE PARKING & OTHER END-OF-TRIP FACILITIES

Bicycle parking and end-of-trip facilities are critical to encourage people to cycle as a primary mode of transportation by providing a secure place to leave their bicycle and a place to tidy up and or change upon arriving at their destinations.

Short-term and long-term bicycle parking is currently provided at various locations throughout Saanich.

- **Short-term** bicycle parking typically consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations and should be located as close to destinations as possible, in convenient locations that are highly visible for users. Providing a limited number of covered bicycle racks for protection from the elements is desirable.
- **Long-term** bicycle parking is more secure than typical bicycle racks. This may include bicycle lockers or larger secure facilities, such as bicycle rooms, bicycle cages, secure bicycle parking areas or full service bicycle stations. Long-term parking is generally oriented toward cyclists needing to park a bicycle for an entire day or longer. Major employment areas, transit stations and areas with high cycling activity are ideally suited to long-term parking facilities. They can also be required in private developments.

Other end-of-trip facilities, such as changing rooms, receptacles for charging electric bicycles, showers, and storage space for equipment can build a culture for active transportation within a specific development or place of employment.

ACTION 2B.1
REVIEW AND UPDATE REQUIREMENTS FOR SHORT- AND LONG-TERM BICYCLE PARKING AND END-OF-TRIP FACILITIES SUCH AS SHOWERS AND LOCKERS.

Saanich's Zoning Bylaw specifies the type and number of bicycle parking spaces required based on zoning and building size.

Saanich's bicycle parking requirements will be reviewed as part of an update to the District-wide parking regulations in 2024. In addition, design guidance for short- and long-term bicycle parking will be included in the Development Permit Area Design Guidelines that are scheduled for completion in 2023-24. Future development of Public Realm Design Guidelines will also inform requirements for end of trip facilities. In all cases, these updated and new documents will be informed by current best practices.

ACTION 2B.2
ENSURE HIGH QUALITY BICYCLE PARKING AND END-OF-TRIP FACILITIES ARE PROVIDED AT ALL FACILITIES OPERATED BY SAANICH.

Installing and improving existing bicycle parking and end-of-trip facilities at facilities operated by Saanich demonstrates leadership and reinforces to residents, developers and private business owners that bicycle parking is important and will benefit employees, residents and visitors accessing these facilities using active transportation. Providing bicycle parking and end-of-trip facilities at municipal sites would require identifying the type and quantity of bicycle parking needed at each facility. This could include the provision of short-term parking at locations with a lot of visitor activity. Long-term bicycle parking and other end of trip facilities will be considered at locations where there are high concentrations of employees. Provision of both short- and long-term bicycle parking at civic facilities should be consistent with requirements for new developments and as outlined in the Zoning Bylaw and Development Permit Area Guidelines.

ACTION 2B.3
DEVELOP A PROGRAM THAT SUPPORTS ALL BUILDING OWNERS TO IMPLEMENT BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES.

A program will be developed to support existing commercial, residential, and industrial building owners to provide short- and/or long-term bicycle parking. Where appropriate, the program will also support building owners to develop end-of-trip facilities for employees.

ACTION 2B.4
DEVELOP REGULATIONS TO REQUIRE BICYCLE PARKING AND END-OF-TRIP FACILITIES AT THE TIME OF APPLICATION FOR BUILDING RENOVATIONS.

Bicycle parking and end-of-trip facilities help support more people choosing to travel by bicycle. The District requires bicycle parking and end-of-trip facilities through regulations in the Zoning Bylaw, but additional regulations are needed to ensure bicycle parking is also provided alongside more minor development and regulations that do not trigger a rezoning or development permit. New regulations should reflect the bicycle parking supply and design requirements contained in the Zoning Bylaw, with consideration for supporting amenities such as lockers and change areas.

ACTION 2B.5
WORK WITH SCHOOL DISTRICTS 61 AND 63 TO PROVIDE SHORT-TERM BIKE PARKING ON SCHOOL GROUNDS.

The District will develop a process to work with schools in SD 61 and 63 to procure and install new bike racks. This action aligns with Saanich's on-going commitment to support active school travel and it will support students and staff to choose active travel to/from school.

ACTION 2B.6
WORK WITH PARTNERS TO CONSIDER THE FEASIBILITY OF DEVELOPING AN ON-STREET BICYCLE CORRAL PROGRAM ON COMMERCIAL STREETS WITHIN THE EXISTING RIGHT-OF-WAY.

Bicycle corrals refer to a grouping of bicycle racks located on the street. They are typically located in a parking space that was traditionally allocated to motor vehicles. Because they are often located within the roadway, bicycle corrals minimize sidewalk clutter, free up space for other uses and increase bicycle parking at locations with high demand or where space is otherwise constrained. Saanich will work with businesses and other interested partners to develop an on-street bicycle corral program and look for opportunities to increase on-street parking in strategic locations with bicycle corrals.

ACTION 2B.7
WORK WITH EVENT COORDINATORS AND PARTNERS TO PROVIDE TEMPORARY BICYCLE PARKING AT LARGE COMMUNITY EVENTS.

Large community events can create traffic congestion and overwhelm motor vehicle and bicycle parking capacity. Depending on their location, they can also generate a significant amount of walking and cycling trips and a temporary spike in bicycle parking demand. One way to mitigate such challenges and provide a sense of security for people arriving by bicycle is to work with event organizers to provide and promote the use of temporary secure bicycle parking and/or bicycle valet programs. Saanich will work with event coordinators to ensure that temporary bicycle parking is provided at large community events.

ACTION 2B.8
CONTINUE TO IMPLEMENT AND MAINTAIN BIKE REPAIR STATIONS AT HIGH ACTIVITY LOCATIONS.

Saanich has already installed several 'bike-kitchens' that provide tools and equipment to make quick bicycle repairs. These stations are located within the public right-of-way throughout the community. In addition to these self-serve stations, there are opportunities for Saanich to partner with the private sector to provide additional bicycle repair and/or retail and rental services at different locations. These facilities work best at high demand locations. Bike kitchens will continue to be installed and maintained at high demand locations throughout the District.

ACTION 2B.9
SUPPORT BIKE SHARE AND OTHER SHARED MOBILITY SERVICES.

Bike share and shared mobility programs provide affordable access to shared mobility options for short distance trips and can help solve the 'first/last mile' problem for transit users. While shared mobility may not always be fulfilled by active means, implementing services shared among others can reduce motor vehicle dependence and promote mobility choice.

High activity areas could potentially support a bike share system as an example however other shared mobility services may also emerge such as shared electric-kick scooter services. Convenient bike share systems can be attractive to casual riders and visitors and could encourage more people to try cycling, and ultimately compliment other shared mobility services that may be offered within Saanich.

STRATEGY 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION

Saanich's location within the region provides residents numerous amenities, including beautiful parks and trails, a scenic coastline, and abundant recreational activities. The community is home to major employment and regional destinations such as the University of Victoria, Camosun College, Vancouver Island Technology Park, and many tourism opportunities.

Saanich's OCP includes the creation of a network of Corridors, Centres and Villages throughout the community. Focusing growth around these Corridors, Centres and Villages has been identified as a key strategy to increase sustainability by promoting compact development, and making walking, cycling and transit more viable. Currently, most of Saanich's neighbourhoods are low density and comprised predominantly of single family housing. Multiple family developments within neighbourhoods tend to be located along established transportation routes or adjacent to a significant amenity. The OCP calls for most future growth to be concentrated along Corridors and in Centres and Villages, however, residential infill is also expected to take place throughout Saanich.

At a macro-scale, land use and development patterns play a profound role in shaping how convenient and safe active transportation is. Even when streets have comfortable facilities for active transportation, residents may be deterred from using these modes if the street network within their neighbourhood is indirect and circuitous, placing essential services and other destinations outside convenient walking or cycling distance.

At a micro-scale, land use includes urban design as it relates to individual site layout and orientation, the setback and setting of buildings, and the details and materials of streetscaping elements (e.g. trees, seating, lighting, bicycle racks, etc.).

ACTION 2C.1

ENSURE THE ACTIVE TRANSPORTATION NETWORK IS PRIORITIZED TO PROVIDE ACCESS AND CONNECTIONS TO CORRIDORS, CENTRES AND VILLAGES AND OTHER LAND USE GENERATORS.

A key component of expanding and enhancing the active transportation network is to provide access and connections to Corridors, Centres and Villages within Saanich as well as other employment destinations, as they are often areas of high activity and are generators of transit, walking and cycling trips. The bicycle routes that follow and connect these destinations have been identified as the active transportation spine network and enhancing the sidewalk coverage within proximity of these destinations has been proposed and prioritized. Infrastructure projects that provide walking and cycling connections to these important destinations will be prioritized.

ACTION 2C.2

SUPPORT HIGHER DENSITY, MIXED USE DEVELOPMENT THAT PROMOTES AND ENCOURAGES ACTIVE TRANSPORTATION IN CENTRES AND VILLAGES AND ALONG FREQUENT TRANSIT CORRIDORS.

Higher density and mixed use developments can help support active transportation by providing more destinations within a shorter travel distance. Areas that contain a mix of commercial, institutional, and recreational uses, allow residents the opportunity to 'live, work, and play' in the same area and to move between activities conveniently on-foot, bicycle, or transit. The ongoing land use planning processes have presented opportunities to encourage higher density developments with mixed uses to help support active trips.

ACTION 2C.3
UPDATE GUIDELINES AND STANDARDS FOR NEW DEVELOPMENTS TO INCORPORATE ACTIVE TRANSPORTATION FACILITIES WITHIN DEVELOPMENT SITES.

Parking lots and busy driveways can present barriers for pedestrians and cyclists. To ensure new developments incorporate active transportation within their property and can improve overall site permeability, amendments to relevant policies and plans will require that items such as sidewalks, marked crossings, and bicycle facilities be provided that connect the street to the main entry and bicycle parking areas.

ACTION 2C.4
ENSURE ACCESS TO SAANICH'S ACTIVE TRANSPORTATION NETWORK IS CONSIDERED WITH ALL NEW DEVELOPMENTS.

Access points that provide clear connections to adjacent streets will support walking and cycling trips, as well as transit. It is important new developments are integrated with and connected to the active transportation network. All development applications will be reviewed with considerations for whether active transportation connections have been considered and staff will work with developers to find opportunities to enhance connectivity.

ACTION 2C.5
CONTINUE TO REFERENCE THE LAND DEVELOPMENT GUIDANCE SPECIFIC TO WALKING, CYCLING AND TRANSIT SUPPORTIVE SITE PLANNING CHECKLIST.

To help ensure that new developments consider the recommendations of the Active Transportation Plan and help support enhancing network connectivity, a checklist has been developed that provides land development guidance that is specific to walking, cycling and transit supportive site planning. This checklist outlines criteria to address things such as location and width of sidewalks, amount and type of bicycle parking provided, if the building can be accessed directly from the street or if individuals are required to walk through a parking lot to enter the building, site permeability (if applicable). etc. This checklist can be used to review applications and outline changes needed before approval.

STRATEGY 2D: CREATE GREAT PLACES AND STREETS

Creating great places and streets goes beyond providing new sidewalks and bicycle facilities and focuses on providing enhancements to public space to make it more inviting, safe and attractive for all people using sustainable modes to move throughout the community. There are several different types of opportunities and enhancements to the public realm that can create a more vibrant and pedestrian-friendly environment. Streetscapes and the public realm includes streets, trails, rights-of-way, parks, open spaces and civic buildings and facilities. Within the public realm, Saanich's street network comprises one of its most extensive public spaces. Enhancing streetscapes and the public realm creates safer, more welcoming and vibrant everyday spaces to travel and move around, linger within, and socialize for people who are walking, cycling, taking transit or using other forms of active transportation to access destinations.

ACTION 2D.1
CREATE GUIDELINES FOR THE PROVISION OF PEDESTRIAN AMENITIES, SUCH AS BENCHES, DRINKING FOUNTAINS, WASHROOMS, AND WASTE AND RECYCLING BINS IN THE PUBLIC RIGHT-OF-WAY.

There are several features that are considered pedestrian amenities. These amenities are intended to create more attractive, convenient and lively public areas that encourage people to spend more time outdoors and to provide more opportunities for people to rest and socialize. Guidelines for the installation of pedestrian amenities within the public right-of-way will be developed to provide direction on siting, style and appropriate materials etc.

ACTION 2D.2
REVIEW THE POLICY FRAMEWORK TO SUPPORT INSTALLATION AND MAINTENANCE OF LANDSCAPING IN THE RIGHT OF WAY.

Landscape enhancements such as plants, trees, and shrubs are esthetically appealing and can improve the look and feel of a public space making it more inviting for residents and visitors to travel through. Saanich will continue to provide landscaping enhancements where space is available within the public right-of-way.

ACTION 2D.3
REVIEW THE POLICY FRAMEWORK TO SUPPORT INSTALLATION AND MAINTENANCE OF PUBLIC ART IN THE RIGHT-OF-WAY.

Streetscape enhancements such as street banners and public art are esthetically appealing and can add a sense of place to public space making it more inviting for residents and visitors to travel through.

Saanich currently has a Comprehensive Arts Policy where 1% of the value of capital budgets for above ground projects, municipal building/renovation projects, or parks development/ redevelopment projects goes towards commissioning new and maintaining existing public art pieces. Saanich will continue to provide streetscape enhancements where space is available within the public right-of-way.

ACTION 2D.4
EXPLORE THE DEVELOPMENT OF A PARKLET/STREATERIES PROGRAM.

Parklets and Streateries are extensions of the public realm that create designated spaces for people to rest, gather and socialize. Parklets are typically installed in the road right-of-way by converting motor vehicle parking spaces. Streateries allow restaurants to offer table service in their parklets during business hours.

Where appropriate, such as along Corridors and in Centers and Villages, Saanich will consider working with interested businesses and other stakeholders to explore the development of a Parklet/Streateries program and update bylaws as necessary.

ACTION 2D.5
CONTINUE TO WORK WITH PARTNERS SUCH AS GREATER VICTORIA PLACEMAKING NETWORK TO DEVELOP A REIMAGINED STREETS PROGRAM.

The Greater Victoria Placemaking Network is a volunteer, non-profit group of Greater Victoria residents focused on enhancing shared spaces within the CRD. They focus on making public spaces such as parks, green spaces and streets great places to come together. Saanich will work with partners such as the Greater Victoria Placemaking Network to develop a Reimagined Street Program. This program would outline cost-effective strategies to experiment with developing new public spaces and street improvements to energize the public realm such as pilot projects and temporary installations and will continue to explore opportunities to install road murals through the newly established road mural process.

ACTION 2D.6
PARTNER WITH COMMUNITY GROUPS AND ORGANIZATIONS TO EXPLORE OPPORTUNITIES TO PURSUE ACTIVE TRANSPORTATION IMPROVEMENTS AND PROGRAMMING.

Where there is mutual interest the District may with to pursue strategies and actions as identified within this plan with involvement and support from community groups and organizations. These opportunities could relate to programming, promotion, and smaller-scale road safety improvements for active transportation users. This approach may benefit both the District and interested community-based groups and organizations to help address site-specific road safety concerns, and promote active transportation at the neighborhood level.

ACTION 2D.7
EXPLORE OPPORTUNITIES TO CREATE PEDESTRIAN-ONLY STREETS EITHER TEMPORARILY, SEASONALLY, OR PERMANENTLY.

Cities within North America and internationally have been creating opportunities to build pedestrianized streets. This can range from the length of one block to several. In many cases these have been temporary or seasonal closures often enhanced with the addition of streetscape improvements, and amenities, and can have programmed events. Streets that are free of motor vehicles provide additional space for people in areas with high pedestrian volumes and enhance pedestrian comfort. They can also promote less automobile congestion, in turn improving air quality. Opportunities will be investigated to create pedestrian-only streets within Saanich.

ACTION 2D.8
USE WOONERF PRINCIPLES TO SUPPORT AND ACCELERATE THE BUILD OUT OF THE PEDESTRIAN AND CYCLING NETWORK.

A woonerf is the Dutch word for living street, which is intended to be a shared space for all modes of transportation where motor vehicles travel at the speed of a person walking and pedestrians have right of way. Saanich will explore opportunities to apply woonerf principles to support the expansion of the pedestrian and cycling networks.

STRATEGY 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK

While new infrastructure to promote walking and cycling is often seen as a top priority, ongoing rehabilitation and maintenance of existing infrastructure should be an equally important focus. Sidewalks and trails are an important component of Saanich's transportation system and, therefore, they must be capable of accommodating all users. Maintenance is necessary to keep infrastructure functional and usable over time. Additionally, proper maintenance is required throughout the year. In some situations, maintenance can often be overlooked or neglected due to tight operating budgets, large outstanding maintenance needs, or an insufficient inventory of bikeway maintenance issues.

ACTION 2E.1
DEVELOP A SIDEWALK AND TRAIL ASSESSMENT PROGRAM TO IDENTIFY ACTIVE TRANSPORTATION INFRASTRUCTURE IN NEED OF MAINTENANCE.

Currently, Saanich does not have a defined process for assessing existing sidewalk and trail infrastructure to determine condition of these facilities in an ongoing way. However, in 2023 a sidewalk condition assessment was undertaken to understand conditions of sidewalks. Completing these assessments regularly will ensure that the District can use a more objective and systematic process to identify infrastructure improvements versus, the complaint-based system currently in place.

ACTION 2E.2
CONTINUE TO INSPECT CROSSWALKS TO ENSURE THEY ARE WELL MAINTAINED, MARKED, AND PAINTED TO ENHANCE VISIBILITY.

It is important to ensure that painted crosswalks are visible and well maintained, with high-visibility pavement markings, appropriate lighting, and clear sightlines. This work is undertaken as part of regular maintenance program and will continue in this capacity.

A program will be developed to inspect and inventory crosswalks throughout Saanich to ensure the current inspection process reflects best practice.

ACTION 2E.3
REVIEW AND UPDATE, AS NEEDED, CURRENT MAINTENANCE AND ICE/SNOW REMOVAL REQUIREMENTS FOR ACTIVE TRANSPORTATION INFRASTRUCTURE INCLUDING SIDEWALKS, BIKE LANES, AND TRAILS.

Currently, maintenance issues are addressed through a complaint-based system. Saanich has limited requirements for the removal of leaves and other types of road debris on bicycle routes. Snow clearing is prioritized on major and collector streets, transit routes, designated Snow Emergency Routes, and hilly residential streets and bridges. Saanich will review existing debris, ice, and snow removal requirements for walking and cycling infrastructure and provide additional guidance specific to on-street bicycle facilities. This could include re-prioritizing streets that are identified as part of the active transportation spine network as well as areas such as bridges where icing may be more likely.

ACTION 2E.4
CONTINUE TO ENSURE SAANICH HAS THE APPROPRIATELY SIZED EQUIPMENT AND OPERATING FUNDING TO MAINTAIN ALL TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE AS THE NETWORKS CONTINUE TO DEVELOP.

Protected or separated bicycle lanes along existing roadways have been found to increase safety for people cycling, which can result in an increase in ridership.

However, these facilities can present challenges related to maintenance, especially if appropriate funding and equipment to maintain the protected network is not available. While sweepers have been purchased to support maintenance of painted and protected bicycle lanes, continued investment will be required to maintain all planned and existing types of active transportation infrastructure. As more walking and cycling facilitates are installed, it will be important to ensure the amount of funding available grows in accordance to the amount of infrastructure being added to the network.

ACTION 2E.5
REVIEW AND UPDATE CURRENT OPERATING PROCEDURES FOR MAINTENANCE AND REFINE IF WARRANTED.

Current operating procedures for maintenance and snow removal on active transportation infrastructure will be reviewed and updated. This includes departmental responsibilities, employed contractors and its existing fleet of machinery. In addition, there may be a need to review current Bylaw enforcement procedures for addressing property owners who fail to clear their sidewalk of snow and ice.

ACTION 2E.6
PROVIDE ACCESSIBLE DETOURS FOR PEOPLE WALKING AND CYCLING DURING CONSTRUCTION AND MAINTENANCE IN ACCORDANCE WITH APPLICABLE STANDARDS.

Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk, bicycle lane, or transit stop is closed or inaccessible and providing adequate detour information to bypass the construction zone. Signage should also display alternate routes and dates of closure. Saanich can require contractors to establish accessible, temporary, paths where necessary and implement a penalty structure for those who do not comply. Current construction detour policies will be reviewed and WorkSafeBC requirements will be included to reflect best practice for safely accommodating all active transportation users.

