

LET'S MOVE,
SAANICH!



MOVING SAANICH FORWARD

ACTIVE TRANSPORTATION PLAN

VERSION 2 | ADOPTED JANUARY 2024





TERRITORIAL ACKNOWLEDGEMENT

*This District of Saanich is within the territory of **ləkʷəŋən** peoples known today as Songees and Esquimalt Nations, and the **W̱SÁNEĆ** peoples, represented today by the **W̱JOŁEŁP** (Tsartlip), **BOKÉĆEN** (Pauquachin), **STÁUTW** (Tsawout), **W̱SIKEM** (Tseycum) and **MÁLEXEL** (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 4.4 ACRES OF LOW LANDS ON CADBORO BAY
FROM THE GONWARD FAMILY.

THE CLUB PROVIDED FILL TO MAKE THE SITE SUITABLE FOR
A COMMUNITY PLAYGROUND AND PARK.

IN 1954 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
CAMOSIN GYRO CLUB EST. 1949
GYRO IS AN INTERNATIONAL FRATERNITY OF FRIENDSHIP
FOUNDED IN 1912

Ministry of
Ecology
& Environment
Sustainable
Development

EXECUTIVE SUMMARY



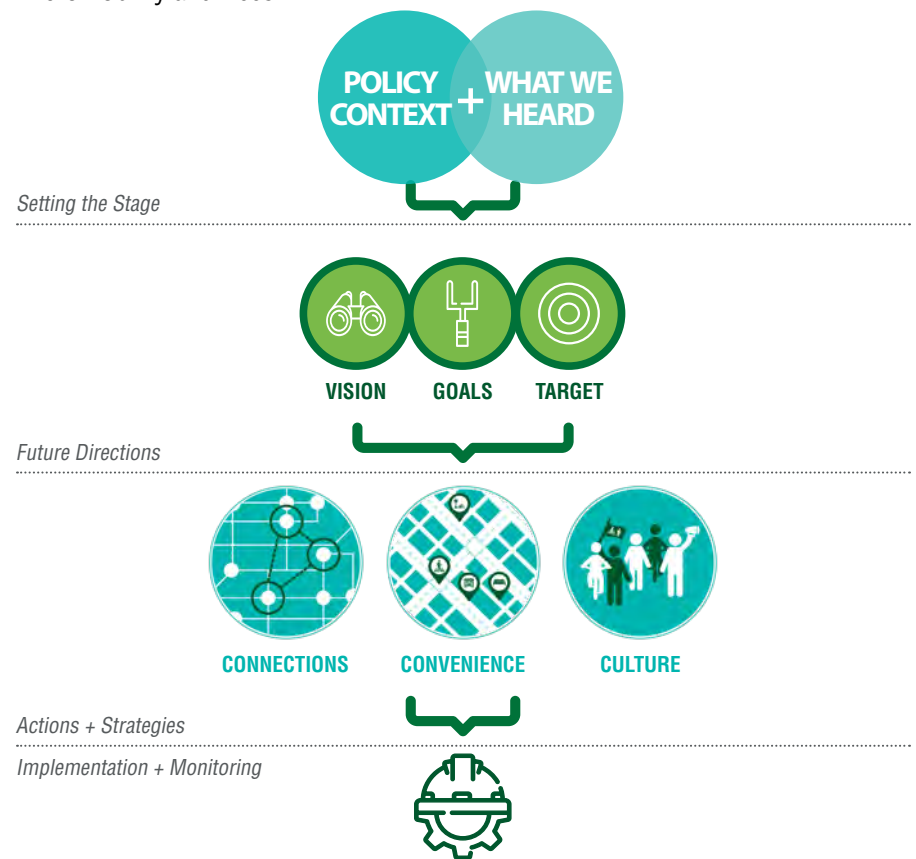
Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 118,000 residents, it is the largest of 13 municipalities that make up the Capital Regional District (CRD) and brings together a combination of both urban and rural areas which continue to shape the character of the community. The District has an urban area where the majority of the population lives, as well as a large rural area. It also has a number of recreational assets, both urban and rural that are great for walking, cycling, and rolling.

Saanich has made steady progress implementing pedestrian and bicycle facilities throughout the community. There is an expanding 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 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 taken 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, 2020 Climate Plan, updated Urban Forest Strategy, 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 and trees.



The Active Transportation Plan guides Saanich's investments in active transportation over 30 years. The plan establishes a vision, goals, and a target 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 policies, standards, infrastructure and programming to ensure that walking, cycling, and rolling 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 and target.

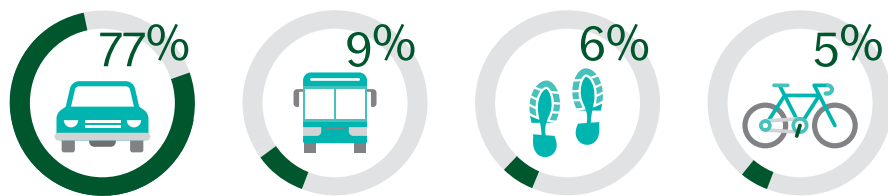
SETTING THE CONTEXT

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, cycling, and rolling 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 number 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 2023 Origin Destination Household Travel Survey provides data regarding all trip types and found that approximately 26% of all trips in Saanich are made by walking (11%), cycling and micromobility (8%), and transit (7%). These numbers show an increase in sustainable trips relative to 2017. The 2017 study included micromobility as "other" and is therefore not represented in the same way as the 2023 results.



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

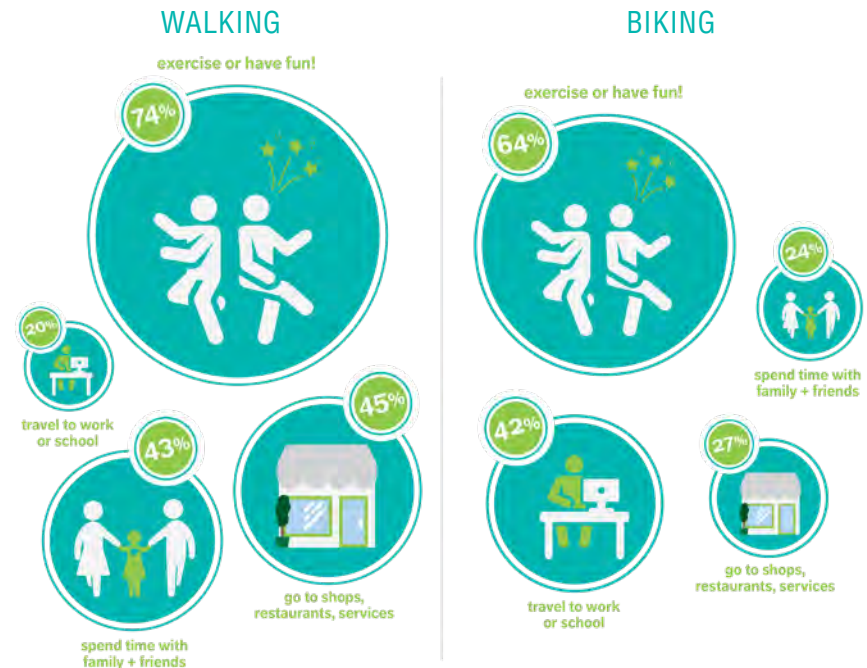


Other Reasons Why Walking + Biking is Important...



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 and target 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 Support a growing **culture** of active transportation through policy, infrastructure, programs, and education.
- 2 Achieve a significant **shift** to active modes of transportation to reduce vehicle trips and vehicle kilometres travelled.

Target: by 2050, at least 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

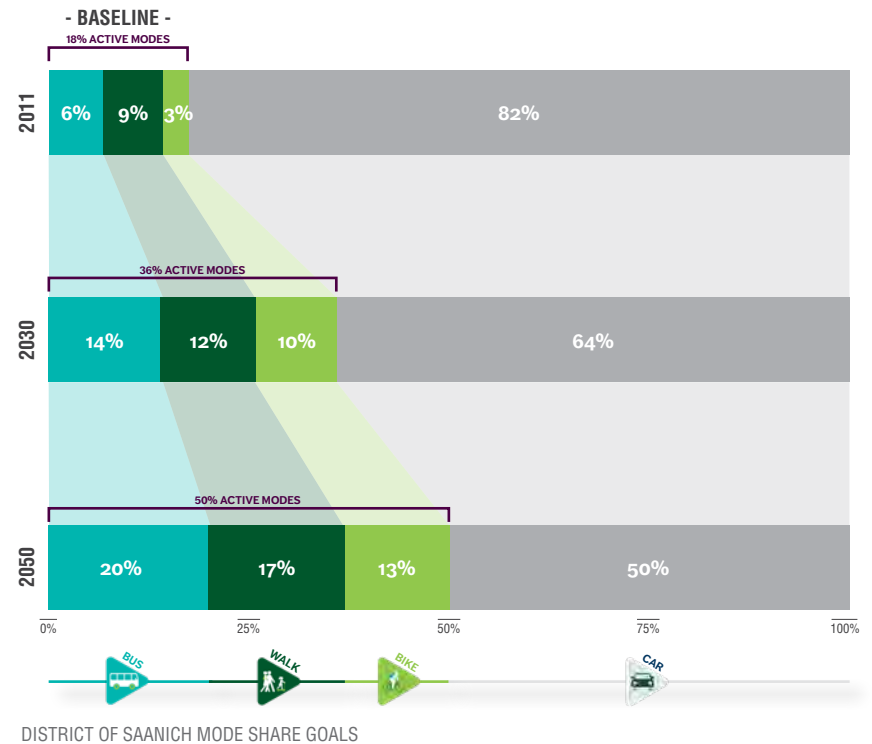
The Active Transportation Plan consists of three overarching themes. For each theme, the plan includes several strategies and more detailed actions to improve active transportation. The implementation of these strategies and actions will help Saanich work towards achieving the vision and goals of the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

MOVING SAANICH FORWARD VISION STATEMENT

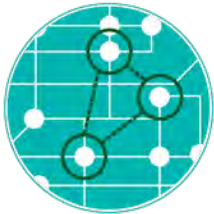


Saanich is home to universally accessible and complete walking and cycling networks that make it convenient and safe for people of all ages and abilities to move around the community.

The connectivity, convenience, and multi-modal nature of these networks supports a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.



CONNECTIONS



CONVENIENCE



CULTURE



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, cycling, and rolling are safe and comfortable for people of all ages and abilities.

Establishing a complete, connected, and convenient network of walking, cycling, and rolling facilities is a fundamental part of making active transportation a convenient and attractive travel option in 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.

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 filling in gaps in the District's sidewalk network and updating sidewalks where needed.

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

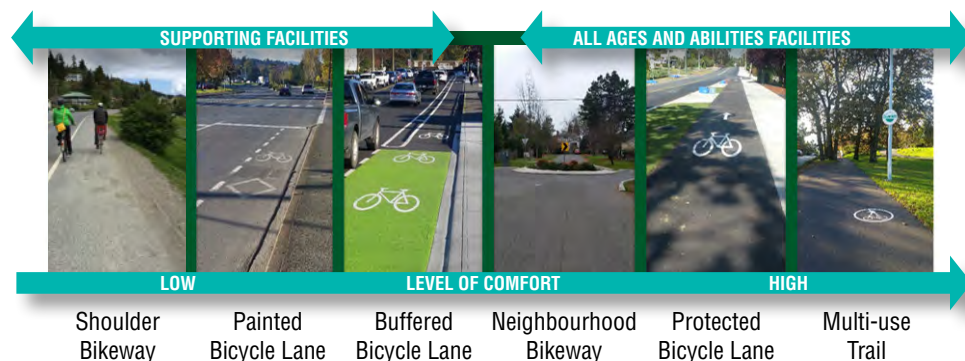
1. **A Comfortable Network.** This Plan focuses on developing an All Ages and Abilities ("AAA") network that is supported by a network of bike routes that include facilities such as buffered bicycle lanes, bicycle lanes, and shoulder bikeways. The purpose of an AAA network is to provide an interconnected 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, regardless of their cycling ability. Developing a 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 Plan it was clear that there is still a desire for a AAA bicycle network in Saanich. The AAA bicycle network will include different types of bicycle facilities (**Figure 25**) to be selected based on several factors such as road design, and motor vehicle speeds and volumes. In addition to bicycle facilities, traffic calming may also be a practical option to encourage lower vehicle speeds. 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.

Efforts to create a comfortable active transportation network on rural roads can be hampered by vehicle speeds that exceed posted speed limits. Where cyclists are sharing the road with motor vehicles, traffic calming measures may be used to encourage slower travelled speeds. Where speeds cannot be reduced, facilities that separate active users from the motor vehicles will be considered.

2. **A Complete Network.** The long-term bicycle network ensures all areas within the Urban Containment Boundary are within 400m of a designated and complete bicycle route in areas with the highest population and employment density. The minimum grid network includes both the AAA network and the supporting network.
3. **A Connected Network.** A complete and connected network in Rural Saanich might include a network of “Active Transportation Spines” has been identified to provide high quality and direct north-south and east-west connections that connect to key community destinations, including Centres, Corridors and Villages. These spines are the priority and also provide connections to neighboring municipalities. Once completed, they will provide a core active transportation network that connected and comfortable for all users.
4. **An Enhanced Network.** Saanich has many existing on- and off-street bike facilities. An important aspect of improving the comfort and connectivity of the existing network is ensuring that the facilities meet AAA standards, where possible, and that they can be integrated into the future network. Monitoring will help identify where improvements are needed. It will also provide opportunities to gather 'lessons learned' and identify improvements for future projects.