WHAT WE'VE HEARD: CULTURE

The following opportunities and suggestions to support a culture of active transportation were received through engagement undertaken during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2022-2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

Through the public engagement for the Active Transportation Plan, we have heard a number of opportunities and suggestions to continue to evolve a culture of active transportation in Saanich:

- Provide easy to access to information on walking and cycling routes.
- Promote road user etiquette and common courtesy to change the attitudes and behaviours of all road users.
- Offer more cycling education in schools and for other groups interested in learning .
- Make more information available to the public and ensure that it is user friendly, consistent, and ongoing.
- Make connections between active transportation and tourism as well as economic and health benefits for residents and visitors
- Actively involve health care partners to promote walking, cycling and getting out of the car.
- Celebrate new projects and achievements to realize the long-term vision of the Active Transportation Plan
- Collaborate with partners to offer programs that support and encourage active and sustainable modes of transportation.

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.3 CULTURE

Although 'hard' measures such as new infrastructure are critical to supporting active transportation, a range of 'soft' support measures are also important to encourage a shift towards sustainable modes. These 'soft' measures can help to provide education and raise awareness about active transportation in Saanich, and will help to achieve Goal #1 of the Active Transportation Plan: Build a culture to support sustainable transportation.

The theme of developing a culture of active transportation in Saanich includes a range of strategies and actions that address support measures such as education, encouragement and awareness raising.

Education and encouragement initiatives can include providing information to the public on the benefits of active transportation, hosting events to promote active transportation, and supporting programs that teach skills and awareness of road safety, walking and cycling. Education and awareness initiatives are important and cost-effective measures to enable residents to feel more safe and comfortable walking and cycling throughout Saanich.

Approaches to increase awareness can include enhanced wayfinding and signage, trip planning tools, route maps, skills-building programs, promotional campaigns, and public education campaigns.

WHAT WE'VE ACHIEVED: CULTURE

Measures of success as they relate to **culture** include availability of wayfinding, participation and involvement in Active and Safe Routes to Schools Programs, and events that focus on celebrating and promoting the benefits of active transportation.

Annual walking and cycling events have increased and the District is ahead for this measure however other measures are behind demonstrating further efforts to support building and maintaining a culture of active transportation.

The status of all measures of success can be found in the District's annual report cards which are available publicly on the District's webpage.

STRATEGIES FOR CULTURE

The Active Transportation Plan includes seven strategies to build a culture for active transportation. Each strategy is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is comfortable for people of all ages and abilities.

STRATEGIES FOR CULTURE

- 3A: Support and Encourage Walking and Cycling for People of All Ages
- 3B: Encourage Public Health and Active Living
- 3C: Improve Wayfinding, Signage and Trip Planning
- 3D: Improve Education and Awareness
- 3E: Increase Marketing and Communications
- 3F: Support Economic Development and Tourism
- 3G: Monitor Active Transportation Trips, Investments and Initiatives

EQUITY-CONSIDERATIONS

Equity considerations play a crucial role in informing the actions and priorities of the Active Transportation Plan Update. They help to ensure that all members of the community, regardless of their age, race, ethnicity, socioeconomic status or other factors, have equal access to the benefits of active transportation and transit such as increased physical activity, improved mental and physical health, reduced congestion, and improved air quality and safety. To incorporate equity-considerations into this update the District has conducted an equity analysis to understand the distribution of equity-deserving groups using the following criteria, results of this analysis have been provided in Section 2.3.4:

- Youth
- Seniors
- Low-household income
- Indigenous populations
- Recent immigrants
- Visible minorities
- People with limited knowledge of English
- Rent Burdened households
- Single parent households

The findings of this analysis were then used to incorporate the presence of equity-deserving groups into the prioritization criteria for new active transportation facilities and adjust engagement approaches to acknowledge the presence of equity-deserving groups and using a variety of engagement methods to interact with groups or communities who are often underrepresented within traditional engagement approaches.

STRATEGY 3A: SUPPORT AND ENCOURAGE WALKING AND CYCLING FOR EVERYONE

Focusing walking and cycling education, encouragement and other support programs on people of all ages and abilities – including children, youth, seniors and other equity-deserving groups– can lead to community-wide benefits. The actions below include working with these groups directly as part of on-going focused engagement to better understand issues and barriers to active travel. This information will enable Saanich to work collaboratively with groups to develop specific strategies to increase walking, cycling and rolling among residents. Saanich will also work with its partners, including advocacy groups, non-profit associations and other government agencies, to develop and deliver focused outreach programs.

ACTION 3A.1

PARTNER WITH CAPITAL BIKE, THE CRD, MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE (MOTI), AND OTHERS TO SUPPORT THE PROVISION OF ADULT EDUCATION AND CYCLING SKILLS TRAINING THROUGHOUT SAANICH YEAR-ROUND.

In the past, the CRD and Greater Victoria Bike to Work Society have partnered to offer cycling skills courses and workshops for adults through a program called Ride On! In addition, MoTI funds bike skills training for students in grades 4 and 5 throughout the Province. Recently, MoTI has started funding bike skills training for grades 4 and 5 students on the Island and throughout the province. These courses and workshops recognize that cycling education is an important component of encouraging individuals who may be interested in cycling but do not feel confident to make it a part of their everyday lives.

Bike skills training is offered at schools to help students gain the confidence and skills to ride to school. Saanich will continue to work with partners and will strive to provide bicycle education and skills training for all elementary, middle and secondary schools.

Saanich will also continue to partner with these groups and others to support adult education and cycling skills training on an on-going basis throughout Saanich and encourage municipal workplaces and the public to participate.

ACTION 3A.2
SUPPORT THE CRD'S READY, STEP, ROLL PROGRAM TO ENCOURAGE WALKING AND CYCLING TO SCHOOL AND TO SPREAD AWARENESS ABOUT WALKING AND CYCLING SKILLS.

Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation by children to and from school. This program is currently organized by the CRD throughout the region and typically focus on the 5 E's: engineering, education, encouragement, enforcement and evaluation. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary school students support active transportation education and student uptake. Saanich will continue to support the Ready, Step, Roll program.

ACTION 3A.3
SUPPORT AND ENCOURAGE TARGETED COMMUNITY OUTREACH PROGRAMS FOR OLDER ADULTS TO SUPPORT ACTIVE TRANSPORTATION AND INTEGRATION WITH OTHER AGE FRIENDLY TRANSPORTATION OPTIONS AS THEY EMERGE.

In 2017, Saanich developed an Older Adults Strategy outlines improvements planned for programs, parks and facilities where Saanich is a community where all adults can engage in meaningful social, cultural and recreational experiences.

Active transportation was explored through the strategy which recommends that transportation options targeted towards older adults should be complemented by active transportation improvements and amenities such as seating.

STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING

The connection between active transportation and public health has increasingly been researched and promoted by those in the health field and within municipalities. There is an understanding that increasing the number of trips an individual makes by foot or bike increases levels of physical activity and in turn promotes a healthier lifestyle. Throughout the COVID-19 pandemic we also saw firsthand the importance of active transportation for community connectedness and social integration.

ACTION 3B.1

CONTINUE TO ENGAGE EQUITY-DESERVING GROUPS THROUGH TARGETED ENGAGEMENT TO UNDERSTAND TRANSPORTATION BARRIERS AND SEEK OPPORTUNITIES TO MINIMIZE THESE BARRIERS WHERE POSSIBLE.

Saanich recognizes that children, youth, people with physical disabilities and other equity-deserving groups may face different barriers within the transportation network, that they are often more likely to depend on walking, cycling or taking transit. These groups are also often identified as more vulnerable road users when it comes to safety. Since the Districts' Youth Development Strategy's development, Saanich has also continued its commitment to embracing diversity and creating an equitable and inclusive community.

Targeted communication and engagement with equity-deserving groups will continue to be undertaken to better help identify the best forums for participation and opportunities to encourage active transportation.

ACTION 3B.2

WORK WITH PARTNERS SUCH AS VANCOUVER ISLAND HEALTH AUTHORITY (VIHA), ICBC, AND EDUCATIONAL INSTITUTIONS TO DEVELOP AND DELIVER INFORMATION MATERIAL OUTLINING THE HEALTH BENEFITS OF WALKING AND CYCLING.

Saanich will continue to look for opportunities to collaborate with researchers such as VIHA and the University of Victoria's Medical Faculty studying the relationship between health and active living. There are examples of studies in other municipalities that look at the health benefits of new active transportation infrastructure on residents. Looking for opportunities to collaborate on these types of studies can help to demonstrate and report out on local examples of the benefits of active transportation infrastructure such as the relationship between health, mental and physical well-being, improved air quality and active living.

STRATEGY 3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING

A seamless, consistent, and easy-to-understand system of trip planning tools, signage and wayfinding for active transportation can make the transportation network easier to navigate, identify the location of important destinations, and provide information about route type. Most importantly, wayfinding helps people make decisions about how to navigate a neighbourhood or area.

Current wayfinding, signage and trip planning measures in Saanich are primarily focused on bicycles and vehicles and situated along designated bicycle routes. Saanich's website includes webpages dedicated to walking and cycling, which provide information on the existing networks, maps, upcoming projects, and information on how infrastructure projects are prioritized and selected.

ACTION 3C.1

ENHANCE AND EXPAND BICYCLE AND PEDESTRIAN WAYFINDING INFORMATION TO BETTER NAVIGATE CENTRES AND VILLAGES AND BETTER INTEGRATE ACTIVE TRANSPORTATION NETWORKS ACROSS JURISDICTIONS AND ALONG CORRIDORS.

Saanich will work with local businesses and associations to create kiosks identifying key information, such as transit, community facilities and businesses, as well as a map with "you are here" locators with five-minute walkshed (sites within five-minute walking distance). This should be implemented consistently throughout Saanich's Centres and Villages for pedestrian oriented signage. Transit stops are key opportunities for locating wayfinding facilities.

In 2014, the CRD published the Cycling Destination Wayfinding Guidelines as a tool for municipalities to use when developing plans for cyclist wayfinding. The CRD's guidelines will continue to be used to guide wayfinding for cyclist-oriented signage to ensure a consistent approach across municipal boundaries.

ACTION 3C.2

SUPPORT THE ON-GOING DEVELOPMENT OF AN UPDATED REGIONAL CYCLING NETWORK MAP, INCLUDING HARD COPY AND DIGITAL FORMATS THAT CONSIDER EMERGING TECHNOLOGIES.

The CRD currently develops a bicycle network map for the region. The map identifies bicycle facility types as well as the level of comfort along designated bicycle routes. The map is available online in PDF format and is available as a hard copy. Saanich will continue to support on-going updates of the regional cycling network map and encourage the CRD to consider opportunities to share the network through other emerging technologies to integrate active transportation information.

ACTION 3C.3

WORK WITH PARTNERS TO DEVELOP NEIGHBOURHOOD-BASED WALKING AND CYCLING MAPS.

Saanich will continue to work with partner agencies and community organizations to develop more detailed neighbourhood-based maps and wayfinding. By showing walking and cycling routes at a neighbourhood-scale, these maps can provide people with more detailed information on where to travel within neighbourhoods to access local destinations, while complementing community-wide information.

ACTION 3C.4

WORK WITH PARTNERS TO ENSURE SUSTAINABLE TRIP PLANNING INFORMATION IS AVAILABLE THROUGH AN INTEGRATED TRANSPORTATION DATA SYSTEM AND INNOVATIVE MOBILE APPLICATIONS; UPDATE SERVICE PROVIDERS WHEN NEW FACILITIES ARE INSTALLED (EG. GOOGLE).

Providing multi-modal trip planning information in one consolidated place can make planning trips by foot, bicycle and transit convenient and effortless. This type of tool may encourage the development of an innovative third-party mobile application for promoting transportation options and sharing existing data by allowing the data to be available in an open format. Potential partners could include CRD and the SPAR Lab at the University of Victoria or existing private sector services such as Google.. An example of some of the data that can be consolidated and shared includes, walking, cycling and transit routes, trip planning and trip chaining information, bike parking locations, bicycle repair stations, public washrooms, and real-time information on the availability of bicycle racks on approaching buses to name a few. Saanich will work to identify key contacts for known trip planning tools.

STRATEGY 3D: IMPROVE EDUCATION AND AWARENESS

Education and awareness initiatives geared towards motorists as well as active transportation users are important components of any active transportation plan. These initiatives encourage all parties to "share the road" and can contribute to increased bylaw and Motor Vehicle Act compliance. While infrastructure is not built overnight, education and awareness items are often "quick wins" that can be implemented at relatively low-cost. In addition, education and awareness campaigns can actively build community interest for Saanich's investments in active transportation.

ACTION 3D.1
CELEBRATE THE INSTALLATION OF WALKING AND CYCLING FACILITIES WITH GRAND OPENINGS AND EVENTS THROUGHOUT THE YEAR.

Saanich will continue to find ways to celebrate the installation of new active transportation projects through website material, videos, posts on social media, and events that raise awareness and get people excited about the ongoing implementation of the Active Transportation Plan. When new major active transportation projects are completed, celebration events will be held and Saanich will continue to promote new projects through social media, press releases and other forums to raise awareness and will promote the opportunity to try the new facility.

ACTION 3D.2
ENSURE A PORTION OF PROJECT FUNDING IS ALLOCATED TO EDUCATION, AWARENESS AND ENCOURAGEMENT BY INCLUDING THIS WITHIN PROJECT CHARTERS.

An important component of installing new infrastructure projects is ensuring that residents are aware of new investments and are familiar with how to use the facilities. Promotion of new infrastructure projects helps to build education and share safety information specific to new facilities that may be unfamiliar. For previous projects, Saanich has created videos promoting the opening of new active transportation facilities. The videos are used to help promote the project and raise awareness of new signals, signage and changes to travel patterns.

Saanich will continue these promotions accessible through its website and social media to educate all road users on how to use new and existing infrastructure and how to share the road. To ensure appropriate funds are available for education, awareness and encouragement, a portion of every active transportation project's budget will be allocated to education, awareness and encouragement as identified in the respective project charters.

ACTION 3D.3
ADVOCATE TO THE PROVINCIAL GOVERNMENT FOR MODERNIZATION OF THE MOTOR VEHICLE ACT TO IMPROVE SAFETY FOR PEOPLE TRAVELLING BY ACTIVE MODES.

There is growing support from municipalities and organizations within British Columbia to see an update to the current Motor Vehicle Act. Saanich will look for opportunities to make changes and update the Motor Vehicle Act to better reflect the differences of motorized and non-motorized road users and the impact this has on increasing trips made by active transportation.

STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS

Community-wide communications and marketing of active transportation by use of radio advertisements, transit shelter advertisements, and website and social media content can be effective tools for reaching out to residents, increasing awareness and building interest in active transportation.

ACTION 3E.1
USE THE MOVING SAANICH FORWARD BRAND AS A RECOGNIZABLE VISUAL IDENTITY AND EXPAND INFORMATION ON WEBSITE.

A comprehensive branding strategy and/or a visual identity can be used to market educational material and spread awareness about active transportation programs, policies and standards and facilities. This can be important, particularly as more events, construction, and news pertaining to walking and cycling are available.

Saanich's website includes a "Getting Around" page that provides information on walking, cycling, road safety, and other current and ongoing initiatives. Keeping this page up to date and maintaining it as a central resource will continue to build support and share active transportation resources.

ACTION 3E.2
USE COMMUNITY-WIDE CAMPAIGNS TO DELIVER POSITIVE MESSAGING TO PROMOTE ACTIVE TRANSPORTATION.

Campaigns and community-wide communications through various forums such as social media, radio advertisements, bus shelter advertisements, online /website content and others can be effective tools for reaching out to Saanich residents, increasing awareness and interest in active transportation. Saanich's "Getting Around" section provides a reliable platform for regular news updates, project information and other materials and resources related to moving throughout Saanich.

ACTION 3E.3
SUPPORT EVENTS AND FESTIVALS THAT ENCOURAGE WALKING AND CYCLING.

Saanich will continue to support events such as the Saanich Cycling Festival, Bike to Work Week, and International Walk to School Day, among others. These events celebrate walking and cycling and help to build a culture for active transportation. Saanich will also work with community associations and other groups to support and encourage walking and cycling programs such as neighbourhood walking or cycling clubs. Annual events may be included in event calendars produced internally and by external organizations where feasible.

STRATEGY 3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM

Active transportation can contribute to the development of a healthy and diverse economy. Neighbourhoods and destinations that are accessible and attractive for active transportation users can attract more visitors, who will in turn be patrons of local services and amenities. For employment areas, active transportation provides more choice for people travelling to work, which is essential for individuals who may

not have access to a vehicle. Furthermore, having options that support residents who use active forms of transportation in their neighbourhoods and to other destinations can decrease traffic congestion and increase the attractiveness and vibrancy of the area for both locals and visitors. Active transportation can also support and encourage tourism.

ACTION 3F.1
SUPPORT THE DEVELOPMENT OF A BICYCLE TOURISM INITIATIVE.

Promoting active transportation from a tourism perspective can provide a variety of benefits to the local economy. Saanich will partner with local organizations to promote active transportation options and activities for visitors. For example, bicycle friendly businesses can increase awareness about cycling by establishing initiatives that encourage visitors, as well as residents and employees, to cycle to shops and restaurants. Promoting walking and cycling tours in Saanich can help to increase active transportation and grow local businesses such as wineries, farmers markets and other attractions. Saanich will also work with neighbouring municipalities to encourage hotels and bed and breakfasts to invest in bicycles and umbrellas to lend to their patrons to support active transportation.

ACTION 3F.2
WORK WITH LOCAL BUSINESSES TO ENCOURAGE EMPLOYEE TRAVEL OPTIONS.

The Transportation Demand Management (TDM) programs and initiatives can encourage employees to use active forms of transportation. This includes encouraging employers located in Saanich to provide amenities and benefits that help to encourage employees travel by sustainable modes. This can include providing secure bicycle parking, showers and storage lockers, and transit passes.

ACTION 3F.3
WORK WITH PARTNERS TO RESEARCH AND EVALUATE THE LOCAL ECONOMIC BENEFITS OF ACTIVE TRANSPORTATION INFRASTRUCTURE.

Saanich will designate a municipal lead and an annual budget to support Go By Bike Week and Earth Day. Saanich will look for opportunities to work with partners to research and evaluate the local economic benefits within Saanich of walking and cycling infrastructure. The results should also be shared to encourage business to be friendly towards walking and cycling.

STRATEGY 3G: MONITOR ACTIVE TRANSPORTATION TRIPS, INVESTMENTS, AND INITIATIVES

Monitoring active transportation trips, investments and initiatives can help promote walking and cycling and justify future investments. Monitoring is also a tool to track progress towards achieving the vision and goals of the Active Transportation Plan and ensure that Saanich is implementing the strategies, actions and infrastructure identified in the Plan.

The District's Active Transportation Advisory Committee was established in 2018 following the adoption of the Active Transportation Plan. In early 2023 Council restructured committees and has formed the Transportation Advisory Committee which will advise Council and staff on matters related to transportation policy, regulation, and programming including the implementation of this updated Active Transportation Plan, among other transportation policies and matter.

ACTION 3G.1
CONTINUE TO REPORT PROGRESS TOWARDS IMPLEMENTATION OF THE ACTIVE TRANSPORTATION PLAN ANNUALLY.

To assist in monitoring the implementation of the Active Transportation Plan, a transportation monitoring program should be developed. This program helps identify baselines for the goals and target, as well as the various success measures that will be developed as part of the implementation plan. Saanich already has an established vehicle count and bicycle count program. Incorporating data on people walking and taking transit would make the program more robust and would allow Saanich to report on all transportation trends within the community. Through the development of the program, Saanich will develop guidelines for data collection. The program should go beyond collecting only count data and look to obtain information through the Citizen Survey which is scheduled to occur every two years. Data collection can also be targeted to support various themes including the health, economic and environmental benefits of travelling by foot, bike, and transit.

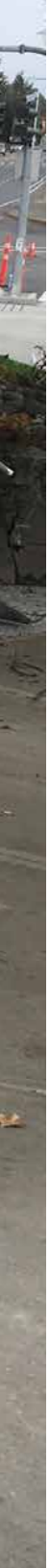
Since 2019 the District has been monitoring progress towards the three strategy areas found within the Active Transportation Plan: Connections, Convenience, and Culture with annual Active Transportation Report Cards. This monitoring and reporting tool will continue to be used.

ACTION 3G.2
UPDATE THE ACTIVE TRANSPORTATION PLAN EVERY FIVE YEARS.

The Active Transportation Plan is a living document and it will be updated every five years to ensure that it continues to be relevant and actionable. Among other things, the updates will consider the priorities for build out of the network.

PART FIVE

IMPLEMENTATION + MONITORING



5.0 IMPLEMENTATION + MONITORING

The strategies and actions contained in the Active Transportation Plan are intended to guide Saanich's policy, planning and capital investment decisions as well as on-going operations and maintenance activities in support of active transportation over 30 years. While the Plan has been developed as a long-term plan, it will require financial investment, staff resources and an implementation strategy to prioritize improvements over the short-, medium- and long-term.