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, cycling, and rolling 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 Active Transportation Plan includes six 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

Before active transportation can be convenient, it must be accessible. Universally accessible facilities allow people with a wide range of abilities, disabilities, and other characteristics to travel throughout the community by active means. Universal access is not a convenience, but a necessity. "Convenience" therefore applies to making active transportation facilities available to all users by ensuring that new facilities are universally accessible thereby serving all residents and active transportation users. Another important factor in terms of convenience is the distance between destinations and the time it takes for someone to travel to their destination.. People travelling by active modes typically travel shorter distances than people driving or using transit. Time is also an important factor for convenience. People may choose to bike or walk because they save time by taking a quieter and more direct route. In addition, if they bike, they can often park closer to their destination, thus saving time. 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. Particularly throughout Rural Saanich where to provision of active transportation facilities can improve convenience for residents to access the many recreational amenities of the area, and improve convenience of transit services with improved transit facilities such as shelters and benches to make longer trips more convenient. The growing popularity of e-bikes also offers convenience as these devices seemingly minimize hilly terrain and make longer trips by bike more convenient.

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.

Universally accessible facilities allow people with a wide range of abilities, disabilities, and other characteristics to travel throughout the community by active means. Universally accessible facilities are required to build a network that benefits everyone. Universal access is not a convenience, but a necessity. "Convenience" therefore applies to making active transportation facilities available to all users

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, cycling, and rolling environment that is convenient for all Saanich residents and visitors.

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

Although 'hard' measures such as new supportive infrastructure are critical to expand the use of active transportation, a range of supportive measures are also important to encourage a shift towards sustainable modes. These supportive measures can provide education and raise awareness about active transportation in Saanich, and can help to achieve Goal #1 of the Active Transportation Plan, which is to 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, cycling, and rolling. Education and awareness initiatives are important and cost-effective measures to enable residents to feel more safe and comfortable walking, cycling, and rolling 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.

STRATEGIES FOR CULTURE



- 3A: Support and Encourage Walking, Cycling and Rolling 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 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 (completion 2023), medium-term (completion 2040) or long-term (completion 2050) 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, bicycle routes, and trails as explained in **Section 5**.

It will take 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 pedestrian crosswalk improvements, reallocated road space, high visibility road markings and signage in school zones, prioritizing pedestrians and bike boxes at intersections. These and other quick build projects will continue to be explored in locations throughout Saanich alongside ongoing monitoring and implementation. If, through monitoring, it is determined that the project is failing to achieve an increase in walking, cycling and rolling, then changes can be made, as the design is flexible.

While the Active Transportation Plan does not come without costs, these costs can be shared by pursuing external funding from other levels of government, partnerships with other organizations, the development industry, and integration of walking, cycling, and rolling 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 and mode share target. 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 and can be used to monitor progress towards mode shift targets. 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 second, 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, cycling and rolling.

Saanich has a growing 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 its 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 or electric-assist transportation that facilitates personal mobility. This includes walking, cycling, or rolling using a skateboard, in-line skates, a wheelchair, or other wheel-based form of transportation. It also includes walking to catch the bus.



The Active Transportation Plan will guide Saanich's investments in active transportation over 30 years. The plan establishes a vision, goals and a target to improve active transportation, along with a series of strategies and actions that fall within three overarching themes of the plan: **Connections, Convenience, and Culture**. These strategies and actions provide holistic guidance on policies, standards, infrastructure and programming to ensure that walking, cycling and rolling 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, Road Safety Action Plan and Climate 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, cycling and rolling, 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, cycling and rolling, 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 target, as well as 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 between winter 2016 and summer 2018 through a comprehensive process that involved exploring options, connecting with community, drafting ideas and sharing initial results, gathering input, and refining and creating the final plan.

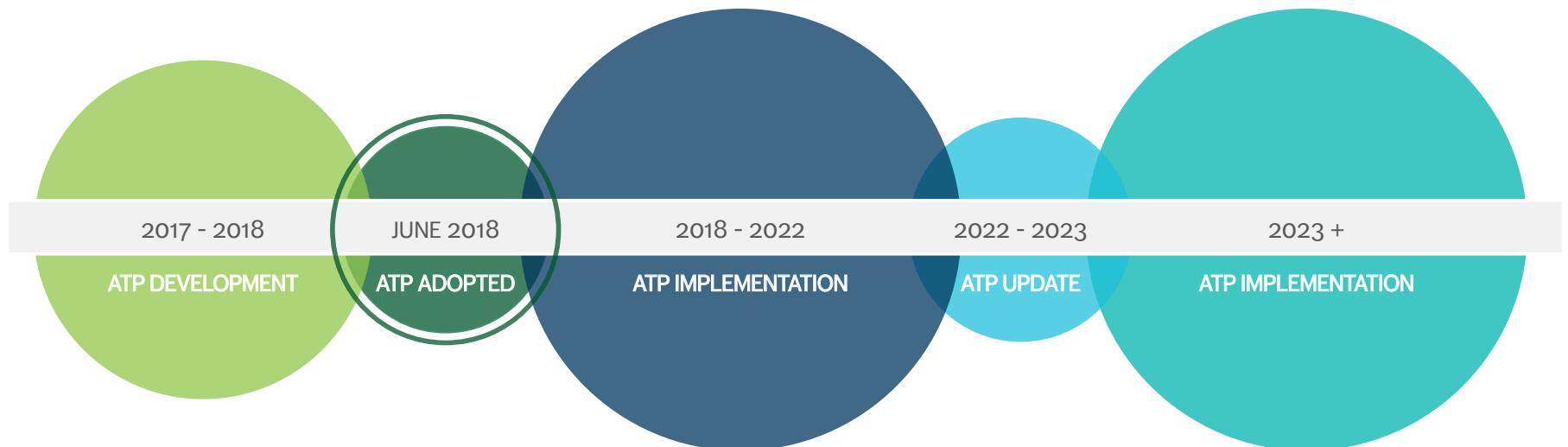
A 5-year update to the Active Transportation Plan was completed in 2022-2023. The update included re-engaging with Saanich residents and stakeholders, updated demographics and research on travel patterns, mobility trends, road safety, and infrastructure, and a refreshed set of actions and priority infrastructure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