This chapter presents an implementation plan, including prioritization of the actions and network improvements identified over the short-term (within 5 years), medium-term (within 6 - 10 years) and long-term (10 years and beyond). This chapter also includes a monitoring strategy to ensure that the Plan is implemented as intended and that progress towards the vision and goals is being made.

5.1 IMPLEMENTATION PLAN

5.1.1 IMPLEMENTATION PRINCIPLES

Ongoing implementation will be required to realize the full build out of Saanich's long-term active transportation network. Implementation of the 2018 Active Transportation Plan priority projects have been underway for the past five years. This progress has been reflected in the prioritization set forth in this 2023 update.

The implementation plan was developed based on the following guiding principles:

- **The Active Transportation Plan is one step towards implementing the vision for active transportation in Saanich, it is not the last.** The strategies and actions in the Plan are intended to lay the groundwork for implementation over the long-term. However, it is important to recognize that implementation will require investment and resources. This includes investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources.
- **The Active Transportation Plan is a flexible and living document.** The Plan is intended to be a flexible document. For the proposed walking, cycling and trail network there is some level of flexibility regarding the corridors and specific locations that are identified. The Plan presents recommendations and suggestions based on the engagement process and technical analysis, however Saanich will need to continue to review the feasibility and desirability of each infrastructure project as it is advanced. The implementation of the Plan will also require ongoing public engagement as new projects are considered.
- **Saanich will monitor, review and update the Active Transportation Plan on a regular basis, as needed.** As Saanich begins implementing the strategies and actions of the Plan, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision and goals. Reporting back on the indicators identified in the Monitoring Plan outlined in this document is one of the ways Saanich will report on progress made in implementing the Plan. As Saanich moves forward with implementing the Plan, the document will need to be updated to reflect the changing priorities and conditions over time to ensure it remains current. This work is being undertaken as part of this 2023 update, and five-year updates are recommended.
- **Saanich will engage in further public consultation to implement many recommendations of the Active Transportation Plan.** Many of the initiatives in the Plan require more detailed input and technical work. Saanich will work closely with partners, residents and stakeholder groups to move forward with priorities in the Plan.

5.1.2 PRIORITIZING ACTIONS

Strategies for implementing each of the actions identified in the Active Transportation Plan are outlined in Tables 5 to 7. These tables provide guidance with respect to:

- **Timeframe.** Each action is identified as In Progress, Short-Term (within 5 years), Medium-Term (6-15 years), or Long-Term (16 years and beyond) initiative. Many actions will be implemented on an ongoing basis, in which case they are shown under each timeframe. It should also be noted that these priorities may change over time. If an opportunity arises to implement an action identified as a medium or long-term priority, such as through a redevelopment opportunity or other capital project, Saanich will seek to maximize the opportunity.
- **Method of Implementation.** This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- **Responsibility.** This column suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of Saanich (including the Engineering, Parks, Recreation and Community Services, and Planning departments), while other actions should be led by external agencies, such as the CRD, Ministry of Transportation & Infrastructure, BC Transit, community groups, or the private sector.
- **Goals Addressed.** Each action is categorized based on its relative contribution to each of the Active Transportation Plan's five goals. Although some actions may only work to achieve one goal, many actions can help achieve multiple goals.

TABLE 1 // STRATEGIES AND ACTIONS FOR CONNECTIONS

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1A: EXPAND AND ENHANCE THE ACTIVE TRANSPORTATION NETWORK									
1A.1: Ensure the design of all new and upgraded active transportation facilities is guided by current best practices, including the *BC Active Transportation Design Guide*. Design should also align with the Subdivision Bylaw.	Ongoing			✓			Engineering		**2, 3, 4, 5**
1A.2: Implement new sidewalks on a priority basis.	Ongoing					✓	Engineering		**2,3, 4, 5**
1A.3: Create communications materials to outline how sidewalks improvements (upgrades) and new sidewalk projects are prioritized to provide consistent messaging to those who submit requests or inquiries related to pedestrian infrastructure.	✓					✓	Engineering	Comms.s	**1, 5**
1A.4: Complete a sidewalk condition assessment for existing sidewalk infrastructure including existing asphalt sidewalks and use this inventory to prioritize upgrades.	Ongoing				✓	✓	Engineering		**2, 3, 4**

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1A.5: Whenever possible implement new active transportation facilities in conjunction with road improvements, capital projects, plans, and/ or development processes.	Ongoing			✓	✓		Engineering	Planning	**1, 3, 4, 5**
1A.6: Continue to develop a complete and connected bicycle network for people of all ages and abilities.	Ongoing			✓			Engineering	Planning	**2, 3, 4, 5**
1A.7: Tree retention and protection will continue to be an important consideration through planning and design of active transportation networks in Saanich.	Ongoing				✓	✓	Engineering	Parks, Recreation and Community Services	**2, 4**
1A.8: Consider green infrastructure and trees as part of active transportation projects.	Ongoing			✓			Engineering	Parks, Recreation and Community Services	**2, 4**
1B: EXPAND AND ENHANCE THE TRAIL NETWORK									
1B.1: Support initiatives by the Capital Regional District to widen or improve the system of regional trails.	Ongoing				✓		CRD	Engineering	**1, 2, 3, 4**
1B.2: Improve connections from neighbourhoods to trails.	Ongoing			✓	✓		Engineering	Parks, Recreation and Community Services	**2, 4**
1B.3: Improve Saanich's trails to ensure they are accessible and comfortable for people of all ages and abilities.	Ongoing			✓	✓		Engineering	Parks, Recreation and Community Services	**2, 3, 4, 5**

TABLE 1 // STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1B.4: Enhance and increase new connections to reduce travel distances for active transportation users.	✓			✓			Parks, Recreation and Community Services		**2, 3, 4**
1B.5: Develop new trails through key parks to improve active transportation connections.	Ongoing			✓			Parks, Recreation and Community Services	Engineering	**2, 3, 4**
1B.6: Develop a dedicated funding program for parks to improve existing trails and develop new trails.	✓						Parks, Recreation and Community Services		**1, 4**
1B.7: Investigate opportunities within existing utility and surplus road right-of-way to develop new trails and protect ecosystem values.	✓			✓		✓	Parks, Recreation and Community Services	Engineering and Planning	**2, 3, 4**
1B.8: Develop a policy that includes a procedure to prioritize the acquisition of new rights-of-way for construction of future trail connections.	✓						Parks, Recreation and Community Services		**1, 4**
1B.9: Enhance wayfinding for trails.		✓		✓		✓	Parks, Recreation and Community Services		**1, 4**
1B.10: Provide safe routes for equestrians where they must use roads to access trail networks.	Ongoing			✓	✓		Engineering	Parks, Recreation and Community Services	**3, 4**

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1C: IMPROVE INTERSECTIONS AND CROSSINGS									
1C.1: Provide enhanced pedestrian crossings in Centres and Villages and other areas of high pedestrian activity.	Ongoing			✓			Engineering	MoTI	**1, 2, 3, 4**
1C.2: Prioritize the installation of crossings along bus routes.	Ongoing			✓			Engineering		**1, 2, 3, 4, 5**
1C.3: Identify additional pedestrian crossing locations where warranted or where they contribute to the active transportation network.	✓			✓			Engineering		**2, 3, 4**
1C.4: Continue to improve crossing treatments where Multi-Use Trails intersect with a roadways.	Ongoing			✓			Engineering	Parks, Recreation and Community Services	**1, 2, 3, 4**
1C.5: Review current treatments and locations for mid-block crossings in accordance with current best practices.	✓			✓			Engineering		**1, 2, 3, 4**
1C.6: Ensure all new or upgraded signals have proper pedestrian and bicycle detection and activation in accordance with current best practices.	Ongoing			✓			Engineering		**1, 2, 3, 4**
1C.7: Monitor pedestrian and cycling hot spot collision locations and identify safety mitigation measures.	Ongoing					✓	Engineering	ICBC, Saanich Police, Other Partners	**1, 3, 5**

TABLE 1 // STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1C.8: Through strategic partnerships, improve connections and access to underpasses and overpasses and increase the number of grade-separated crossings to reduce barriers for active transportation.	Ongoing			✓			Engineering	MoTI	1, 3, 4
1D: ENCOURAGE ACTIVE TRANSPORTATION WITH SAFER STREETS									
1D.1: Continue to prioritize implementation of the Speed Limit Establishment Policy.	Ongoing				✓		Engineering		1, 3
1D.2: Review and update the Truck Route Bylaw to improve protections for streets not intended for truck use.		✓				✓	Engineering		1, 2, 3
1D.3: Follow the general guidance in the *BC Active Transportation Design Guide* to consider local street context when undertaking projects along rural roads.	Ongoing				✓		Engineering	MoTI	1, 2, 3, 4
1D.4: Create a Community Traffic Calming Policy	✓					✓	Engineering		2, 3
1D.5: Establish and carry-out a community traffic management program	Ongoing			✓		✓	Engineering		2, 3

TABLE 1 // STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1E: IMPROVE REGIONAL CONNECTIONS									
1E.1: Continue to work closely with neighbouring municipalities, the CRD and UVic to ensure future active transportation connections are well integrated.	Ongoing			✓	✓		Engineering	Neighboring Municipalities and Jurisdictions	**1, 3, 4**
1E.2: Continue to work with neighbouring municipalities to ensure consistent signage across jurisdictional boundaries.	Ongoing			✓			Engineering	Neighboring Municipalities and Jurisdictions	**1, 2, 3, 5**
1E.3: Ensure all Provincial projects are designed in accordance with the *BC Active Transportation Design Guide*.	Ongoing			✓	✓		Engineering	MoTI	**2, 3, 4**
1F: IMPROVE TRANSIT ACCESS AND EXPERIENCE									
1F.1: Work with BC Transit to identify locations for secure bicycle parking at priority transit stops and exchanges.	✓				✓		Engineering	BC Transit	**1, 4**
1F.2: Work with BC Transit to ensure the design of bicycle facilities considers the location of and access to bus stops.	Ongoing				✓		Engineering and Planning	BC Transit	**1, 4**

TABLE 1 // STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
1F.3: As part of site planning for new developments, establish sufficient right of way to accommodate transit shelters.	Ongoing					✓	Engineering and Planning		**1, 4**
1F.4: Develop a transit youth pass program for Saanich residents who are between the ages of 13 and 18 years.	✓					✓	Planning and Engineering	BC Transit	**1, 4**
1F.5: Consider design recommendations outlined in BC Transit's Infrastructure Design Guide, such as bus stop spacing and location guidelines.	Ongoing				✓		Engineering	BC Transit	**1, 4**
1F.6: Coordinate with BC Transit to review and provide input on new and improved active transportation infrastructure along existing transit routes.	Ongoing				✓	✓	Engineering	BC Transit	**1, 2, 3, 4**
1F.7: Ensure bus stops are designed to be accessible and in alignment with Provincial and Federal legislation and advocate for BC Transit to reflect these improvements in their guidelines.	Ongoing			✓			Engineering		**1, 5**
1F.8: Work with BC Transit to maximize access to transit in Rural Saanich by considering Park and Ride facilities.	✓			✓		✓	Engineering	BC Transit	**1, 4**

ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS									
2A.1: Identify and prioritize locations and treatments for accessibility improvements with input from the accessibility community.	Ongoing				✓	✓	Engineering		**2, 3, 5**
2A.2: Provide accessible curb ramps with tactile features at a total of 30 locations annually.	Ongoing			✓			Engineering		**2, 3, 5**
2A.3: Ensure best practices in accessibility are considered in conjunction with all new or improved trail and roadway projects.	Ongoing				✓		Engineering	Parks, Recreation and Community Services	**2, 3, 5**
2A.4: Review and update pedestrian crossing times and signal phasing at intersections to ensure adequate time is provided for all users.	Ongoing				✓		Engineering		**2, 3, 5**
2A.5: Reduce pedestrian crossing distances by providing narrower roads and lanes and considering curb extensions or median islands where feasible.	Ongoing			✓			Engineering		**2, 3, 5**
2B: PROVIDE MORE BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES									
2B.1: Review and update requirements for short and long term bicycle parking and end-of-trip facilities such as showers and lockers.	✓					✓	Planning	Engineering	**1**

ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
2B.2: Ensure high quality bicycle parking and end-of-trip facilities are provided at all facilities operated by Saanich.		✓		✓			Engineering	Parks, Recreation and Community Services	**1**
2B.3: Develop a Program that supports all building owners to implement bicycle parking and other end-of-trip facilities.		✓				✓	Engineering	Planning, Economic Development	**1**
2B.4: Develop regulations to require bicycle parking and end-of-trip facilities at the time of application for building renovations.	✓					✓	Engineering	Planning, Economic Development	**1**
2B.5: Work with School Districts 61 and 63 to provide short-term bike parking on school grounds.	✓			✓		✓	SD 61 and SD 63	Engineering	**1, 2**
2B.6: Work with partners to consider the feasibility of developing an on-street bicycle corral program on commercial streets within the existing right-of-way.	✓			✓		✓	Engineering	Planning, Economic Development	
2B.7: Work with event coordinators and partners to provide temporary bicycle parking at large community events.	Ongoing					✓	Parks, Recreation and Community Services	Engineering, Community Partners	**1, 2**
2B.8: Continue to implement and maintain bike repair and maintenance stations at high activity locations.	Ongoing			✓	✓		Engineering	Planning, Parks, Recreation and Community Services	**1**
2B.9: Support bike share and other shared mobility services.	✓					✓	Engineering	Climate Action, Building, Bylaw, Licensing and Legal	**1, 2, 4**

TABLE 2 // STRATEGIES AND ACTIONS FOR CONVENIENCE (CONTINUED)

ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION									
2C.1: Ensure the active transportation network is prioritized to provide access and connections to Corridors, Centres and Villages and other land use generators.	Ongoing					✓	Engineering		**2, 4, 5**
2C.2: Support higher density, mixed-use development that promotes and encourages active transportation in centres and villages and along frequent transit corridors.	Ongoing					✓	Planning		**2, 4, 5**
2C.3: Update guidelines and standards for new developments to incorporate active transportation facilities within development sites.	✓					✓	Planning	Engineering	**1, 2, 3, 4**
2C.4: Ensure access to Saanich's active transportation network is considered with all new developments.	✓					✓	Planning	Engineering	**1, 2, 3, 4**
2C.5: Continue to reference the land development guidance specific to walking, cycling, and transit supportive site planning checklist.	Ongoing					✓	Planning	Engineering	

ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
2D: CREATE GREAT PLACES AND STREETS									
2D.1: Create guidelines for the provision of pedestrian amenities, including benches, drinking fountains, washrooms and recycling bins in the public right-of-way.	✓					✓	Engineering	Planning	**1, 4**
2D.2: Review the policy framework to support installation and maintenance of landscaping in the right-of-way.	Ongoing					✓	Engineering		**1, 4**
2D.3: Review the policy framework to support installation and maintenance of public art in the right-of-way.	Ongoing					✓	Arts	Engineering	**1, 4**
2D.4: Explore the development of a parklet/ streateries program.		✓				✓	Planning and Engineering	Economic Development	**1**
2D.5: Continue to work with partners such as GVPN to develop a reimagined streets program.	Ongoing					✓	Engineering	Community Partners	**1**
2D.6: Partner with community groups and organizations to explore opportunities to pursue active transportation improvements and programming.	✓					✓	Engineering	Community Partners	**1**
2D.7: Explore opportunities to create pedestrian-only streets either temporarily, seasonally or permanently.		✓				✓	Engineering		**1, 2, 3, 4**
2D.8: Use woonerf principles to support and accelerate the build out of the pedestrian and cycling network.		✓		✓		✓	Engineering		**1, 2, 3, 4**

ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK									
2E.1: Develop a sidewalk and pathway assessment program to identify active transportation infrastructure in need of maintenance.	✓					✓	Engineering		**1, 3. 4**
2E.2: Continue to inspect crosswalks to ensure they are well maintained, marked and painted to enhance visibility.	Ongoing				✓		Engineering	Operations	**1, 3, 4**
2E.3: Review and update, as needed, current maintenance and ice/snow removal requirements for active transportation infrastructure including sidewalks, bike lanes and trails.	✓					✓	Engineering	Operations, Parks, Trails and Community Services	**1, 3**
2E.4: Continue to ensure Saanich has the appropriately sized equipment and operating funding to maintain all types of active transportation infrastructure as the network continues to develop.	Ongoing			✓	✓		Engineering	Operations	**3, 5**
2E.5: Review and update current operating procedures for maintenance and refine if warranted.	Ongoing				✓	✓	Engineering		**3, 4, 5**
2E.6: Provide accessible detours for people walking and cycling during construction and maintenance in accordance with applicable standards.	Ongoing				✓		Engineering		**3, 4, 5**

TABLE 3 // STRATEGIES AND ACTIONS FOR CULTURE

ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
3A: SUPPORT AND ENCOURAGE WALKING AND CYCLING FOR EVERYONE									
3A.1: Partner with Capital Bike, the CRD, Ministry of Transportation and Infrastructure (MoTI), and others to support the provision of adult education and cycling skills training throughout Saanich year-round.	Ongoing					✓	Engineering	Community Partners	1, 2, 3, 4, 5
3A.2: Support the CRD's Ready, Step, Roll program to encourage walking and cycling to school and to spread awareness about walking and cycling skills.	Ongoing					✓	Engineering	CRD	1, 2, 3, 4, 5
3A.3: Support and encourage targeted community outreach programs for older adults to support active transportation and integration with other age friendly transportation options as they emerge.	✓					✓	Parks and Recreation	Engineering	1, 2, 3, 4, 5
3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING									
3B.1: Continue to engage equity-deserving groups through targeted engagement to understand transportation barriers and seek opportunities to minimize these barriers where possible.	Ongoing					✓	Engineering		1, 2, 3, 4, 5
3B.2: Work with partners such as Vancouver Island Health Authority, ICBC, and educational institutions to develop and deliver information material outlining the health benefits of walking and cycling.	✓					✓	Engineering	Community Partners	1, 2, 3, 4, 5

TABLE 3 // STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING									
3C.1: Enhance and expand bicycle and pedestrian wayfinding information to better navigate centres and villages and better integrate active transportation networks across jurisdictions and along corridors.	✓			✓			Engineering	Neighboring Jurisdictions	**1, 2, 4**
3C.2: Support the on-going development of an updated regional cycling network map, including hard copy and digital formats that consider emerging technologies.	Ongoing					✓	Engineering	CRD	**1, 2, 4**
3C.3: Work with partners to develop neighbourhood-based walking and cycling maps.			✓			✓	Engineering	Community Partners	**1, 2, 4**
3C.4: Work with partners to ensure sustainable trip planning information is widely accessible through an integrated transportation data system and innovative mobile applications and update service providers when new facilities are installed (eg. Google).			✓			✓	Engineering	Partners	**1, 2**

TABLE 3 // STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
3D: IMPROVE EDUCATION AND AWARENESS									
3D.1: Celebrate the installation of walking and cycling facilities with grand openings and events throughout the year.	Ongoing					✓	Engineering	Comms.s	1, 2
3D.2: Ensure a portion of project funding is allocated to education and awareness and encouragement by including this within the project charter.	Ongoing			✓		✓	Engineering		1
3D.3: Advocate to Provincial government for modernization of the Motor Vehicle Act to improve safety for people travelling by active modes.	Ongoing					✓	Engineering	Saanich	1, 3
3E: INCREASE MARKETING AND COMMUNICATIONS									
3E.1: Use the Moving Saanich Forward brand as a recognizable visual identity and expand information on website.	Ongoing					✓	Engineering	Comms.s	1
3E.2: Use community-wide campaigns to deliver positive messaging to promote active transportation.	Ongoing					✓	Engineering	Comms.s	1, 2
3E.3: Support events and festivals that encourage walking and cycling.	Ongoing					✓	Communications	Engineering	1, 2

TABLE 3 // STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	O + M	POLICY + PROGRAMS	PRIMARY	SECONDARY	
3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM									
3F.1: Support the development of a bicycle tourism initiative.	✓					✓	Tourism Victoria	Saanich and CRD	1, 2
3F.2: Work with local businesses to encourage employee travel options.	Ongoing					✓	Engineering		1, 2
3F.3: Work with partners to research and evaluate the local economic benefits of active transportation infrastructure.	✓	✓				✓	Engineering		1, 2
3G: MONITOR ACTIVE TRANSPORTATION TRIPS, INVESTMENTS, AND INITIATIVES									
3G.1: Continue to report progress towards implementation of the Active Transportation Plan annually.	Ongoing					✓	Engineering		1
3G.2: Update the Active Transportation Plan every five years.	Both					✓	Engineering		2

5.1.3 NETWORK PRIORITIZATION

This Plan includes long-term networks for walking, rolling, and cycling including sidewalks, cycling lanes, and trails. Priorities are generally identified as in-progress, short-term (to be complete by 2030), or medium-term (to be complete by 2040). Building out the priority projects will require significant investment.

Priorities have been established to focus improvements in high demand areas that either currently experience or have potential to generate the highest levels of active transportation trips. The criteria used to establish network priorities for walking and rolling are identified below. The Bicycle Network spines have also been prioritized to provide a core network that connects Saanich.

The priority projects are identified on the following pages. These include in-progress, short-term, and medium-term investments for the sidewalk, bicycle, and trail networks. Sidewalk network priorities are identified in **Figure 29,** and summarized in **Table 4.** Bicycle network priority projects are identified in **Figure 30** and summarized in **Table 5.** Trail network priority projects are identified in **Figure 31** and summarized in **Table 6.**

Figure 32 identifies the anticipated cycling network by 2030, and **Figure 33** identifies the cycling network by 2040 to help visualize the progression of the bicycle network overtime.

Network Prioritization Criteria:

To help identify priorities and timeline, active transportation network improvements are assessed based on the following criteria.

- **Proximity to Land Use Generators.** Improvements within the Urban Containment Boundary or within close proximity to land use generators are anticipated to facilitate more active transportation trips and are given higher priority. Land use generators include:
    - Corridors, Centres, or Villages;
    - Schools (including post-secondary institutions);
    - Seniors facilities;
    - Parks;
    - Hospitals or health care facilities; and
    - Recreation facilities.
- **Network Gaps.** Improvements that address network gaps and provide continuous walking, cycling, and rolling facilities are given higher priority.
- **Road Classification.** Improvements on major and collector roads with higher motor vehicle volumes and speeds are prioritized over improvements on quiet, residential streets.
- **Access to Transit.** Improvements that support access to bus stops and transit service are given higher priority.
- **Road Safety.** Priority is given where an improvement helps address an area of known safety concern, as identified through the Active Transportation Plan and the Road Safety Action Plan.
- **Equity-Deserving Areas.** Improvements are given priority where they help address under-served locations and represent investment in equity-deserving areas.
- **Project Coordination.** Improvements that may be coordinated as part of other planned improvements (e.g., capital project, land development) are given higher priority.
- **Plan Support.** Improvements identified in other Saanich plans and documents are given higher priority.

Sidewalk Network

The Tables on the following pages show the priority projects for the sidewalk network. Brief descriptions, approximate length, and level of priority are provided for each. Project numbers in the first column are not a ranking or order of priority. They provide a visual reference to the projects found on the Sidewalk Network Priorities Map (**Figure 29)**. The complexity of each project is also identified.

The table below summarizes the priority projects' lengths and demonstrates the number of sidewalk projects and their level of priority.

SIDEWALK NETWORK		
Priority	**Total Length (rounded) Km**	**# of Projects**
In-Progress	11	15
Short-Term	10	7
Medium-Term	30	29

It should be noted that some sidewalk and bicycle priority projects have been prioritized to be completed together. The numbers provided above show them as standalone projects to demonstrate the expansion of the sidewalk network as a whole.

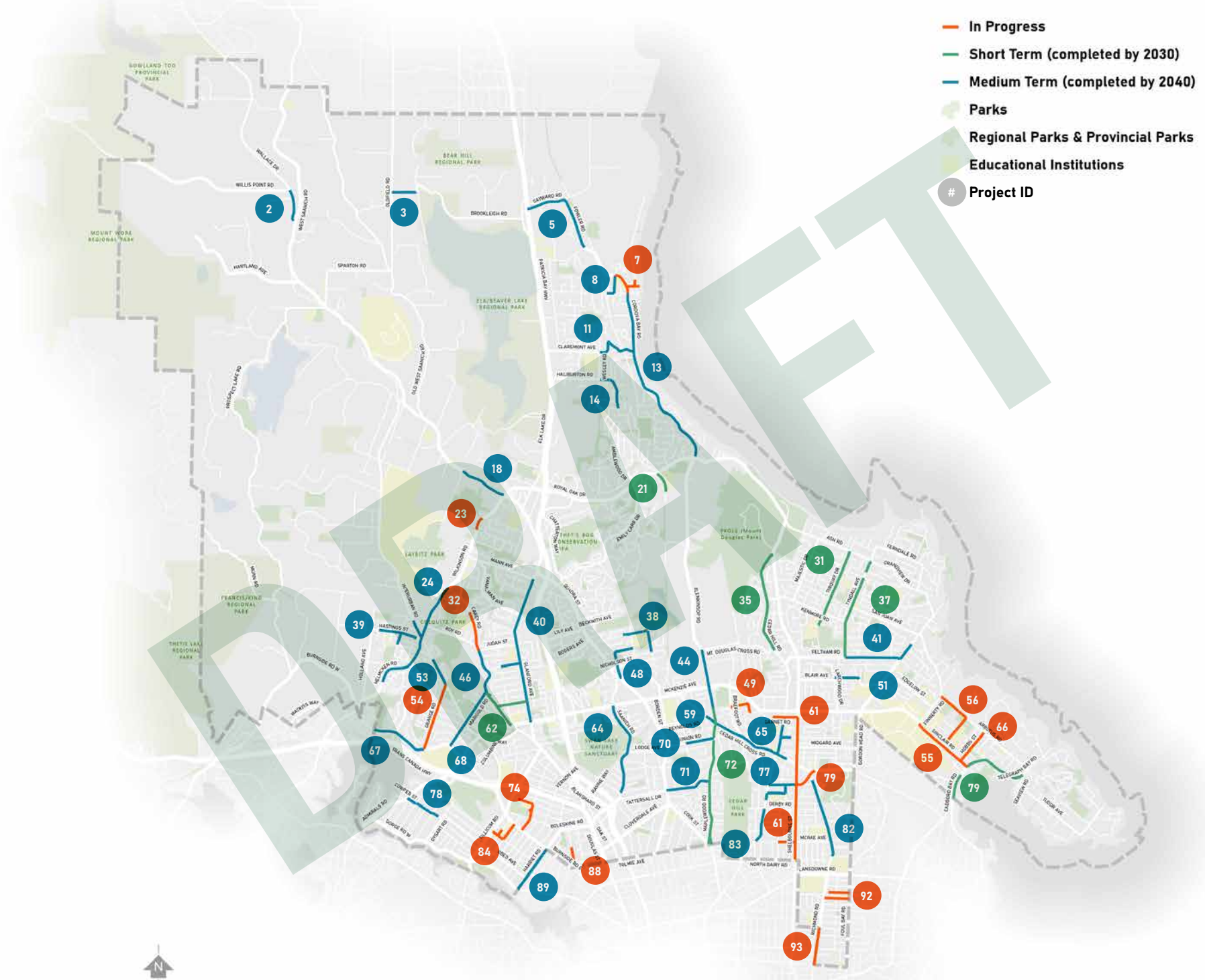

In Progress
Short Term (completed by 2030)
Medium Term (completed by 2040)
Parks
Regional Parks & Provincial Parks
Educational Institutions
Project ID
N
0 0.5 1 2 3 4
km

TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY (LOW / MID / HIGH)
2	Wallace Drive	Pedestrian improvement on Wallace Drive connecting existing pathway at West Saanich Road and Willis Point Road	500m	Medium-Term	MID
3	Brookleigh Road	Pedestrian improvements along Brookleigh Road between Oldfield Road and Elk/Beaver Lake Regional Park	350m	Medium-Term	MID
5	Sayward Road / Fowler Road	Pedestrian and cycling improvements on Fowler Road and Sayward Road between Cordova Bay Road and Patricia Bay Highway	1.3km	Medium-Term	MID
7	Cordova Bay Road	Pedestrian improvements on Cordova Bay Road and Fenn Avenue in the vicinity of Cordova Bay Elementary School	700m	In-Progress	MID
8	Rambler Road	Pedestrian improvements on Rambler Road and Walema Avenue near Cordova Bay Elementary School	400m	Medium-Term	MID
11	Claremont Avenue	Pedestrian improvements on the steep section of Claremont Avenue between Wesley Road and Cordova Bay Road	1.3km	Medium-Term	MID
13	Cordova Bay Road	Comprehensive pedestrian and cycling improvements for Cordova Bay Road between Walema Avenue and Royal Oak Drive	2.8km	Medium-Term	MID
14	Sea Ridge Dr	Pedstrian improvements on Sea Ridge Drive between Seamist Place and Wesley Road	625m	Medium-Term	MID
18	West Saanich Road	Pedestrian improvements on West Saanich Road between Markham Street and Wilkinson Road	750m	Medium-Term	MID
21	Lochside Drive	Pedestrian improvements on the section of Lochside Drive immediately adjacent Lochside Elemenatary School	500m	Short-Term	MID
23	Wilkinson Road	Pedestrian and cycling improvements on Wilkinson Road between Greenlea Drive and Viaduct Creek / Quick's Bottom Park trail access	200m	In-Progress	MID
24	Wilkinson Road	Pedestrian improvements on Wilkinson Road between Hastings Street and Knockan Drive, including short segment of Interurban Road	2.2km	Medium-Term	MID
31	Torquay Drive	Pedestrian and cycling improvements on Torquay Drive between Ash Road and Lambrick Park including connection to Gordon Head Middle School and Lambrick Park Secondary School	1.2km	Short-Term	MID
32	Carey Road	Pedestrian improvements on Carey Road between Copley West Park and Judah Street	600m	In-Progress	MID
35	Cedar Hill Road	Pedestrian improvements on Cedar Hill Road between Shelbourne Street and Mount Douglas Cross Road	1.6km	Short-Term	MID
37	Tyndall Avenue	Pedestrian improvements on Tyndall Avenue between Ash Road and Feltham Road	1.4km	Short-Term	MID
38	Lucas Avenue / Borden Street	Pedestrian and cycling improvements along Borden Street and Lucas Avenue near by Lakehill Elementary School and Ambassador Park	725m	Medium-Term	MID
39	Hastings Street	Pedestrian and cycling improvements on Hastings Street between Holland Avenue and Wilkinson Road, including sidewalk connection to Strawberry Vale Elementary School	800m	Medium-Term	MID

TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS (CONTINUED)

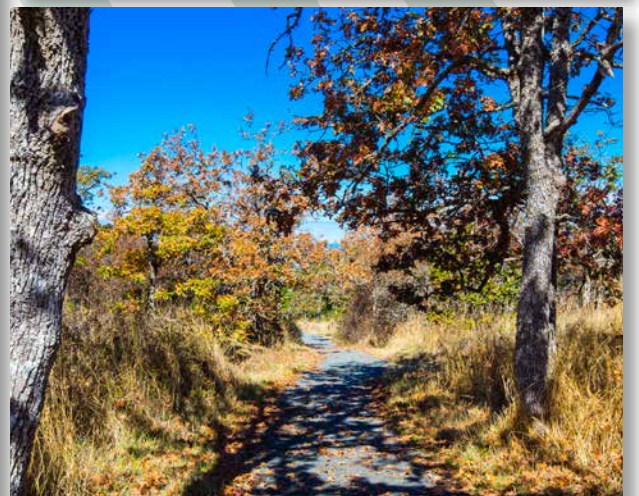
LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
40	Glanford Avenue	Pedestrian and cycling improvements on Glanford Avenue between Vanalman Avenue and McKenzie Avenue, including sidewalk on section of Baker Street west of Glanford Avenue	2.6km	Medium-Term	
41	Gordon Head Road / Feltham Road	Pedestrian and cycling improvements on Gordon Head Road between San Juan Avenue and Cedar Hill Cross Road, and on Feltham Road between Tyndall Avenue and Gordon Head Road	1.1km	Medium-Term	
44	Blenkinsop Road	Pedestrian improvements on Blenkinsop Road between Mount Douglas Cross Road and Cedar Hill Cross Road	1.1km	Medium-Term	
46	Carey Road	Pedestrian improvements on Carey Road between Judah Street and Marigold Road	700m	Medium-Term	
48	Tuxedo Drive / Nicholson Street	Pedestrian improvements on Tuxedo Drive and Nicholson Street between Quadra Street and Morris Drive	700m	Medium-Term	
49	Harrop Road	Pedestrian improvements on Harrop Road between Braefoot Road and Shorncliffe Road via Wende Road with connection to Braefoot Elementary School	450m	In-Progress	
51	Laval Avenue	Pedestrian improvements on Laval Avenue between Larchwood Drive and Providence Place	400m	Medium-Term	
53	Interurban Road	Pedestrian improvements on Interurban Road between the South Valley Trail extension and Grange Road	450m	Medium-Term	
54	Grange Road	Pedestrian and cycling improvements on Grange Road between Burnside Road and Interurban Road	1km	In-Progress	
55	Sinclair Road	Comprehensive pedestrian and cycling improvements on Sinclair Road between Finnery Road and Cadboro Bay Road connecting Uvic and the Cadboro Bay Village	1km	In-Progress	
56	Arbutus Road / Haro Road	Pedestrian and cycling improvements on Arbutus Road and Haro Road in the vicinity of Frank Hobbs Elementary School	950m	In-Progress	
59	Cedar Hill Cross Road	Pedestrian and cycling improvements on Cedar Hill Cross Road between Reynolds Road and Ophir Street	1.4km	Medium-Term	
61	Shelbourne Street	Comprehensive pedestrian and cycling improvements on Shelbourne Street between Garnet Road and North Dairy Road, including new side on section of McRae Avenue west of Shelbourne Street	2.4km	In-Progress	
62	Carey Road	Pedestrian improvements on Carey Road between Marigold Road and McKenzie Avenue, including Kenneth Street	1.1km	Short-Term	
64	Saanich Road	Pedestrian improvments along Saanich Road between McKenzie Avenue and Tattersal Drive	1.5km	Medium-Term	
65	Cedar Hill Road	Pedestrian improvements on Cedar Hill Road between Garnet Road and Cedar Hill Cross Road connecting to Cedar Hill Middle School, including sections of Garnet Road and Mortimer Street	1.1km	Medium-Term	
66	Hobbs Street / Cadboro Bay Bikeway	Pedestrian improvements on Hobbs Street and cycling improvements on Penhryn Street and Sutton Road	550m	In-Progress	

TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS (CONTINUED)

LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
67	Burnside Road West	Pedestrian improvements on Burnside Road West between Grange Road and the View Royal border	875m	Medium-Term	
68	Marigold Road	Comprehensive pedestrian and cycling improvements on Marigold Road between Burnside Road and Carey Road	1km	Medium-Term	
70	Union Road	Pedestrian improvements alon Union Road from Cumberland Road to Maplewood Road	450m	Medium-Term	
71	Tattersall Drive	Comprehensive pedestrian and cycling improvements on Tattersall Drive between Quadra Street and Maplewood Road	700m	Medium-Term	
72	Maplewood Road / Blenkinsop Road	Comprehensive pedestrian and cycling improvements on Maplewood Road and Blenkinsop Drive between Cook Street and Braefoot Park entrance	3km	Short-Term	
74	Seaton Street	Pedestrian improvements on Seaton Street between Regina Street and Burnside Road, including section of Regina Street connecting crossing at Tillicum Road, as well as cycling improvements Seaton Street and Hampton Road connecting to the Galloping Goose Regional Trail (via TCH underpass)	740m	In-Progress	
77	Pear St	Pedestrian improvement on Pear Street connecting between Shelbourne Street and Richmond Road	400m	In-Progress	
78	Cowper Street	Pedestrian improvements on Cowper Street between Admirals Road and Tillicum Road	550m	Medium-Term	
79	Cadboro Bay Road	Pedestrian improvements on Cadboro Bay Road between Hibbens Close and Arbutus Road, including connections to existing sidewalks in Cadboro Bay Village, as well as cycling improvements between Hibbens Close and Sinclair Road	1.4km	Short-Term	
82	Richmond Road	Pedestrian improvements on Richmond Road between Pear Street and Argyle Street	1.2km	Medium-Term	
83	Cedar Hill Road	Pedestrian and cycling improvements on Cedar Hill Road between Doncaster Elementary School and North Dairy Road, including section on Pear Street east of Shelbourne Street	1.5km	Medium-Term	
84	Orillia Street / Maddock Avenue	Pedestrian improvements on sections of Orillia Street and Maddock Avenue nearby Tillicum Elementary School	600m	In-Progress	
88	Whittier Avenue	Pedestrian improvements on Whittier Avenue betwenn Ardersier Road and Dupplin Road	250m	In-Progress	
89	Harriet Road	Pedestrian improvements on Harriet Road between Burnside Road and Gorge Road	750m	Medium-Term	
92	Forrester Street / Taylor Street	Pedestrian improvements on Forrester Street and Taylor Street between Richmond Road and Foul Bay Road	700m	In-Progress	
93	Richmond Road	Pedestrian improvements on the south end of Richmond Road between Kings Road and Bay Street nearby the Royal Jubilee Hospital	600m	In-Progress	



Bicycle Network

The tables on the following pages show the priority projects for the bicycle network. Brief descriptions, approximate length, and level of priority are provided for each. Project numbers in the first column are not a ranking or order of priority. They provide visual reference to the projects found on the Bicycle Network Priorities Map (**Figure 30**). The complexity of each project is also identified.

The table below summarizes the priority projects' lengths and demonstrates the number of bicycle projects and their level of priority.

BICYCLE NETWORK		
Priority	**Total Length (rounded) Km**	**# of Projects**
In-Progress	17	14
Short-Term	28	16
Medium-Term	28	17

It should be noted that some sidewalk and bicycle priority projects have been prioritized to be completed together. The numbers provided above show them as standalone projects to demonstrate the expansion of the bicycle network as a

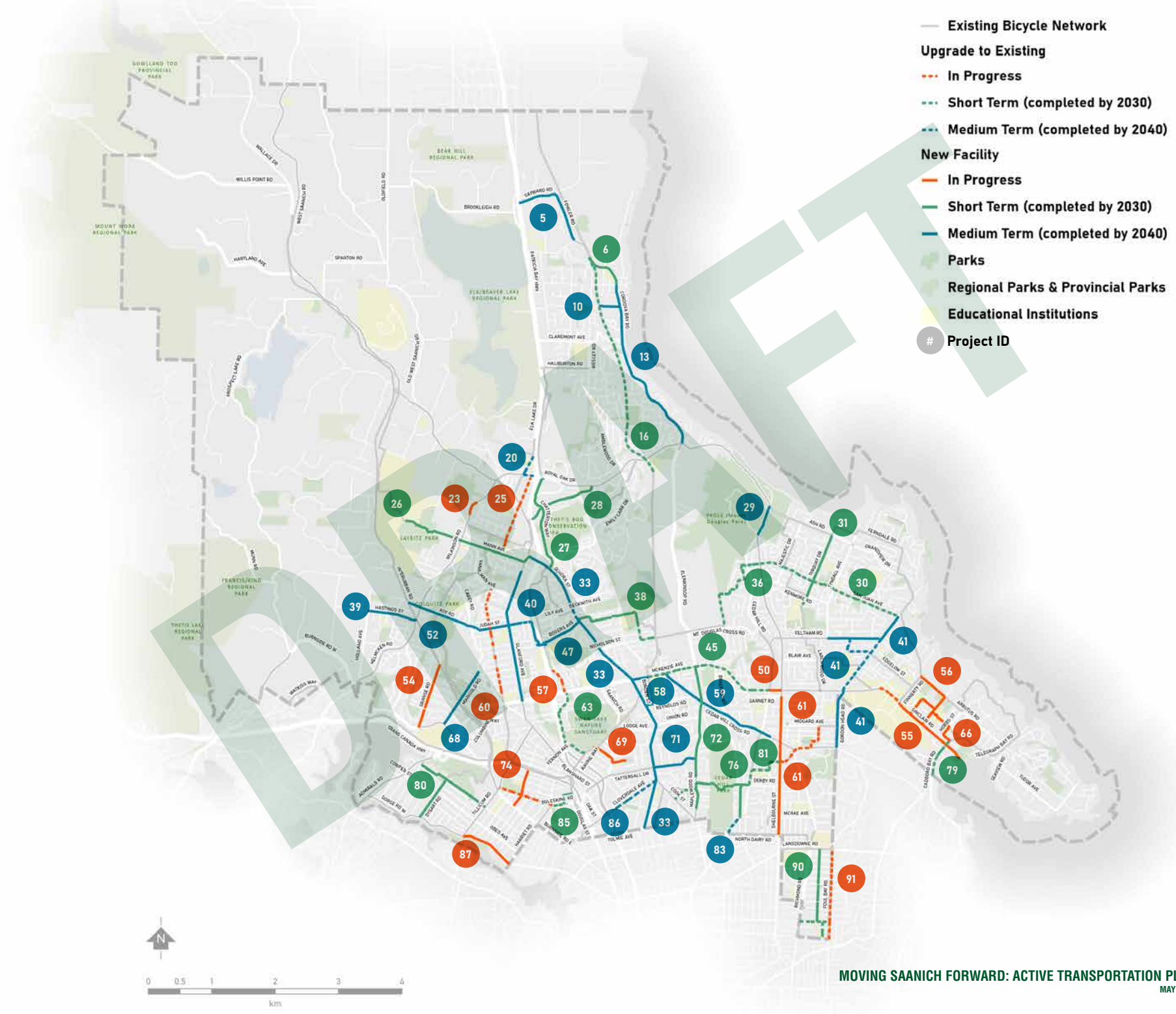

Existing Bicycle Network
Upgrade to Existing
In Progress
Short Term (completed by 2030)
Medium Term (completed by 2040)
New Facility
In Progress
Short Term (completed by 2030)
Medium Term (completed by 2040)
Parks
Regional Parks & Provincial Parks
Educational Institutions
Project ID
N
0 0.5 1 2 3 4
km

TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS

LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
5	Sayward Road / Fowler Road	Pedestrian and cycling improvements on Fowler Road and Sayward Road between Cordova between Cordova Bay Road and Patricia Bay Highway	1.3km	Medium-Term	
6	Cordova Bay Road	Cycling improvements on Cordova Bay Road between Walema Avenue and the Lochside Regional Trail at Mattick's Farm	700m	Short-Term	
10	Doumac Avenue	Cycling improvement on Doumac Avenue connecting Cordova Bay Road and the Lochside Regional Trail	350m	Medium-Term	
13	Cordova Bay Road	Comprehensive pedestrian and cycling improvements for Cordova Bay Road between Walema Avenue and Royal Oak Drive	2.8km	Medium-Term	
16	Lochside Trail	Cycling improvements along Lochside Drive between Cordova Bay Road and Lochside Elementary School	3.2km	Short-Term	
20	Elk Lake Drive / Royal Oak Drive	Elk Lake Drive from Castleton Place to Royal Oak Drive to Viewmont Avenue	350m	Medium-Term	
23	Wilkinson Road	Cycling improvements on Wilkinson Road between Gerda Road and Carey Road, as well as cycling and pedestrian improvements between Greenlea Drive and Viaduct Creek / Quick's Bottom Park trail access	150m	In-Progress	
25	Viewmont Avenue	Bike lanes and neighbourhood bikeway connection on Viewmont Avenue between Royal Oak Drive and Mann Avenue	1.3km	In-Progress	
26	Mann Avenue	Cycling improvements on Mann Avenue between Glanford Avenue and Wilkinson Road, including connections into Layritz Park	1.5km	Short-Term	
28	Royal Oak Avenue / Chatterton Way	Cycling improvements on Chatterton Way and Royal Oak Avenue	2.5km	Short-Term	
29	Cedar Hill Road	Cedar Hill Road from Ash Road to Shelbourne Street	1.6km	Medium-Term	
31	Torquay Drive	Pedestrian and cycling improvements on Torquay Drive between Ash Road and Lambrick Park including connection to Gordon Head Middle School and Lambrick Park Secondary School	1.2km	Short-Term	
33	Quadra Street	Cycling improvements along the length of Quadra Street	6.3km	Medium-Term	
36	San Juan Greenway Improvements	San Juan Greenway improvements primarily on San Juan Avenue connecting between Gordon Head Road and Mount Douglas Cross Road	4km	Short-Term	
38	Beckwith Park Connections	Pedestrian and cycling improvements along Borden Street and Lucas Avenue near by Lakehill Elementary School and Ambassador Park	1.6km	Short-Term	
39	Hastings Street	Pedestrian and cycling improvements on Hastings Street between Holland Avenue and Wilkinson Road, incuding sidewalk connection to Strawberry Vale Elementary School	800m	Medium-Term	
40	Glanford Avenue	Pedestrian and cycling improvements on Glanford Avenue between Vanalman Avenue and McKenzie Avenue, including sidewalk on section of Baker Street west of Glanford Avenue	2.1km	Medium-Term	

TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS (CONTINUED)

LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
41	Gordon Head Road / Feltham Road	Pedestrian and cycling improvements on Gordon Head Road between San Juan Avenue and Cedar Hill Cross Road, and on Feltham Road between Tyndall Avenue and Gordon Head Road	3.7km	Medium-Term	
45	McKenzie Avenue	Cycling improvements on McKenzie Avenue between Bordon Street and Cedar Hill Road	2km	Short-Term	
47	Rogers Avenue	Cycling improvements on Rogers Avenue between the Pat Bay Highway overpass and Quadra Street	675m	Medium-Term	
50	McKenzie Avenue	Cycling improvements on the north side of McKenzie Avenue for the section between Cedar Hill Road and Shelbourne Street	200m	In-Progress	
52	Roy Road / Judah Street	Cycling improvements on Roy Road and Judah Street between Interurban Road and Glanford Avenue to the Pat Bay Highway overpass	2.6km	Medium-Term	
54	Grange Road	Pedestrian and cycling improvements on Grange Road between Burnside Road and Interurban Road	1km	In-Progress	
55	Sinclair Road	Comprehensive pedestrian and cycling improvements on Sinclair Road between Finnery Road and Cadboro Bay Road connecting Uvic and the Cadboro Bay Village	1.7km	In-Progress	
56	Arbutus Road / Haro Road	Pedestrian and cycling improvements on Arbutus Road and Haro Road in the vicinity of Frank Hobbs Elementary School	1km	In-Progress	
57	Douglas Street	Parking protected bike lanes for the section Douglas Street between McKenzie Avenue and Lily Avenue	400m	In-Progress	
58	Mckenzie Avenue	Cycling improvements along McKenzie Avenue between Quadra Street and Borden Street	275m	Medium-Term	
59	Cedar Hill Cross Road	Pedestrian and cycling improvements on Cedar Hill Cross Road between McKenzie Avenue and Ophir Street	2.1km	Medium-Term	
60	Raymond Street	Cycling improvements along the Raymond Street corridor between Vanalman Avenue and McKenzie Avenue	1.5km	In-Progress	
61	Shelbourne Street	Comprehensive pedestrian and cycling improvements on Shelbourne Street between Garnet Road and North Dairy Road, including new side on section of McRae Avenue west of Shelbourne Street	2.4km	In-Progress	
63	Douglas Street	Cycling improvements along Douglas Street between McKenzie Avenue and the Lochside Regional Trail at Saanich Municipal Hall	1.2km	Short-Term	
66	Hobbs Street / Cadboro Bay Bikeway	Pedestrian improvements on Hobbs Street and cycling improvements on Penhryn Street and Sutton Road	2.5km	In-Progress	
68	Marigold Road	Comprehensive pedestrian and cycling improvements on Marigold Road between Burnside Road and Carey Road	1km	Medium-Term	
69	Swan Street	Cycling improvements on Swan Street connecting Tolmie Park and the Lochside Regional Trail	650m	In-Progress	

TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS (CONTINUED)

LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
71	Tattersall Drive	Comprehensive pedestrian and cycling improvements on Tattersall Drive between Quadra Street and Maplewood Road	700m	Medium-Term	MID
72	Maplewood Road / Blenkinsop Road	Comprehensive pedestrian and cycling improvements on Maplewood Road and Blenskip Drive between Cook Street and Cedar Hill Cross Road	2.2km	Short-Term	MID
74	Seaton Street / Hampton Road	Pedestrian improvements on Seaton Street between Regina Street and Burnside Road, including section of Regina Street connecting crossing at Tillicum Road, as well as cycling improvements Seaton Street and Hampton Road connecting to the Galloping Goose Regional Trail (via TCH underpass)	1.5km	In-Progress	MID
76	Uvic-Cedar Hill Local Bikeway	Cycling improvements on Pear Street, Derby Road and east-west through Cedar Hill Park, including trail improvements for the section through Cedar Hill Park	2.2km	Short-Term	MID
79	Cadboro Bay Road	Pedestrian improvements on Cadboro Bay Road between Hibbens Close and Arbutus Road, including connections to existing sidewalks in Cadboro Bay Village, as well as cycling improvements between Hibbens Close and Sinclair Road	625m	Short-Term	MID
80	Dysart Road / Arena Road	Cycling improvements on Dysart Road and Arena Road through Gorge neighbourhood	1.9km	Short-Term	MID
81	Doncaster Dr.	Cycling improvements on Doncaster Drive between Derby Road and Cedar Hill Road	500m	Short-Term	MID
83	Cedar Hill Road	Pedestrian and cycling improvements on Cedar Hill Road between Doncaster Elementary School and North Dairy Road, including section on Pear Street east of Shelbourne Street	300m	Medium-Term	MID
85	Boleskine Road	Short bikeway connection on Boleskine Road connecting the Galloping Goose Regional Trail and the east end of Hampton Road	450m	Short-Term	MID
86	Cloverdale Avenue	Cycling improvements on Cloverdale Avenue between Quadra Street and Blanshard Street	775m	Medium-Term	MID
87	Gorge Road	Cycling improvements on Gorge Road between Tillicum Road and Harriet Road, including connection to planned improvements on Gorge Road in the City of Victoria	875m	In-Progress	MID
90	Dean Avenue	Cycling improvements along the Dean Avenue neighbourhood bikeway, including improvements on Haultain Street and Trent Street connecting to the Royal Jubilee Hospital	1.9km	Short-Term	MID
91	Foul Bay Road	Cycling improvements on the south end of Foul Bay Road between Lansdowne Road and Fort Street	1.4km	In-Progress	MID

whole.

Prioritization Criteria for Trails

Priority trail projects are assessed based on the following criteria:

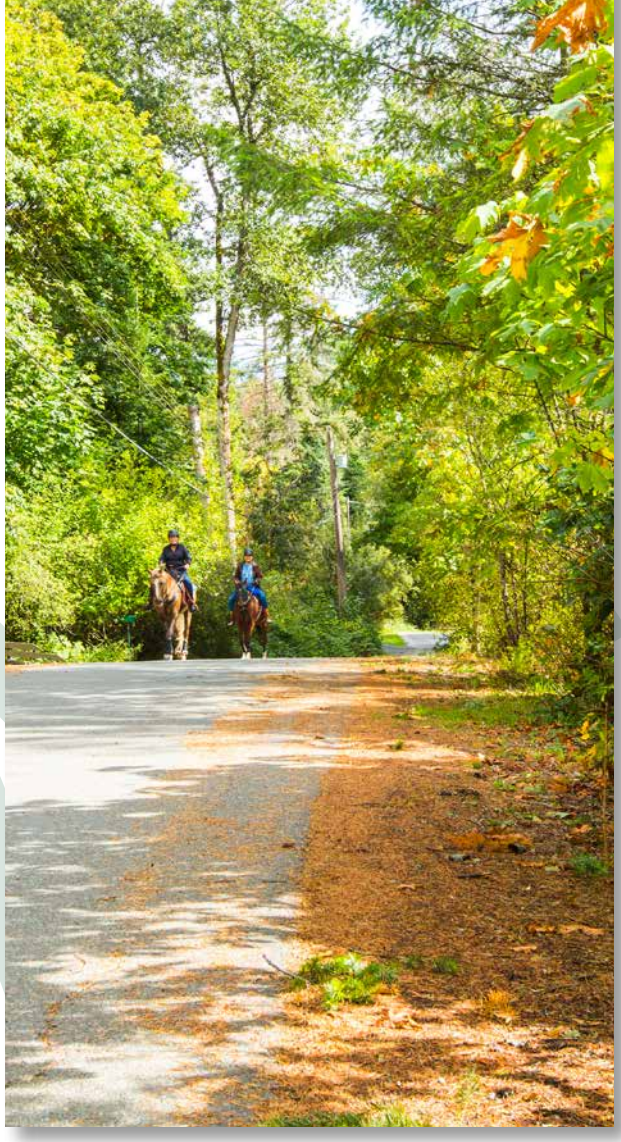
- **Proximity to land use generators** (e.g., recreation centres and commercial centres)
- **Addressing network gaps**
- **Project identified in other planning documents**
- **Opportunity to undertake trail improvements with other planned park capital improvement projects**
- **Access to transit**
- **Evidence of safety issues**
- **Proximity to an equity-deserving area**

Trail Network

The following pages show the priority trail projects including brief descriptions, approximate lengths and level of priority. Project numbers shown are not a ranking but provide visual reference to the projects found on the Trail Network Priority Map (**Figure 31)**.

The table below summarizes the priority trail projects' lengths and demonstrates the number of trail projects and their level of priority.

TRAIL NETWORK		
Priority	**Total Length (rounded) Km**	**# of Projects**
High Priority	7	8
Medium Priority	7	7



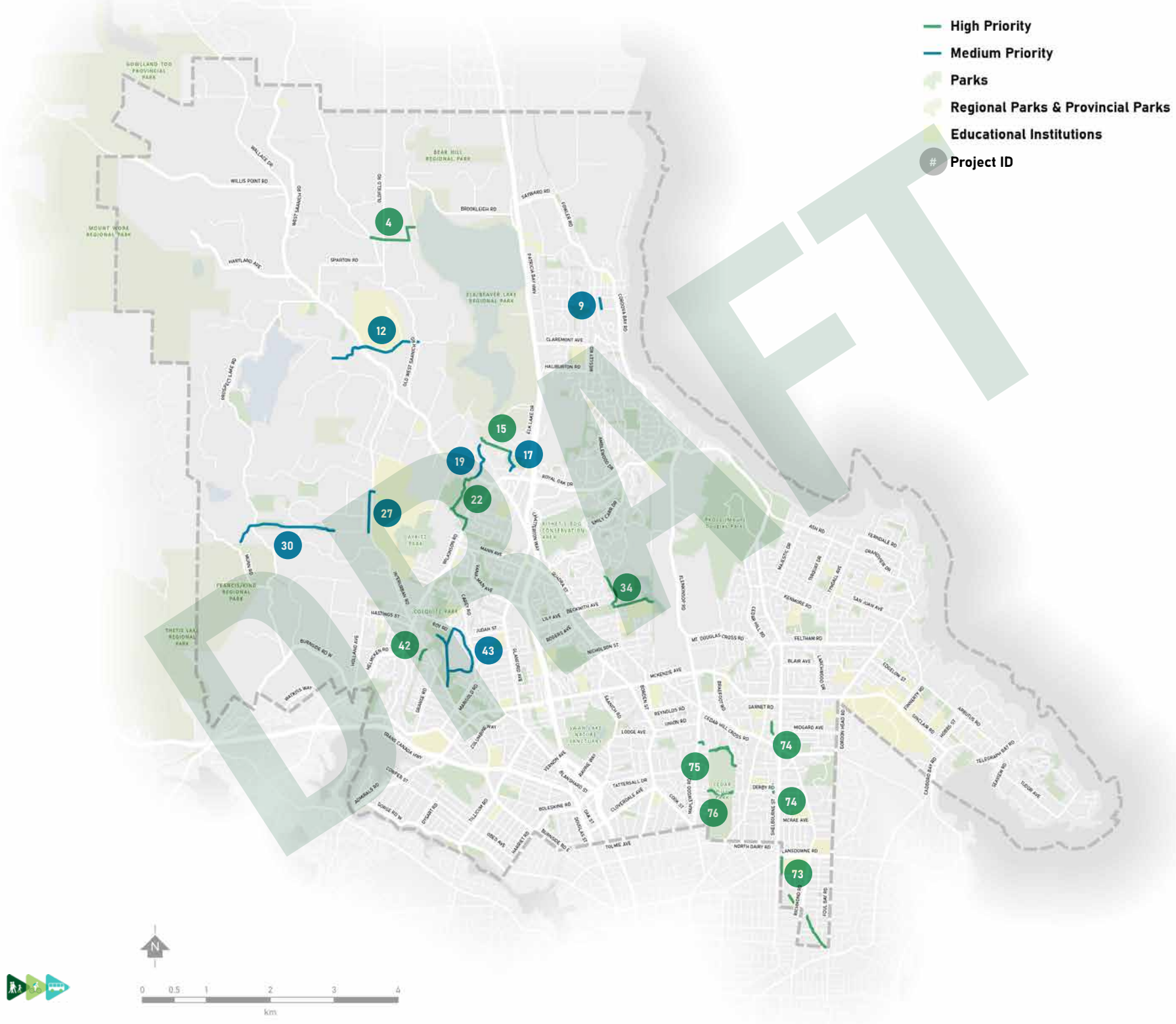
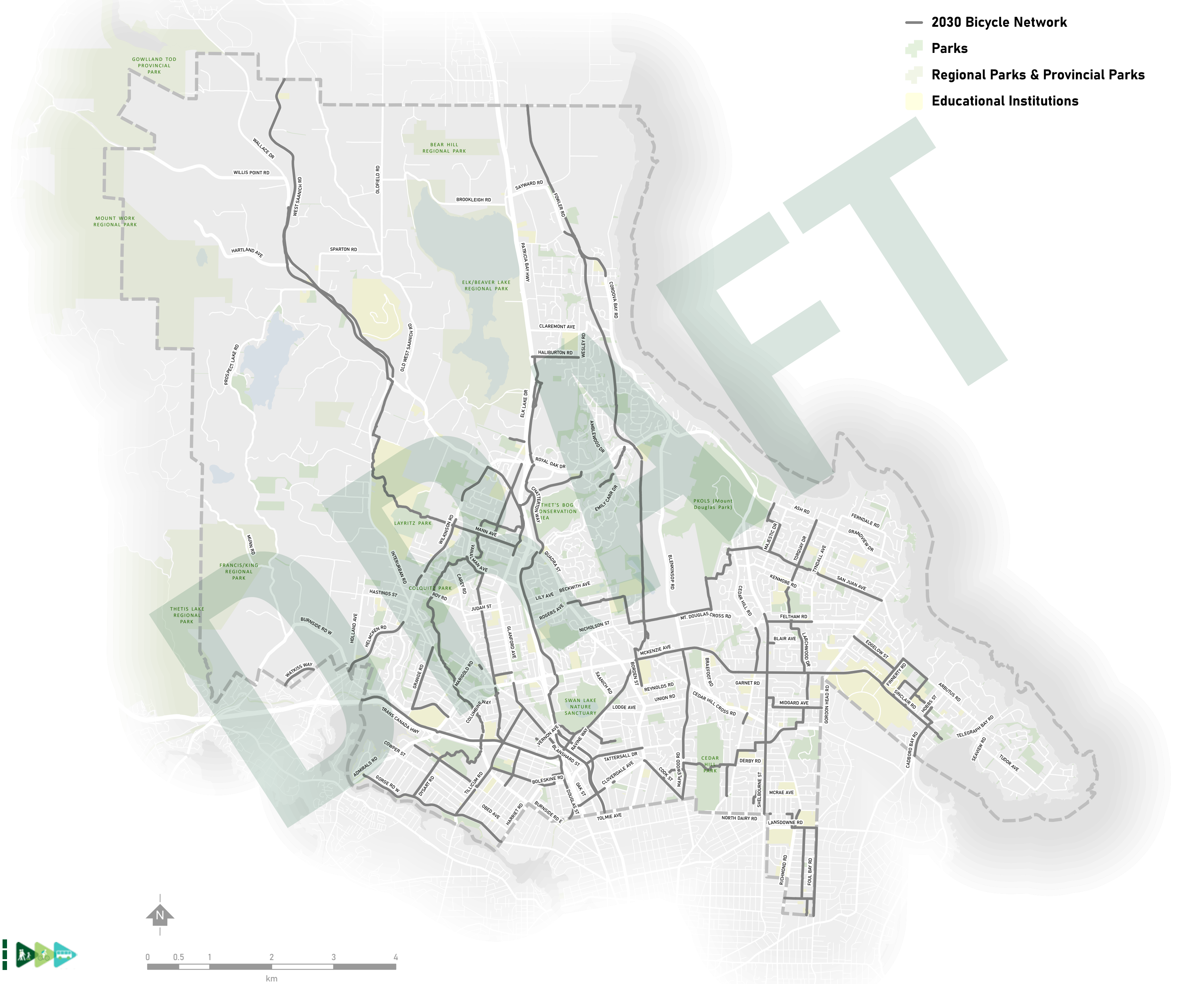

High Priority
Medium Priority
Parks
Regional Parks & Provincial Parks
Educational Institutions
Project ID
4
9
12
15
17
19
22
27
30
34
42
43
73
74
74
75
76
N
0 0.5 1 2 3 4
km