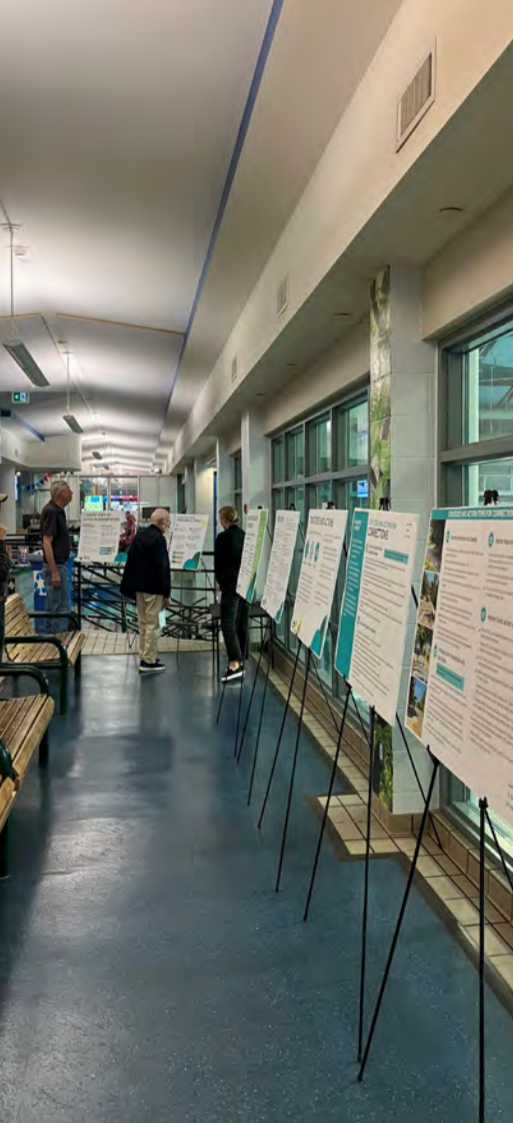


DID YOU KNOW?

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. Three rounds of public engagement were undertaken in 2017-18, which led to the development of 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.



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

5 km 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

32 km* 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 and 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.

* Includes off-street and protected on-street AAA as per the District's Active Transportation Plan Report Card (2022).



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 accessible and equitable transportation system. 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.



CLIMATE ACTION BENEFITS

Cycling, walking, and rolling helps reduce vehicle trips, congestion, air pollution, and GHG emissions. Over half (58%) of the District's emissions are from fossil fuels used for transportation so promoting active mobility is an important step toward achieving our climate goals and helping with climate change mitigation. As we experience more extreme weather and wildfires, adaptation strategies such as access to green space and shade, water fountains and misting stations, and air conditioned buses are also increasingly important.



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. Neighbourhoods and destinations that are accessible and attractive for active transportation users attract 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. Walking, cycling and rolling are some of the most affordable and accessible ways to add exercise to a daily routine.



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 also creates greater equity for people and communities that experience barriers to participation.

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 and 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 people walking, cycling, and rolling. 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, cycling and rolling and motor vehicles decrease.

2.2 THE MARKET FOR ACTIVE TRANSPORTATION IN SAANICH

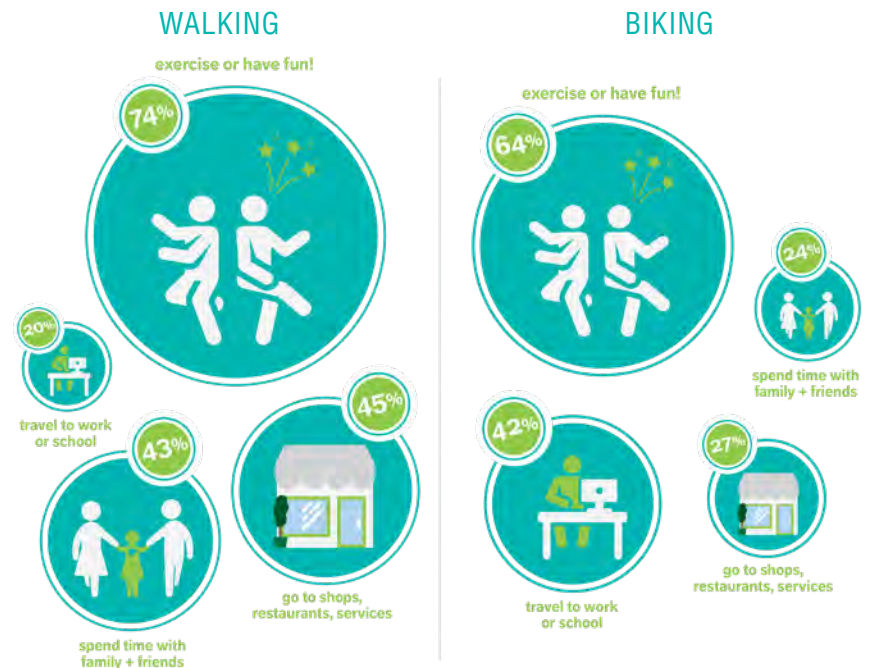
There is significant demand for active transportation among Saanich residents. Results from the first interactive survey in 2017 show that residents of Saanich think active transportation is important for many of the reasons previously mentioned in **Section 2.1**, with health, commuting and the environment being

FIGURE 2 // REASONS WHY WALKING AND CYCLING ARE IMPORTANT



the top reasons why walking and cycling are important to most respondents (see **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 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 a strong economy and society, including three post-secondary institutions (the University of Victoria, two Camosun College campuses, and the Vancouver Island Technology Park) that help create and sustain a strong economy, including the development of local and knowledge-based businesses.

Saanich's OCP includes the creation of a network around these areas throughout the community. Focusing growth around these areas has been identified as a key strategy to develop compact and livable communities where walking, cycling, rolling and transit are viable transportation options.

As shown in **Figure 5**, Saanich is made up of 12 neighbourhoods that provide a range of opportunities for residents. For the most part, Saanich neighbourhoods are low density, composed predominantly of single family housing. Multi-family developments within neighbourhoods tend to be located along established transportation routes in Centres, Corridors and Villages.

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

Rural Saanich is a well-loved destination for residents from all over Greater Victoria. It is home to several parks, as well as recreational trails and amenities, and rural businesses such as farmers' markets and cafes. Active transportation continues to be an important recreational pursuit in Rural Saanich and with the growth in e-bikes cycling as a viable means of transportation in Rural Saanich is an increasingly viable option. Like neighbourhoods within the Urban Containment Boundary, the need for comfortable and convenient active transportation exists in Rural Saanich too.

FIGURE 4 // MAP OF SAANICH



Source: Contains information licenced under the Open Government Licence - District of Saanich

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%. As our community continues to grow, our transportation system will need to evolve to meet changing needs within the same land area. A growing population comes with many opportunities to improve transit service frequency and access to services for people using active transportation with potential to enhance and expand networks serving Saanich's growing Centres, Corridors and Villages.

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 higher than the average for the community. The higher density found in the southern portion creates additional opportunities for walking, cycling and rolling with shorter distances between destinations. However, as technologies change new opportunities such as the growth of e-bikes creates opportunities for residents to access further destinations which may further support rural residents in choosing active transportation and also improving access to parks and trails throughout the District.