TABLE 6 // TRAIL NETWORK PRIORITY PROJECTS

LOW MID HIGH

ID	TITLE	DESCRIPTION	LENGTH	PRIORITY	COMPLEXITY
4	Elkwood Road Connector Trail	Elkwood Road connection between Old West Saanich Road and Elk/Beaver Lake Regional Park	950m	High Priority	
9	Ramber Trail Connector	Trail connection between Doumac Avenue and Sutcliffe Road	200m	Medium Priority	
12	Observatory Connector Trail	Trail connection between GowaRoad Road and Old West Saanich Road and BeAvenuer Lake Park via Observatory Road	1.5km	Medium Priority	
15	SCP / Elk / Beaver Lake	Trail connection between Saanich Commonwealth Place and Elk/Beaver Lake Regional Park	175m	High Priority	
17	SCP / Elk / Beaver Lake	Trail connection from Saanich Commonwealth Place connecting Normandy Park and Caselton Place	350m	Medium Priority	
19	Colquitz River Trail	Trail extension between West Saanich Road and Pipeline Road following the Colquitz River alignment	550m	Medium Priority	
22	Quicks Bottom Park Trail Improvements	Improved trail connections through Quicks Bottom Park between Wilkinson Road and West Saanich Road as a continuation of the Colquitz River Trail	1.2km	High Priority	
27	Interurban Rail Trail Improvements	Improvements to the section of the Interurban Rail Trail nearby Camosun College, Interurban Campus	700m	Medium Priority	
30	Saanich East/West Connector	Trail connection utilizing Goy Park, Kardum Park and the Goward Substation hydro right-of-way between Munn Road and Interurban Road at Camosun College	1.6km	Medium Priority	
34	Blenkinsop Valley Trail Connector	Trail connection between the Beckwith and Valewood Park to the Lochside Regional Trail and Blenkinsop Lake, with possible connection to St. Margaret's School	1.2km	High Priority	
42	South Valley Trail Extension	Improved trail connection between South Valley Park and Interurban Road, with connection to the Colquitz River Trail	200m	High Priority	
43	Panama Flats/Panama Hill Park Trail Improvements	Trail improvements throughout Panama Flats and Panama Hill Park	2.3km	Medium Priority	
73	Bowker Creek Greenway Connections	Continued development of the Bowker Creek Greenway as part of the Bowker Creek Initiative	1.6km	High Priority	
75	Cedar Hill Park North End Trail Improvement	Trail improvements for the north section of Cedar Hill Park	900m	High Priority	
76	Uvic-Cedar Hill Local Bikeway	Cycling improvements on Pear Street, Derby Road and east-west through Cedar Hill Park, including trail improvements for the section through Cedar Hill Park	470m	High Priority	


2030 Bicycle Network
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
MOUNT WORK REGIONAL PARK
BEAR HILL REGIONAL PARK
ELK/BEAVER LAKE REGIONAL PARK
FRANCIS/KING REGIONAL PARK
THETIS LAKE REGIONAL PARK
LAYRITZ PARK
COLQUITZ PARK
SWAN LAKE NATURE SANCTUARY
CEDAR HILL PARK
PKOLS (Mount Douglas Park)
WALLACE DR
WILLIS POINT RD
WEST SAANICH RD
OLDFIELD RD
HARTLAND AVE
SPARTON RD
BROOKLEIGH RD
SAYWARD RD
FOWLER RD
PATRICIA BAY HWY
CORDOVA BAY RD
CLAREMONT AVE
HALIBURTON RD
WESLEY RD
OLD WEST SAANICH RD
PROSPECT LAKE RD
ELK LAKE DR
AMBLEWOOD DR
ROYAL OAK DR
CHATTERTON WAY
EMILY CARR DR
WILKINSON RD
MANN AVE
MUNN RD
INTERURBAN RD
VANALMAN AVE
QUADRA ST
BLENKINSOP RD
HASTINGS ST
CAREY RD
ROY RD
JUDAH ST
LILY AVE
BECKWITH AVE
ROGERS AVE
NICHOLSON ST
MT. DOUGLAS CROSS RD
BURNSIDE RD W
HOLLAND AVE
HELMCKEN RD
GLANFORD AVE
MCKENZIE AVE
SAANICH RD
BORDEN ST
BRAEFOOT RD
WATKISS WAY
GRANGE RD
MARIGOLD RD
COLUMBINE WAY
TRANS CANADA HWY
VERNON AVE
RAVINE WAY
BLANSHARD ST
REYNOLDS RD
UNION RD
LODGE AVE
CEDAR HILL CROSS RD
GARNET RD
TATTERSALL DR
CLOVERDALE AVE
COOK ST
MAPLEWOOD RD
DERBY RD
COWPER ST
ADMIRALS RD
GORGE RD W
DYSART RD
TILLICUM RD
BOLESKINE RD
OAK ST
DOUGLAS ST
OBED AVE
HARRIET RD
BURNSIDE RD E
TOLMIE AVE
NORTH DAIRY RD
SHELBOURNE ST
MCRAE AVE
LANSDOWNE RD
RICHMOND RD
FOUL BAY RD
ASH RD
FERNDALE RD
GRANDVIEW DR
MAJESTIC DR
TORQUAY DR
TYNDALL AVE
KENMORE RD
SAN JUAN AVE
CEDAR HILL RD
FELTHAM RD
BLAIR AVE
LARCHWOOD DR
EDGELOW ST
FINNERTY RD
SINCLAIR RD
HOBBS ST
ARBUTUS RD
MIDGARD AVE
GORDON HEAD RD
CADBORO BAY RD
TELEGRAPH BAY RD
SEAVIEW RD
TUDOR AVE
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3
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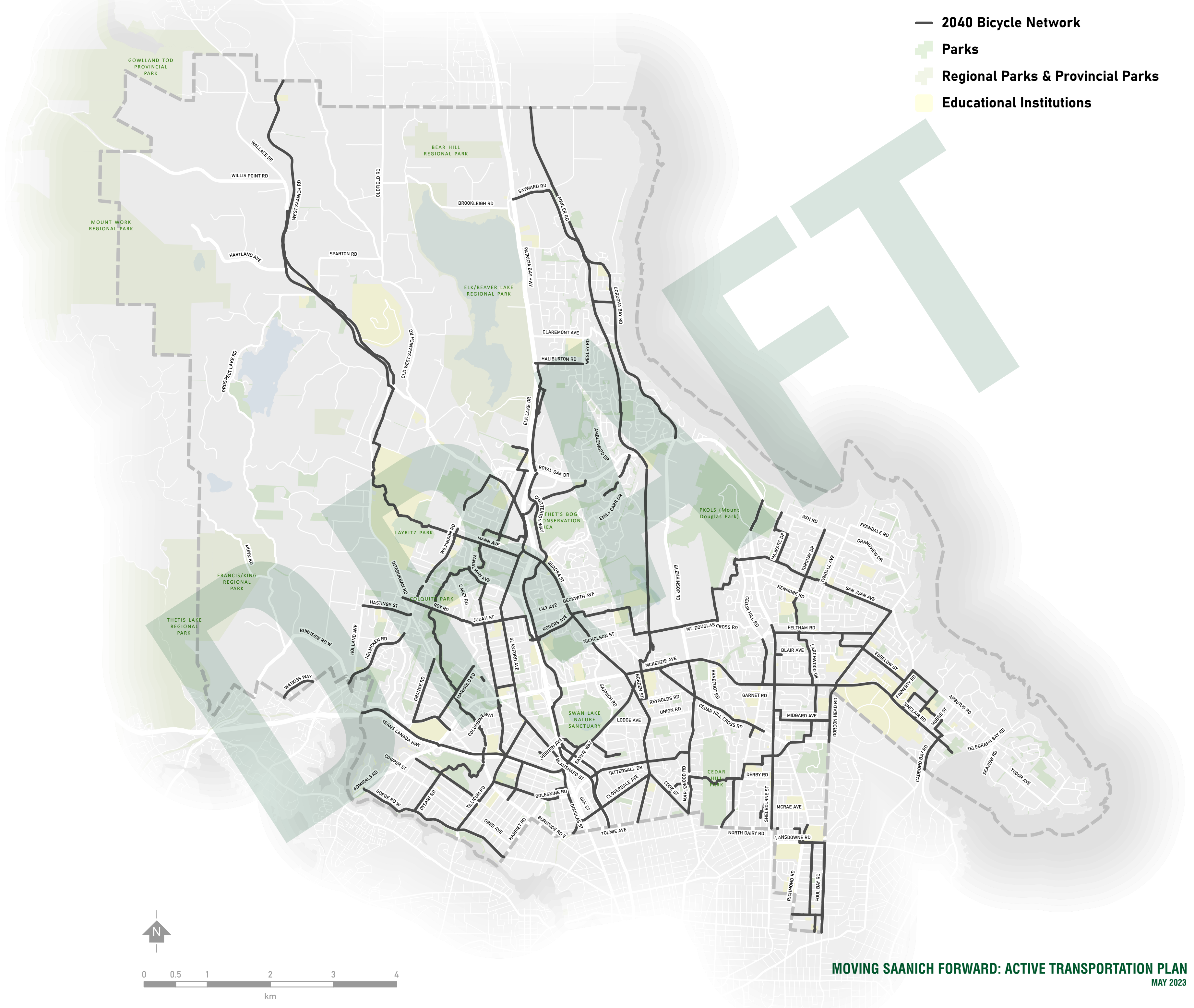
km


2040 Bicycle Network
Parks
Regional Parks & Provincial Parks
Educational Institutions
GOWLAND TOD PROVINCIAL PARK
MOUNT WORK REGIONAL PARK
BEAR HILL REGIONAL PARK
ELK/BEAVER LAKE REGIONAL PARK
LAYRITZ PARK
FRANCIS/KING REGIONAL PARK
THETIS LAKE REGIONAL PARK
COLQUITZ PARK
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FOWLER RD
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HARTLAND AVE
SPARTON RD
CORDOVA BAY RD
CLAREMONT AVE
HALIBURTON RD
WESLEY RD
OLD WEST SAANICH RD
PROSPECT LAKE RD
ELK LAKE DR
AMBLEWOOD DR
ROYAL OAK DR
CHATTERTON WAY
EMILY CARR DR
WILKINSON RD
MANN AVE
MUNN RD
INTERURBAN RD
VANALMAN AVE
QUADRA ST
CAREY RD
HASTINGS ST
ROY RD
JUDAH ST
LILY AVE
BECKWITH AVE
ROGERS AVE
BLENKINSOP RD
CEDAR HILL RD
MT. DOUGLAS CROSS RD
NICHOLSON ST
BURNSIDE RD W
HOLLAND AVE
HELMCKEN RD
GLANFORD AVE
MCKENZIE AVE
BORDEN ST
SAANICH RD
BRAEFOOT RD
GARNET RD
REYNOLDS RD
UNION RD
CEDAR HILL CROSS RD
WATKISS WAY
GRANGE RD
MARIGOLD RD
COLUMBINE WAY
LODGE AVE
TRANS CANADA HWY
VERNON AVE
RAVINE WAY
BLANSHARD ST
TATTERSALL DR
COWPER ST
CLOVERDALE AVE
COOK ST
MAPLEWOOD RD
DERBY RD
ADMIRALS RD
GORGE RD W
DYSART RD
TILLICUM RD
BOLESKINE RD
OAK ST
DOUGLAS ST
OBED AVE
HARRIET RD
BURNSIDE RD E
TOLMIE AVE
NORTH DAIRY RD
SHELBOURNE ST
MCRAE AVE
LANSDOWNE RD
RICHMOND RD
FOUL BAY RD
ASH RD
FERNDALE RD
GRANDVIEW DR
MAJESTIC DR
TORQUAY DR
TYNDALL AVE
KENMORE RD
SAN JUAN AVE
FELTHAM RD
BLAIR AVE
LARCHWOOD DR
EDGELOW ST
FINNERTY RD
SINCLAIR RD
HOBBS ST
ARBUTUS RD
MIDGARD AVE
GORDON HEAD RD
CADBORO BAY RD
TELEGRAPH BAY RD
SEAVIEW RD
TUDOR AVE
N
0 0.5 1 2 3 4
km

5.1.4 FUNDING STRATEGIES

The Active Transportation Plan does not come without costs. These costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of walking and cycling improvements with other plans and projects. Cost pressures and inflation related to capital costs are a concern when it comes to infrastructure projects. These costs can have a major impact on project budgets and timeliness as well as on the ability of the District to deliver these active transportation projects. This section describes several strategies that Saanich will consider to help leverage its investments and to maximize its ability to implement active transportation improvements.

- **Capital Planning.** Saanich will incorporate the recommendations from the Active Transportation Plan into its short-, medium- and long-term budgeting plans to ensure that the projects are accounted for in its capital planning process. As the motor vehicle network is already established, to achieve the targeted growth in active modes that have been outlined in the Plan, Saanich will need to continue to invest in walking and cycling ensuring that safe, high quality active transportation facilities are built and to focus on encouraging residents of all ages and abilities to consider making more trips by walking, cycling or transit. By enhancing the walking and cycling environment, the motor vehicle network will also benefit from enhanced safety and reduced congestion as more people make more trips by active modes.
- **Developers.** An important component of the implementation of the Plan will be Saanich's ability to leverage active transportation investments during planning of new development projects. Other ways in which active transportation investments can be leveraged through developers include:
    - Voluntary public realm improvements;
    - Community amenity contributions;
    - Density bonusing contributions;
    - Funding in lieu of parking; and
    - Providing high quality bicycle parking facilities.
- **Provincial Programs and Initiatives.** The Provincial Government administers the B.C. Active Transportation Infrastructure Grant Program, which provides cost-sharing for new walking, cycling and trail infrastructure. The program provides funding for infrastructure that forms part of a Council-endorsed active transportation plan and projects that provide safe, comfortable and high-quality active transportation design, including alignment with the B.C. Active Transportation Design Guide. Some possible projects include sidewalks, trails, protected bike lanes and neighbourhood bikeway corridors. The District will undertaken concept design for candidate projects ready to make application to this program on an annual basis.
- **Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.
- **Green Municipal Funds.** Managed by the Federation of Canadian Municipalities, the Green Municipal Fund is intended to support municipal government efforts to reduce pollution, reduce GHG and improve quality

of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

- **Carbon Tax Rebate.** Each municipality that has signed the Climate Action Charter received an annual rebate based on completion of the CARIP form. Saanich could choose to direct this funding towards sustainable transportation projects, such as funding bicycle and pedestrian infrastructure.
- **ICBC** provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools. It is anticipated that ICBC will be also be a key funding partner in implementing the Road Safety Action Plan over the next ten years.
- **Private Sector.** Many corporations wish to be good corporate neighbours — to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in B.C. include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.
- **Development Cost Charges.** The District's Development Cost Charges (DCC) bylaw identifies a contribution toward active transportation projects that benefit new growth in the community. The list of active transportation projects in the Plan are to be included in a DCC update, with contributions required through land development.

5.1.5 QUICK BUILD TECHNIQUES AND STRATEGIES

In 2022, eight distinct quick build initiatives were identified to help build out the pedestrian and cycling networks as cost-effectively and rapidly as possible. These have included pedestrian crosswalk improvements, reallocated road space along Tillicum Road, high visibility road markings and school zone signage, upgrades to existing buffered bicycle lanes, bike boxes at signalized intersections, prioritizing pedestrians at three intersections, among others. Quick Build strategies will continue to be considered wherever possible.

As communities throughout North America and internationally implement their active transportation networks, they often face significant challenges technically, politically and financially. Some of the issues and questions that arise when implementing bicycle networks include:

- Funding limitations and capital resources can make implementing new infrastructure a challenge.
- Ensuring routes are connected to a larger network and destinations. This can be a challenge when communities are in the early stages of implementing their bicycle networks. Communities may not have the resources to build more than a few corridors at a time, and research suggests that significant increases in ridership do not tend to occur until a connected network is established.
- Some residents and stakeholders may not believe in the potential to increase the number of bicycle or walking trips by installing new routes and may be concerned about the impact new infrastructure will have on traffic congestion, safety, or parking spaces.

These common issues have resulted in communities looking for ways to implement AAA facilities in a timely and cost-effective manner through 'quick build' strategies. As shown in Figures 29 and 30, there are several approaches to implementing active transportation infrastructure based on a continuum of implementation timelines. This includes:

- **Demonstration Projects** are typically considered short-term (one or multi day) temporary installations that help to show new opportunities to enhance a street for walking or cycling. They are a great way to engage with the public and illustrate the impacts of a potential project. They may include but are not limited to demonstrations of protected bicycle lanes, improved crossings, plazas, and woonerf streets.
- **Pilot Projects** often refer to a project that is used as a test case to evaluate factors such as feasibility, cost, safety and improve upon the design before implementing the full-scale project or making it a permanent feature.
- **Interim Designs** are permanent features that have been implemented quickly usually with low cost materials that can be adjusted and/or replaced easily. This allows for design flexibility and opportunities to adjust as needed. An interim design can be used to build more of the network at a lower cost.
- **Permanent Installations** require more time for planning, public engagement, and construction time. They include higher cost materials that are less flexible and intended for long-term durability.

Two of these 'Quick Build' strategies -- Pilot Projects and Interim Designs -- offer ways to make significant strides in network implementation while respecting financial constraints. These strategies include the use of low-cost materials such as adjustable curbs, ongoing monitoring of project success, and the understanding that the project can be changed if it is failing to meet the intended

needs. Recent examples from the Capital Region include Saanich include the temporary pedestrian facilities on Cadboro Bay Road, time-limited closures of Government Street, and various road space reallocation projects during the COVID-19 pandemic. Some of the benefits of interim design options include:

- Faster implementation and more flexible design;
- Ability to make design changes based on feedback received from users and other stakeholders;
- If the project is introduced as a pilot project, it can ease tensions of those with opposition as they know the project is not being forced upon them; and
- Relatively low financial risk if the facility does not perform well or reverted to its previous design.

A key component of a Quick Build strategy is ongoing monitoring of performance based on a number of variables including:

- Levels of Satisfaction;
- Safety for all road users including the number of collisions and perceived safety concerns;
- Economic impact on nearby businesses; and
- Demographics of who is using the facility

To help build out the pedestrian and cycling networks as cost-effectively and rapidly as possible, Quick Build strategies will be considered wherever possible.

FIGURE 34 // TACTICAL URBANISM: THE SPECTRUM OF CHANGE (CYCLING)

FIGURE 35 // TACTICAL URBANISM: THE SPECTRUM OF CHANGE (WALKING)

5.2 MONITORING STRATEGY

A monitoring strategy is essential component of the Plan helping to track progress toward implementation, determine whether the Plan is achieving it's goals, and queue the District to adjust the rate of implementation, as required. A monitoring plan will also enable Saanich to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Plan. A successful monitoring strategy needs to be:

- **Meaningful.** The monitoring strategy should yield meaningful results and point to the success in achieving the vision, goals, and targets of the Plan.
- **Measurable.** The monitoring program needs to establish criteria that are measurable and for which data or information can be readily obtained.
- **Manageable.** The monitoring strategy needs to take into account resource limitations and identify measures where information is accessible or data is simple to collect.

The District has completed annual Active Transportation Report Cards since 2019. These report cards provide a snapshot of how the District is progressing the themes of the Active Transportation Plan (connections, convenience, and culture), among other highlights. These report cards include measures of success, current status of projects, progress towards implementing the directions set forth in the 2018 Active Transportation Plan, and general notes about "how we are doing."

5.2.1 GENERAL MEASURES OF SUCCESS

The Active Transportation Plan monitoring program focuses on identifying 'measures of success' for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan.

Measures of success are described in the tables on the following pages, including general measures of success for the overall Plan, as well as specific measures of success related to each of the three themes. Targets have been identified for the general measures of success. However, targets have not been identified for the indicators related to each of the three themes of the plan. These targets will be developed through a separate Transportation Monitoring and Reporting Program.

TABLE 7 // MEASURES OF SUCCESS

MEASURE OF SUCCESS	INDICATOR	SOURCE
Walking, cycling and transit mode share (commute)	%	Statistics Canada
Walking, cycling and transit mode share (all trips)	%	CRD Trip Diary
Walking, cycling and transit volumes on key corridors	#	Saanich / CRD - Count Data
Number of collisions involving people walking and cycling	#	ICBC / Saanich Police
Number of fatal collisions involving people walking and cycling	#	ICBC / Saanich Police
Proportion of all collisions involving people walking and cycling	%	ICBC / Saanich Police
Proportion of all fatal collisions involving people walking and cycling	%	ICBC / Saanich Police
Proportion of all fatal collisions involving people walking and cycling	%	ICBC / Saanich Police

Theme 1: Connections

There are six strategies identified under the theme Connections, each focusing on enhancing the connectivity of Saanich's network of pedestrian and bicycle routes. The success measures identified under this theme focus on establishing a complete, connected, and convenient network of walking and cycling facilities. The following measures of success will help Saanich determine if they are achieving the goals of the Active Transportation Plan.