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.

CORE

- Uptown-Douglas

CENTRES

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

CORRIDORS

- McKenzie
- Quadra
- Shelbourne
- Tillicum

VILLAGES

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

LOCAL AREAS

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

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. As it relates to active transportation, a goal of this plan is to ensure that the active transportation network serves all areas of the District and provides equitable access for all residents. A key focus is to be inclusive and to prioritize people of all abilities, ages, backgrounds and identities.

Equity-deserving populations can face unique challenges when navigating the transportation system in Saanich and the intersection of various factors, such as cost, skill-level, ability, access, and personal safety concerns can impact peoples' mobility decisions, as well as their experience while traveling.

Expanding and enhancing opportunities for walking, rolling, cycling and taking transit is an important step in making the transportation system more equitable for all residents; it ensures that more affordable and accessible transportation options are available for more people.

An equity analysis was completed for this Plan which calculates an equity score for census tract areas in Saanich. The score reflects a concentration of equity-deserving populations including seniors, youth, Indigenous People, recent immigrants, non-English speakers, visible minorities, single-family households, and low income and rent-burdened households. The results are presented in a colour-coded heat map. The information in **Figure 5** was used to inform engagement with equity-deserving populations in the update to this Plan. It has also been used to prioritize resources for communities in need of more mobility options and improved access.

There is currently no standard way to define and evaluate transportation equity. The work undertaken as part of this process is a starting point to understand the presence of equity populations based on available census data as shown in **Figure 5**.

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, Southern Blenkinsop and Royal Oak / Broadmead.

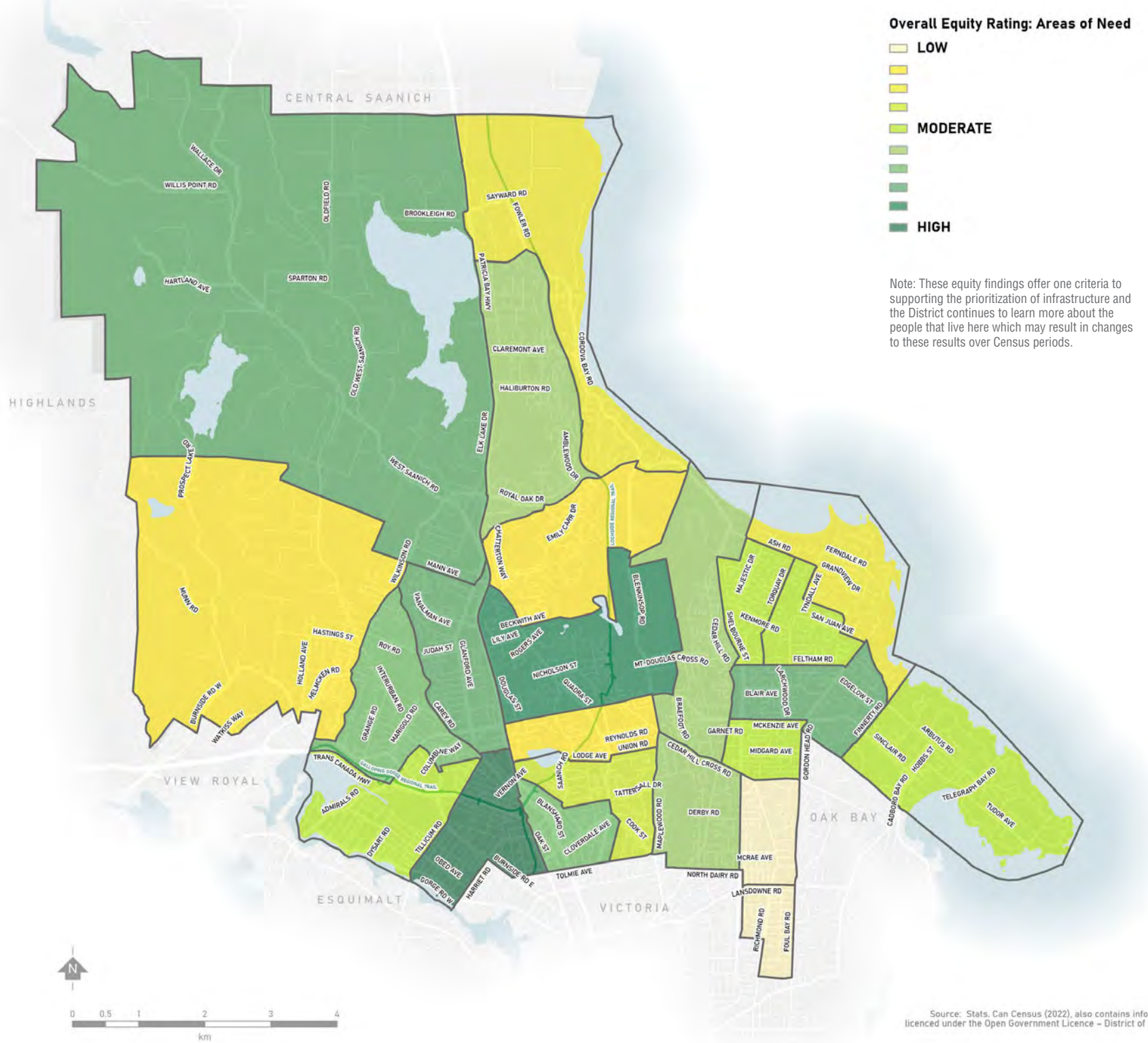


WHAT INDICATORS ARE INCLUDED IN THE EQUITY ANALYSIS?

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



FIGURE 5 // OVERALL EQUITY RATING: PRESENCE OF EQUITY SEEKING GROUPS



Source: Stats. Can Census (2022), also contains information licenced under the Open Government Licence - District of Saanich

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.

EXTERNAL PLANS AND POLICIES

Clean BC is the Province's plan to lower climate-changing emissions by 40% by 2030 (below 2007 levels). To achieve this reduction, the Province will work to reduce the distances travelled in light-duty vehicles by 25% by 2030, compared to 2020. Other guiding documents include Move, Commute, Connect, the Province's Active Transportation Strategy and the *BC Active Transportation Design Guide* (see more information on page 42). In addition, active transportation and mobility plans from other jurisdictions have informed this update.

SAANICH PLANS AND POLICIES

The District's Official Community Plan is the main document that guides growth and change in Saanich. It provides a long-term vision for a livable community based on shared values and sustainability.

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 both urban and rural areas..

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)

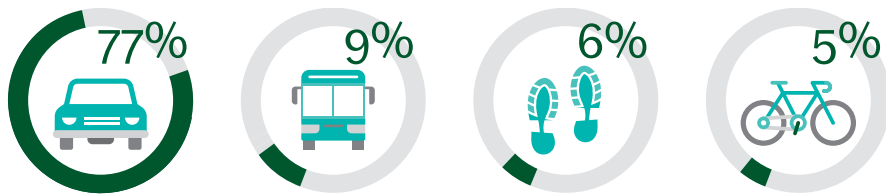
2.5 ACTIVE TRANSPORTATION IN SAANICH TODAY

2.5.1 TRAVEL PATTERNS

MODE SHARE

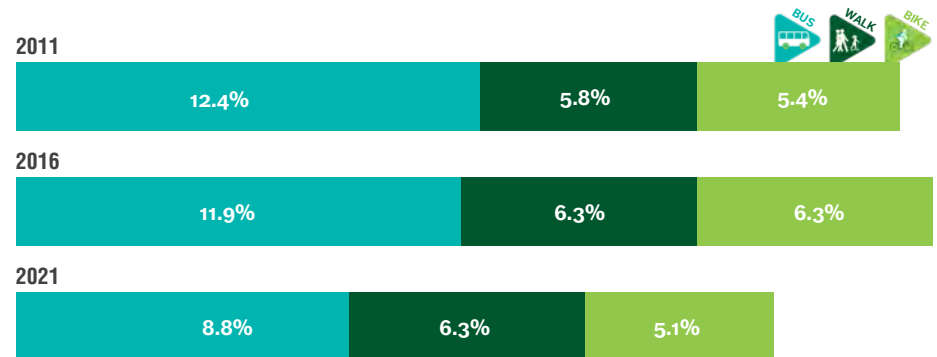
The 2021 Census indicates that approximately 20% of commute trips to work and school in Saanich are made by walking (6%), cycling (5%), and transit (9%). Refer to **Figure 6**. While the percentage of commute trips made by these three modes in Saanich has steadily increased over the past 25 years, as shown in **Figure 7**, the rate dropped from approximately 24% in 2016, to 20% in 2021 with the most change occurring with transit ridership. This data shows only trips to work and does not account for the many jobs being fulfilled at home throughout the COVID-19 pandemic which despite demonstrating a drop in sustainable mode share, did result in a reduction of GHG over the early period of the COVID-19 pandemic.

FIGURE 6 // 2021 COMMUTE MODE SHARES IN SAANICH



The CRD's 2023 Origin Destination Household Travel Survey provides data regarding all trip types and found that approximately 26% of all trips in Saanich are made by walking (11%), cycling and micromobility (8%), and transit (7%). These numbers show an increase in sustainable trips relative to 2017. The 2017 study included micromobility as "other" and is therefore not represented in the same way as the 2023 results.

FIGURE 7 // HISTORIC COMMUTE MODE SHARE IN SAANICH





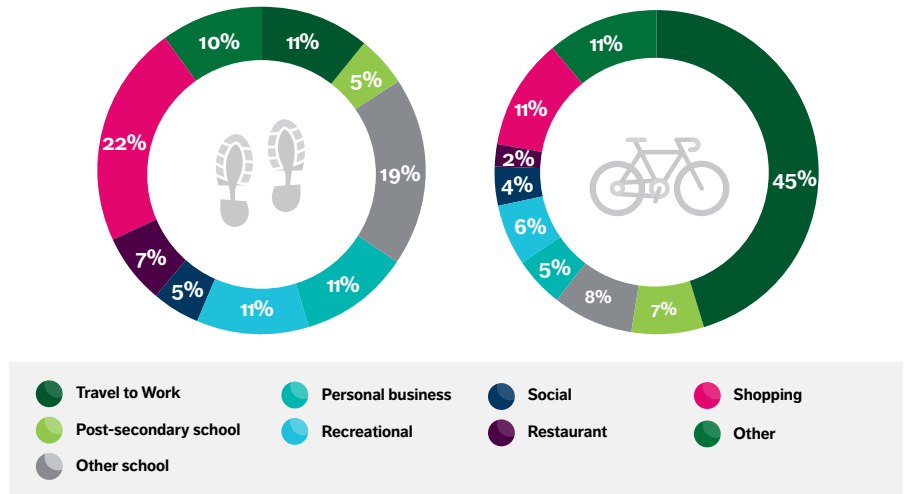
TRIP PURPOSE

Walking trips are made for a variety of reasons, including travelling to school and work, shopping, socializing, and recreation. According to the CRD's Origin - Destination Household Travel Survey, over 50% 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.

TRIP LENGTH

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

FIGURE 8 // WALKING + CYCLING TRIP PURPOSE (2011)



DESTINATIONS

Respondents to the first 2017 interactive survey for the Active Transportation Plan 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 according to input received through previous engagement.

Research shows the average e-bike trip is almost two times longer than a trip on a regular bike and slightly longer than a trip in a car. E-bikes can replace trips made by car more easily than a regular bike. Which, in turn, can reduce GHG emissions.