TABLE 8 // MEASURES OF SUCCESS FOR CONNECTIONS

MEASURE OF SUCCESS	INDICATOR	SOURCE
Total length of bicycle network (by facility type)	Total km	Saanich
Total km of AAA bicycle network (by AAA facility type)	Total km	Saanich
Proportion of Saanich's total jobs and population within 400 meters of the total bicycle network	% of District	Saanich
Proportion of Saanich's urban land area (within the Urban Containment Boundary) within 400 meters of the total bicycle network	% of District	Saanich
Proportion of Saanich's total land area within 400 meters of the AAA bicycle network	% of District	Saanich
Proportion of Saanich's urban land area (within the Urban Containment Boundary) within 400 meters of the AAA bicycle network	% of District	Saanich
Total length of sidewalk network	Total km	Saanich
Proportion of streets with a sidewalk on at least one side	% of all streets (by class)	Saanich
Proportion of bus stops that are accessible	%	Saanich

Theme 2: Convenience

There are five strategies identified under the theme Convenience focusing on making active forms of transportation a more attractive and competitive transportation choice. The strategies aim to make active travel more convenient by making active travel to and between destinations more convenient.

TABLE 9 // MEASURES OF SUCCESS FOR CONVENIENCE

MEASURE OF SUCCESS	INDICATOR	SOURCE
Proportion of audible pedestrian signals	%	Saanich
Proportion of pedestrian countdown timers	%	Saanich
Percentage of intersections with curb ramps at all corners	%	Saanich
Percentage of signals with bicycle actuators	%	Saanich
Percentage of District owned and operated facilities with short-term and long-term bicycle parking and end-of-trip facilities	%	Saanich

Theme 3: Culture

There are seven strategies identified under the theme Culture focusing on making active travel a part of every day life for residents and visitors of Saanich. The 'softer' measures identified here can help to provide education and raise awareness about active transportation in Saanich.

TABLE 10 // MEASURES OF SUCCESS FOR CULTURE

MEASURE OF SUCCESS	INDICATOR	SOURCE
Number of schools in Saanich that have completed Active School Travel Plans ("Ready Step Roll")	#	Saanich
Number of public wayfinding displays	#	Saanich
Number of annual walking and cycling events including infrastructure grand openings	#	Saanich

5.2.2 NEXT STEPS FOR MONITORING SUCCESS

To assist in monitoring these, and other, measures of success, Saanich will expand its current active transportation monitoring initiatives and develop a five-year plan that is updated annually which outlines its active transportation priority projects. In addition, Saanich will work towards the development of a Transportation Monitoring Program that will establish specific targets for each of the indicators noted above, as well as any additional indicators.

Saanich can follow this up by communicating the results of its Transportation Monitoring Program by continuing to produce annual report cards demonstrating transportation patterns and progress towards the implementation of the Active Transportation Plan. This report card can act as a tool to monitor the development of bicycling and walking activity in a community on a regular basis and will continue to be used to assess if a community is achieving its cycling and walking objectives.

SUMMARY

The Active Transportation Plan provides a comprehensive approach to guide Saanich's investments in active transportation over 30 years. The Plan includes recommendations for improving active transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term. The Active Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active travel modes.

The Active Transportation Plan has been developed based on extensive technical work and engagement with Saanich residents and community partners. This includes thousands of residents contributing over an 18-month period in 2017-2018 when the Plan was first developed, as well as subsequent engagement completed in 2022-23 during the plan update process. The District of Saanich would like to thank all residents and community partners for their participation in the process and valuable input used to share the Active Transportation Plan.

With the 2018 Active Transportation Plan adopted by Council, it is now time to *Move Saanich Forward*, through this update process.

This five-year update continues to *Move Saanich Forward* by refreshing directions and priorities for the next five years and beyond. This updated plan will ensure that Saanich can continue on it's path to become a more equitable, livable and sustainable community.

APPENDIX A

LONG-TERM PEDESTRIAN NETWORK

FIGURE AP-1 // LONG-TERM SIDEWALK NETWORK | RURAL

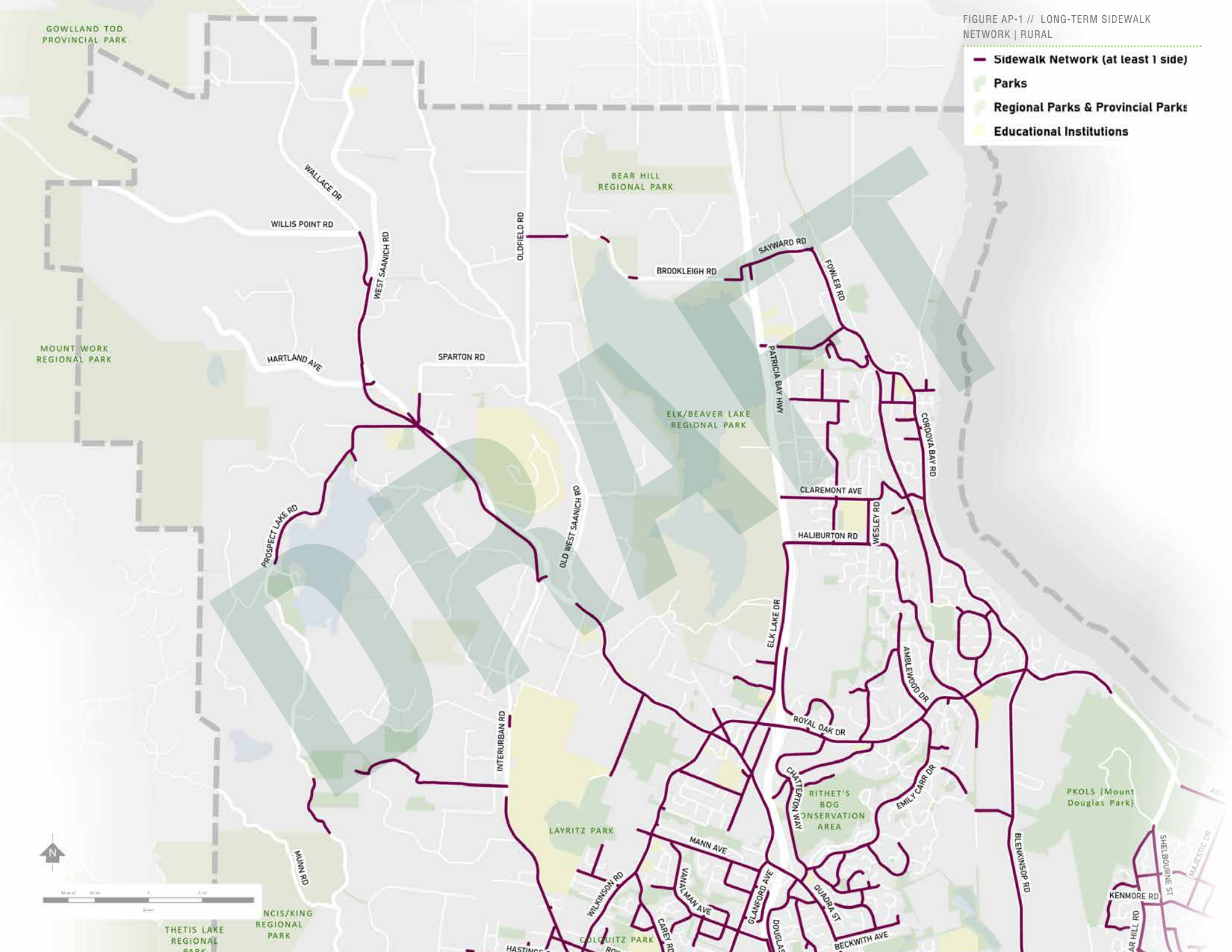


FIGURE AP-2 // LONG-TERM SIDEWALK NETWORK | CENTRAL

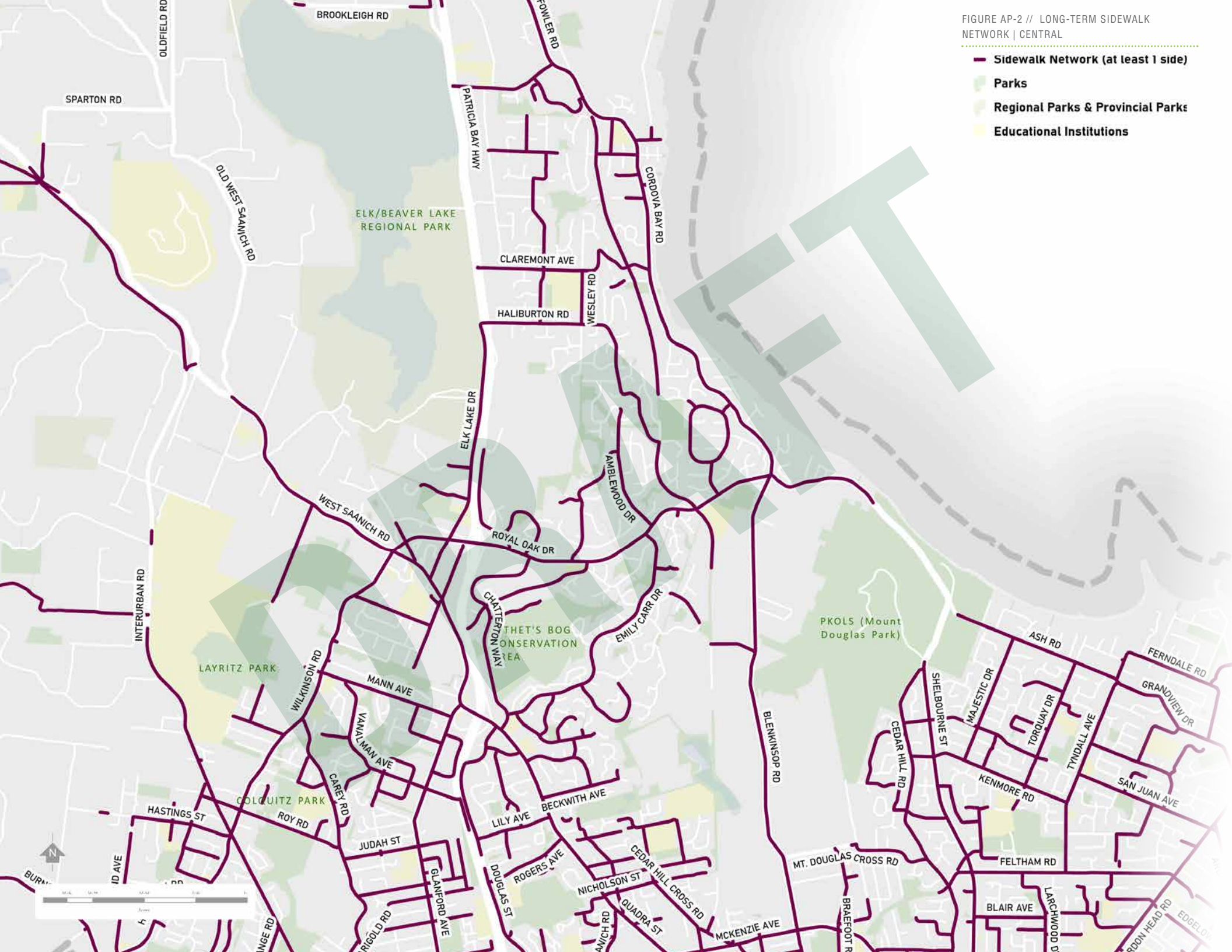


FIGURE AP-3 // LONG-TERM SIDEWALK NETWORK | SOUTH-WEST

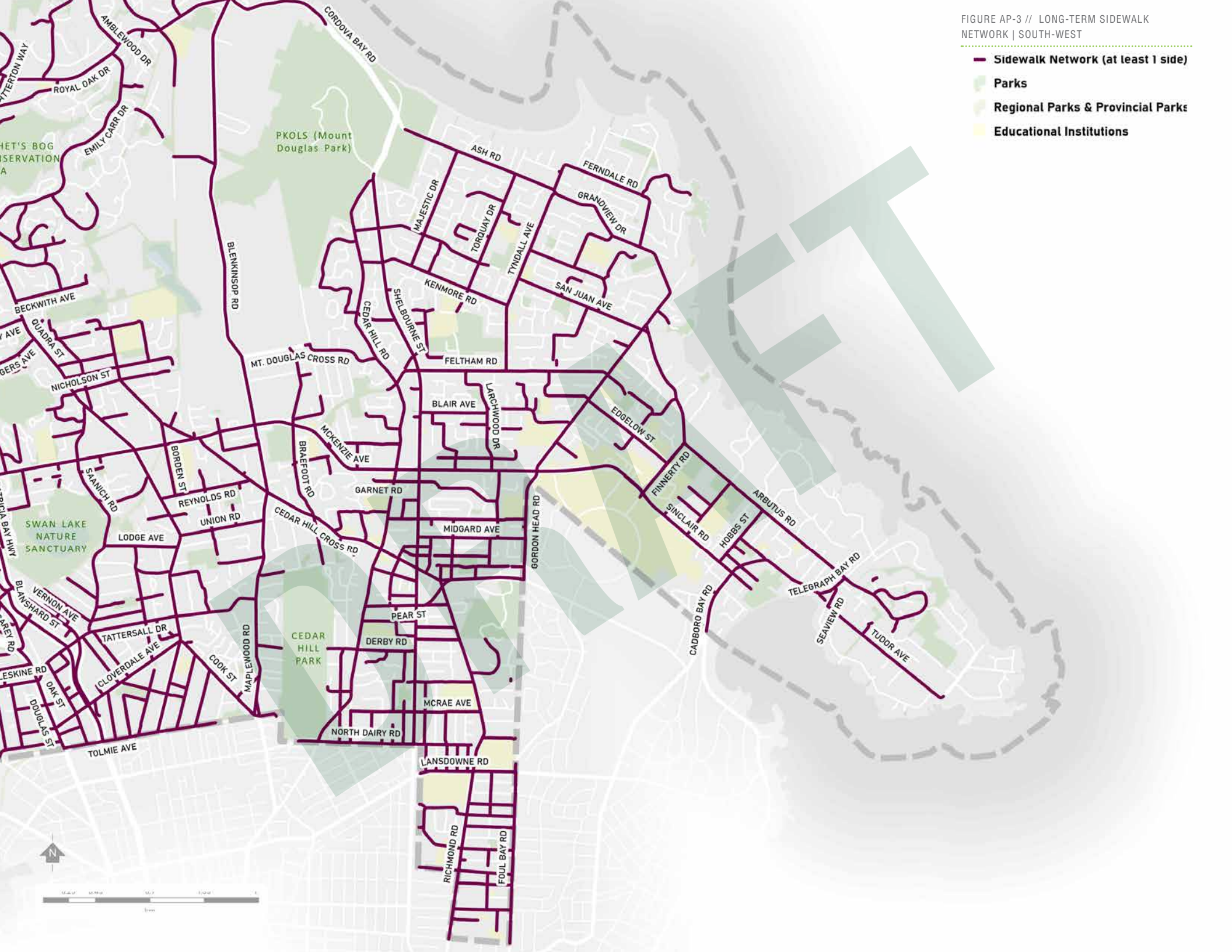
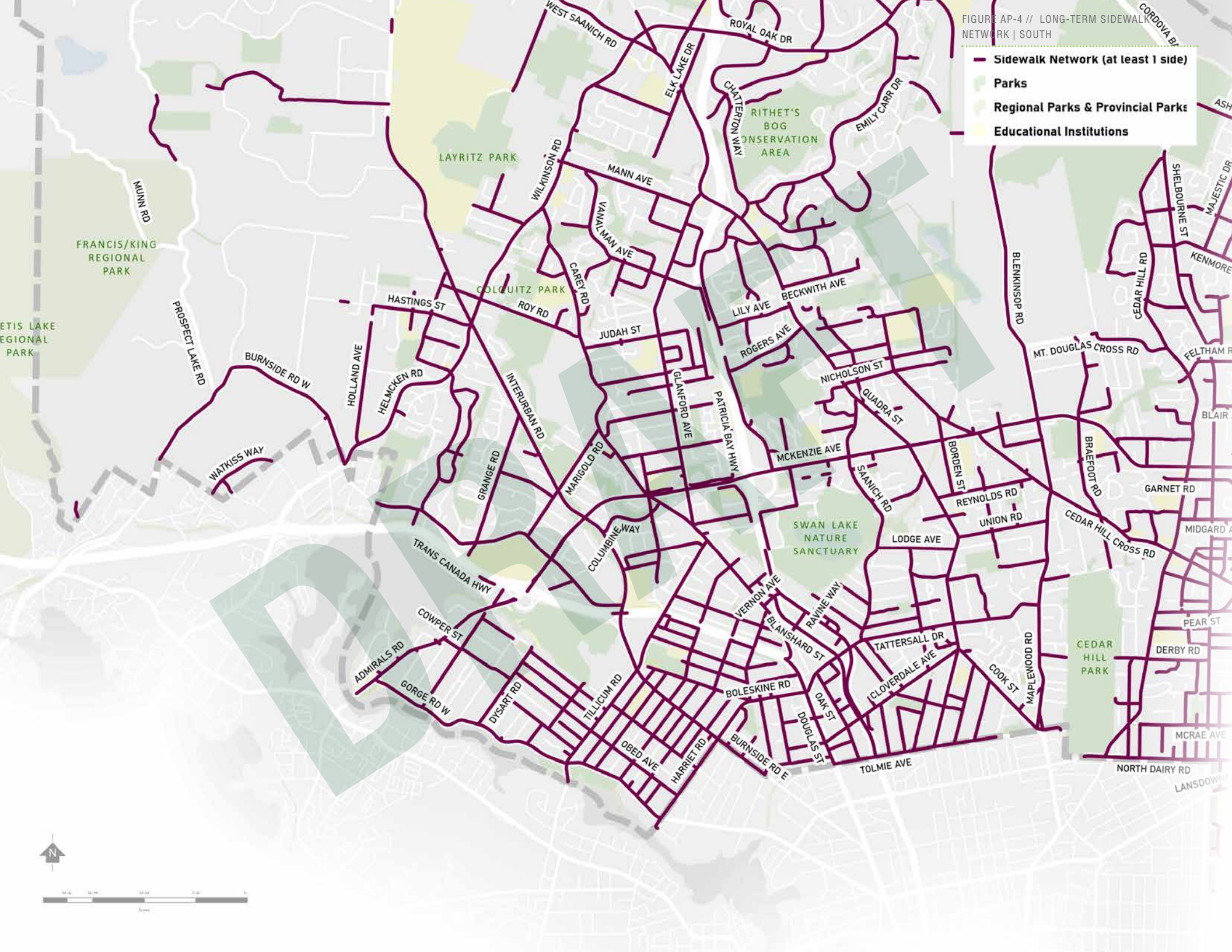