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

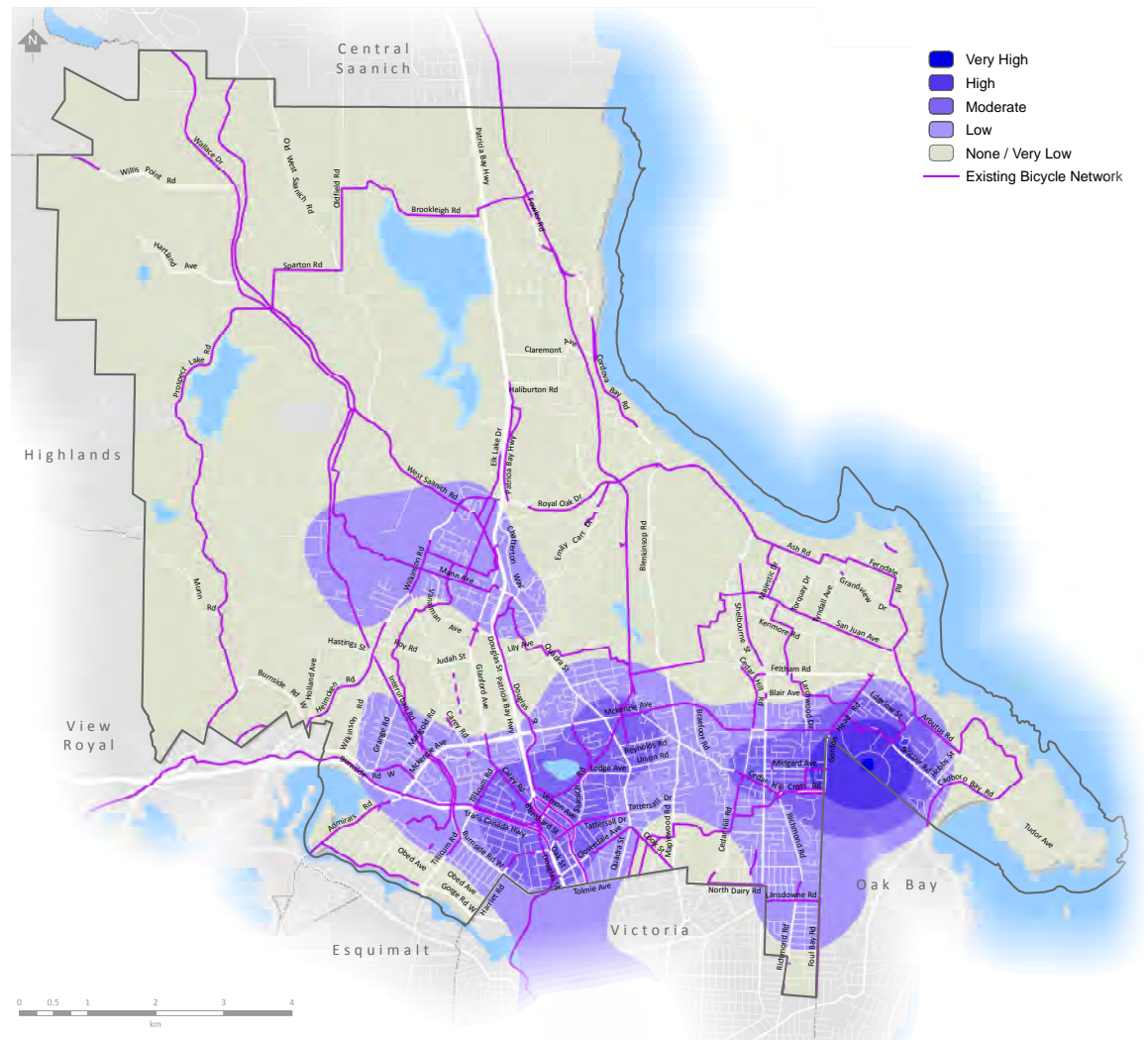


FIGURE 10 // FREQUENT SCHOOL DESTINATIONS

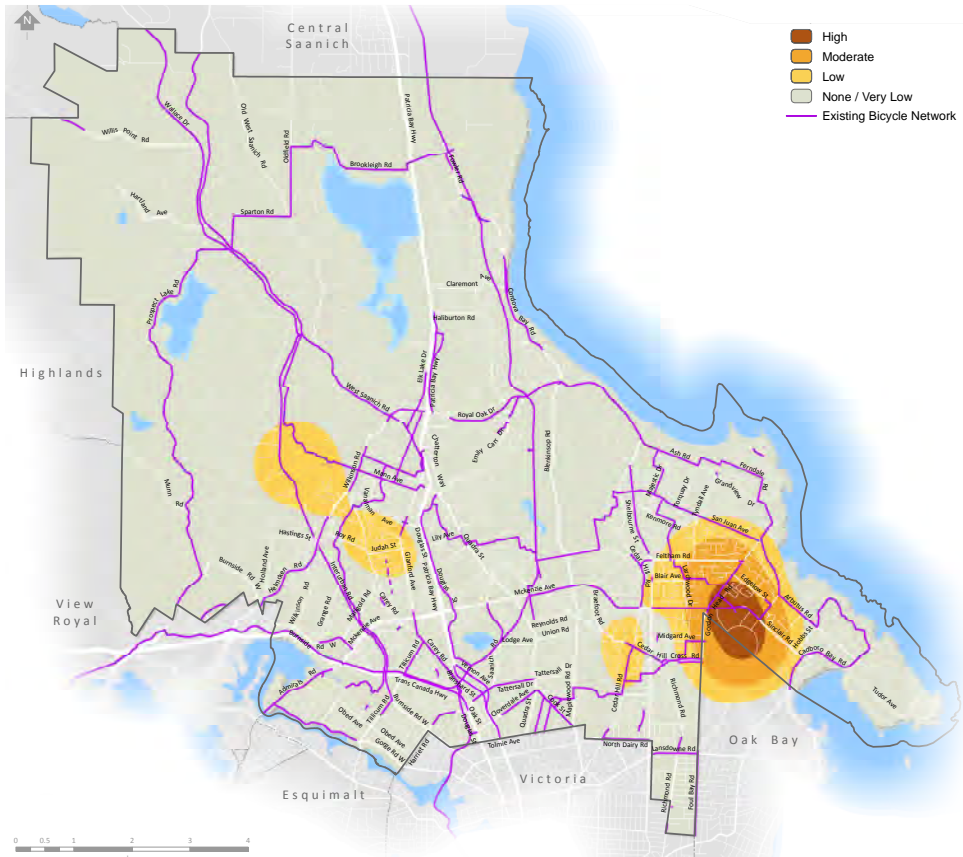
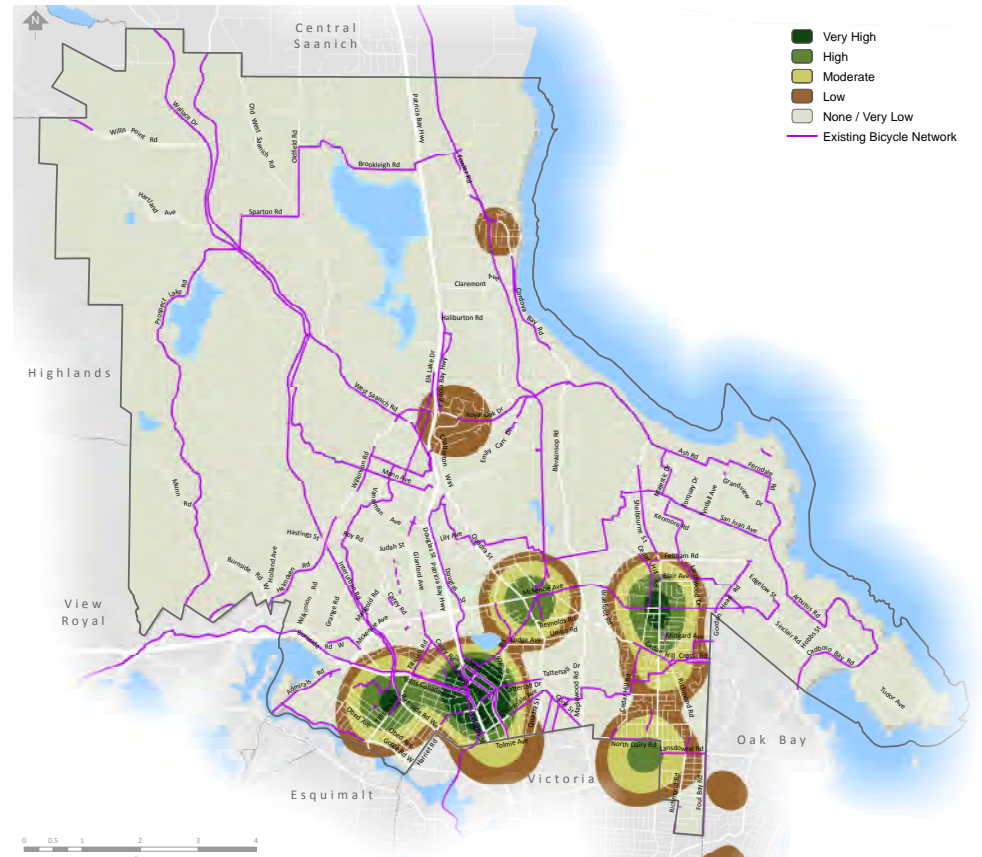