FIGURE AP-4 // LONG-TERM SIDEWALK NETWORK | SOUTH



APPENDIX B

LONG-TERM BICYCLE NETWORK

FIGURE AP-5 // LONG-TERM BICYCLE NETWORK | RURAL

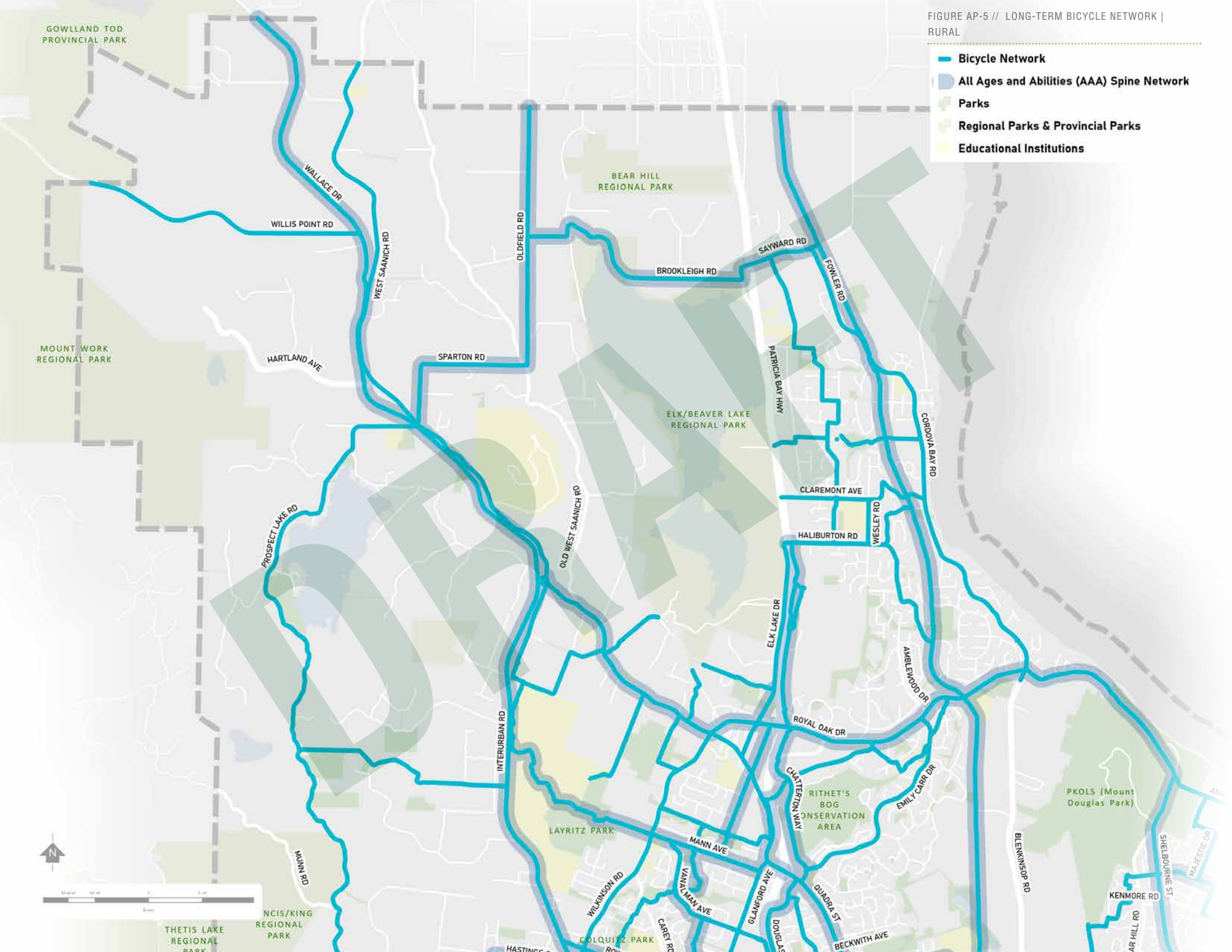


FIGURE AP-6 // LONG-TERM BICYCLE NETWORK | CENTRAL

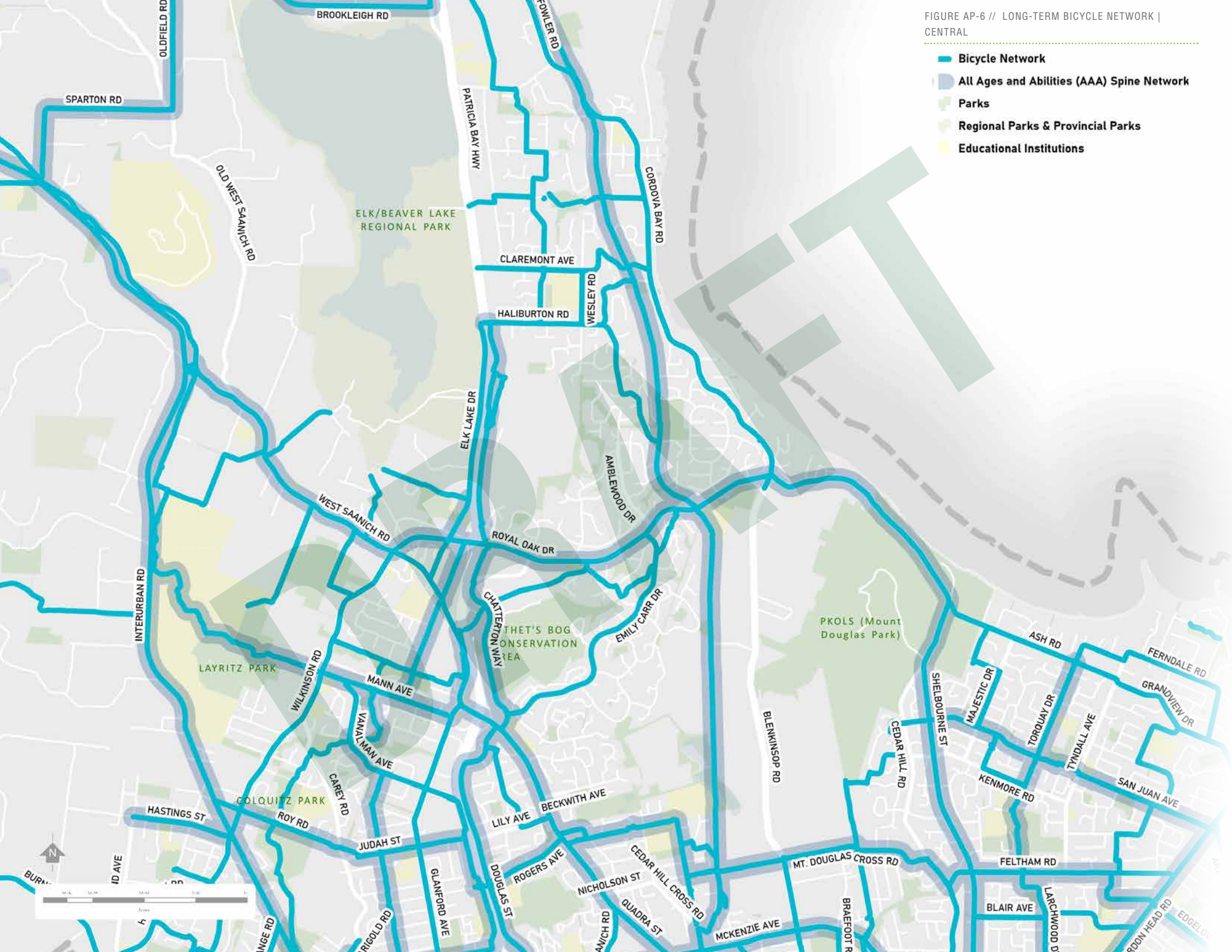


FIGURE AP-7 // LONG-TERM BICYCLE NETWORK | SOUTH-WEST

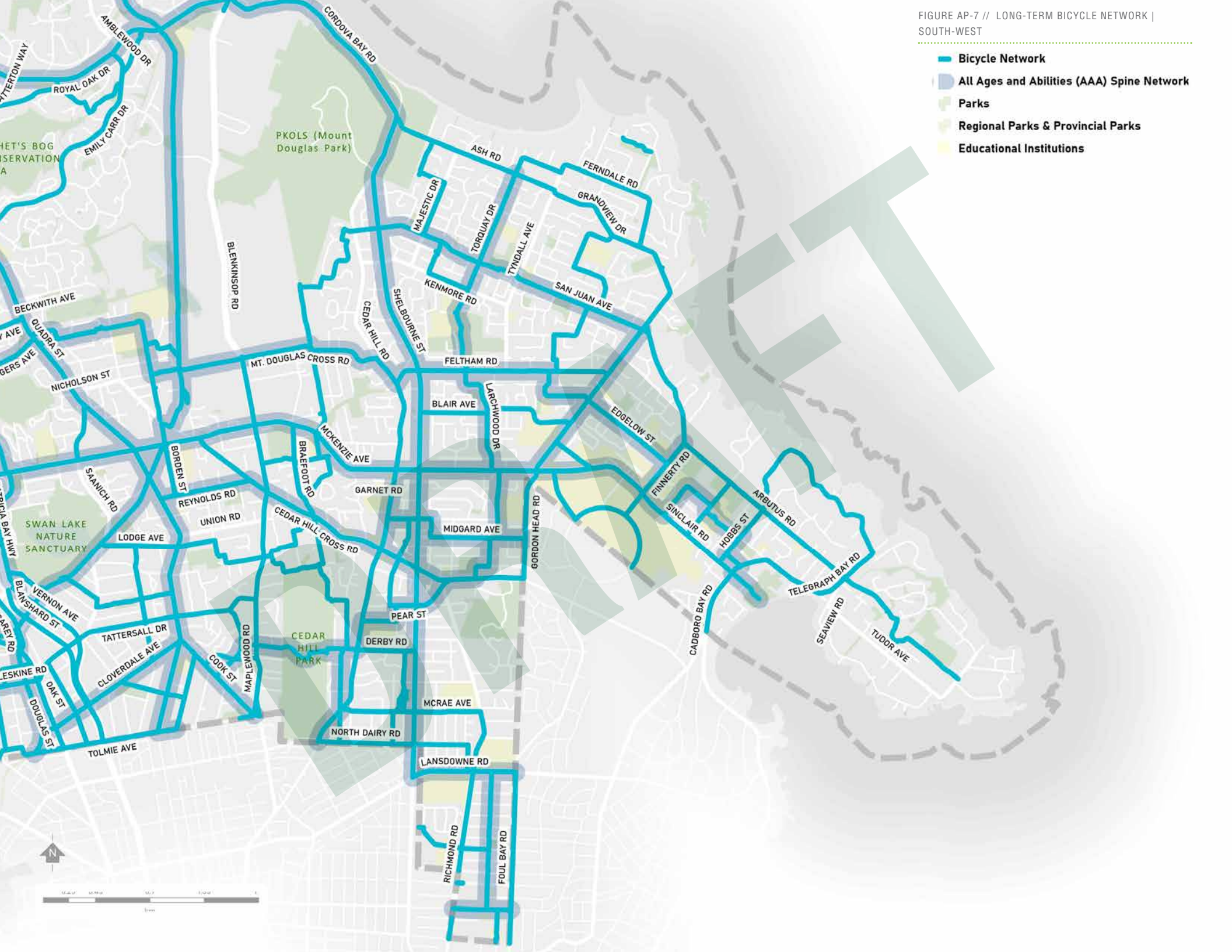
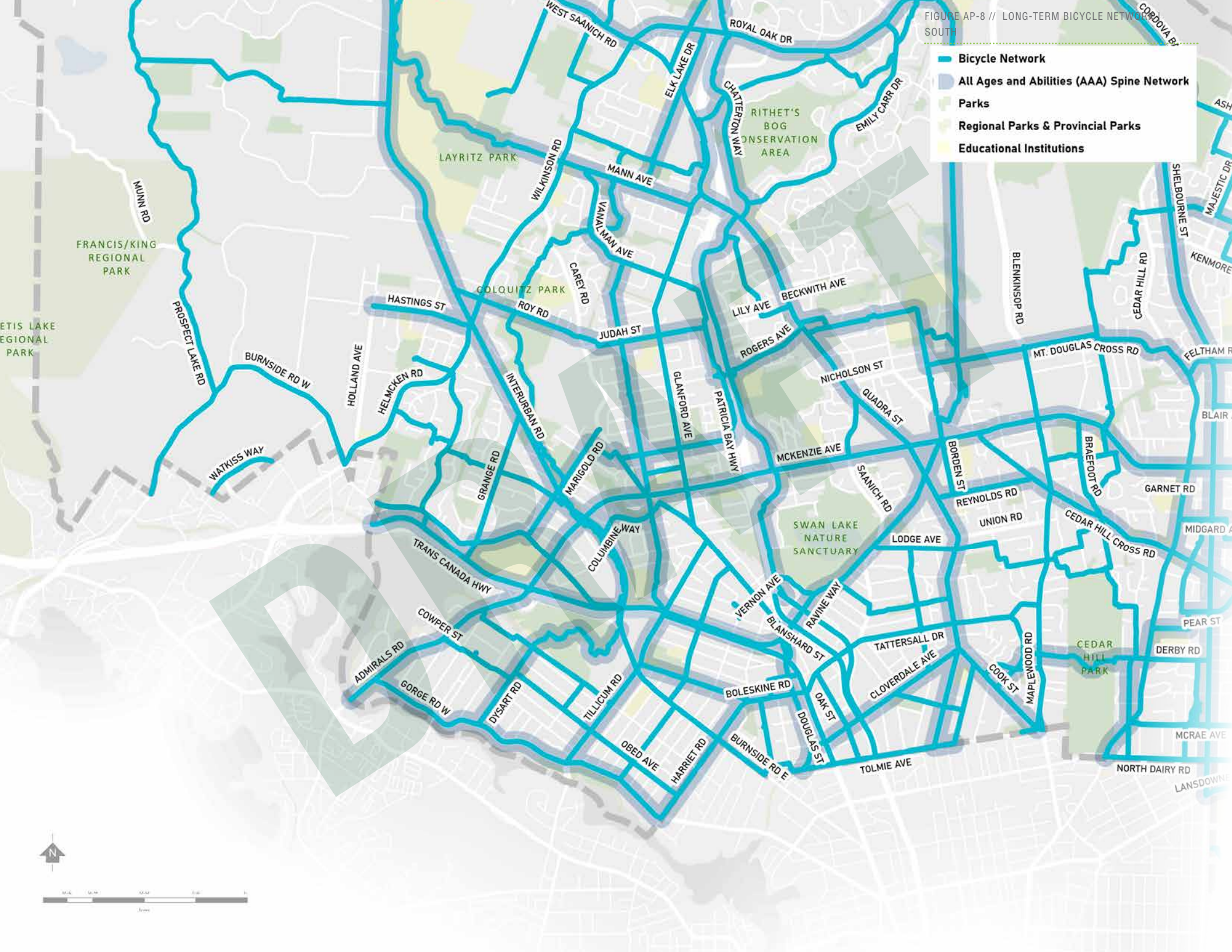


FIGURE AP-8 // LONG-TERM BICYCLE NETWORK: SOUTH



APPENDIX C

LONG-TERM TRAIL NETWORK

FIGURE AP-9 // LONG-TERM TRAIL NETWORK | RURAL

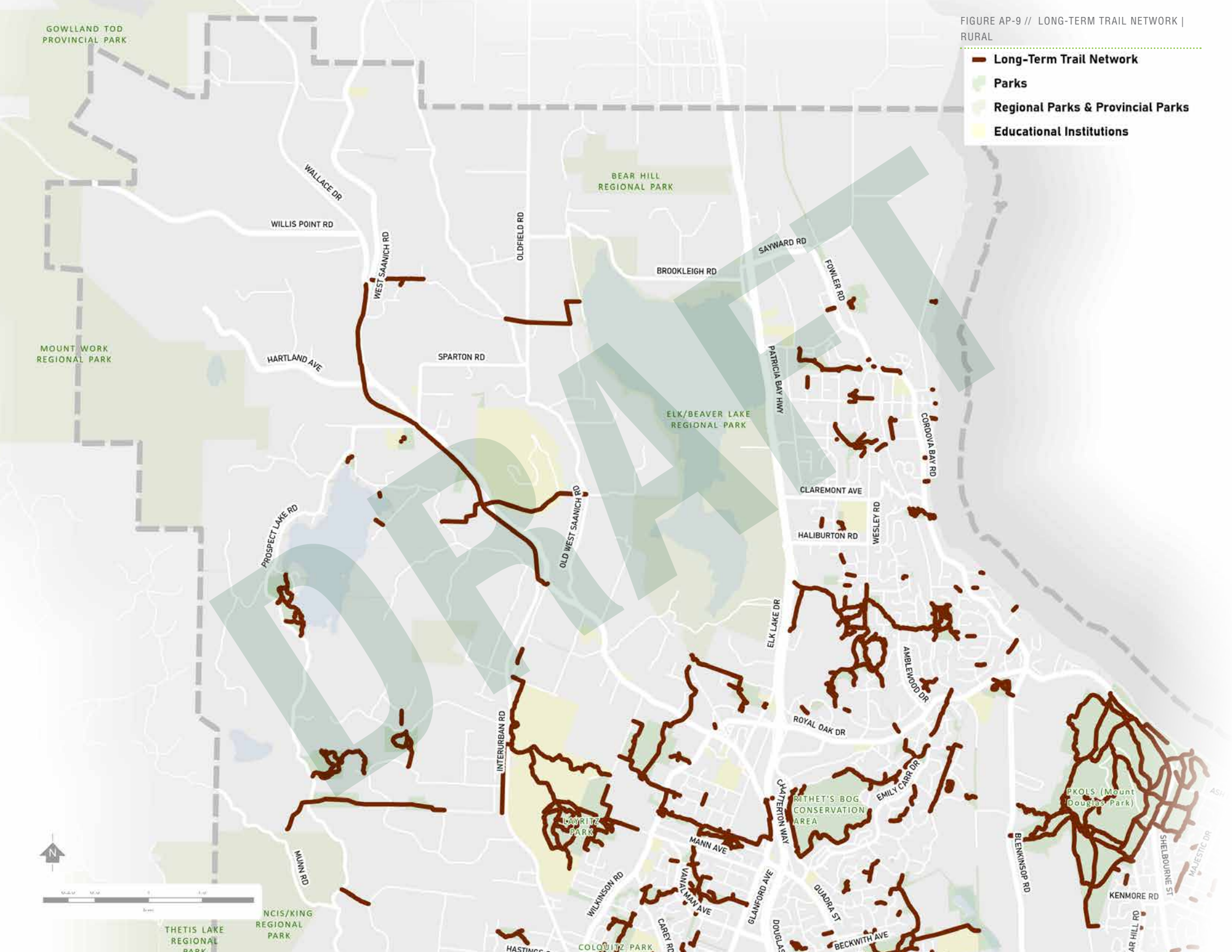


FIGURE AP-10 // LONG-TERM TRAIL NETWORK | CENTRAL

FIGURE AP-11 // LONG-TERM TRAIL NETWORK | SOUTH-WEST

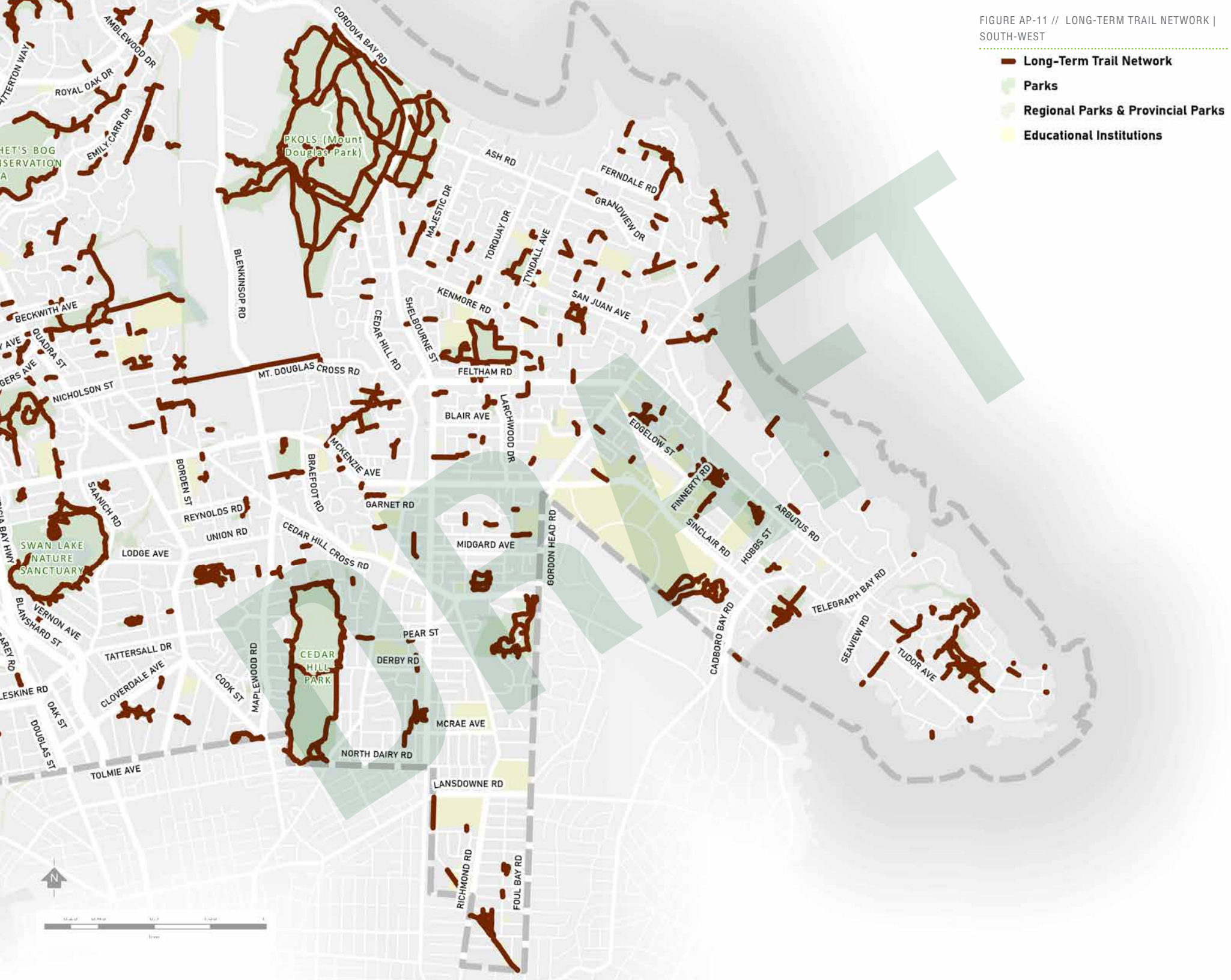


FIGURE AP-12 // LONG-TERM TRAIL NETWORK | SOUTH

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