FIGURE 11 // FREQUENT SHOPPING DESTINATIONS



Note: Frequent destination maps were generated with 2017 engagement data



FIGURE 12 // FREQUENT RECREATION DESTINATIONS

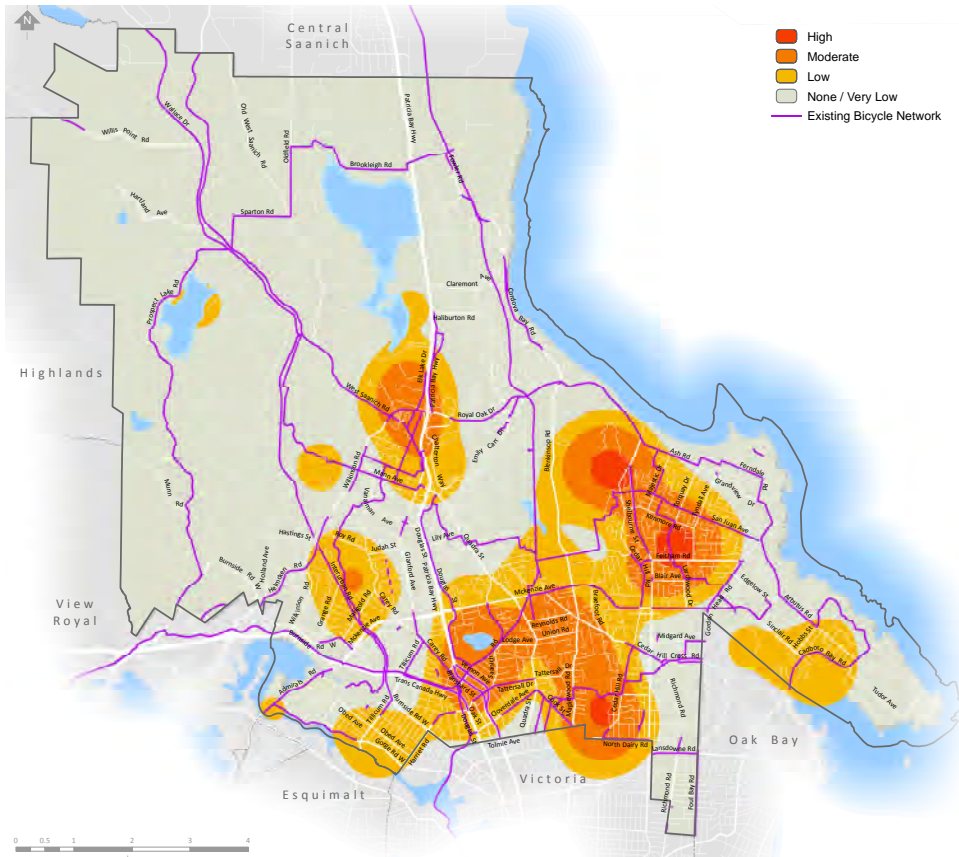
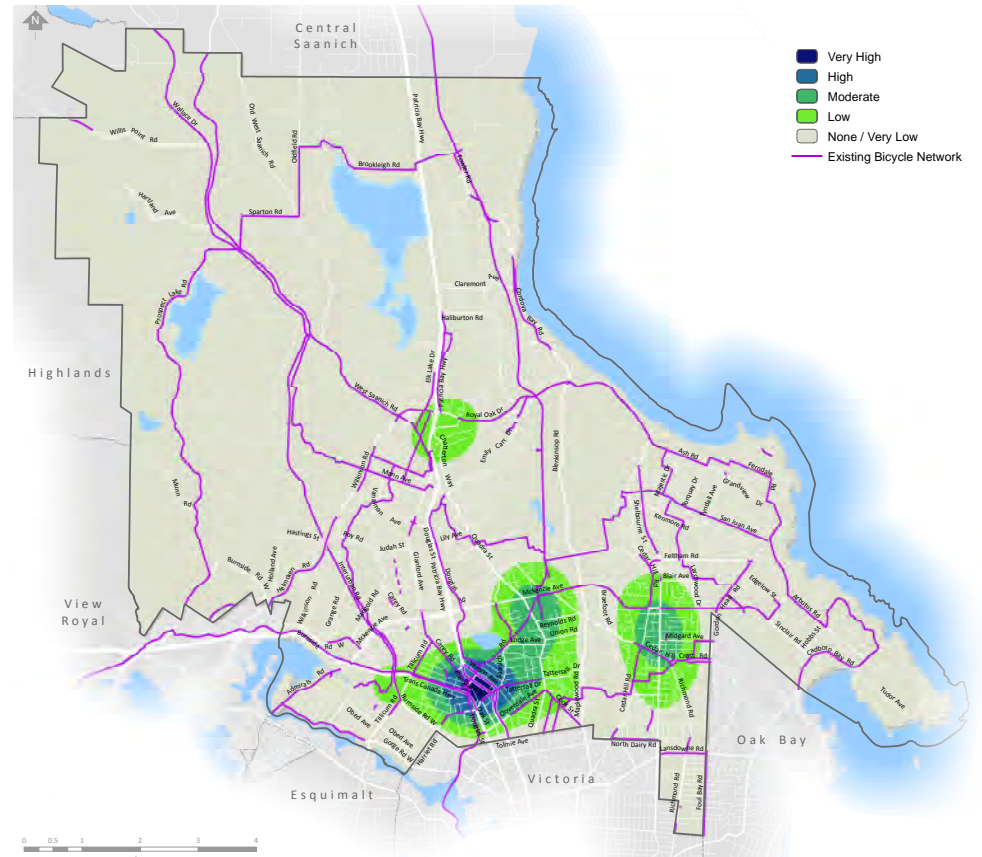


FIGURE 13 // FREQUENT SERVICE DESTINATIONS



Note: Frequent destination maps were generated with 2017 engagement data

2.5.2 INFRASTRUCTURE

EXISTING SIDEWALK NETWORK

Sidewalks form the backbone of a well-connected walking network for 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. Historically, sidewalks have not been constructed on most residential roads in Saanich. Consequently, the District is behind in the provision of safe pedestrian infrastructure. 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**.

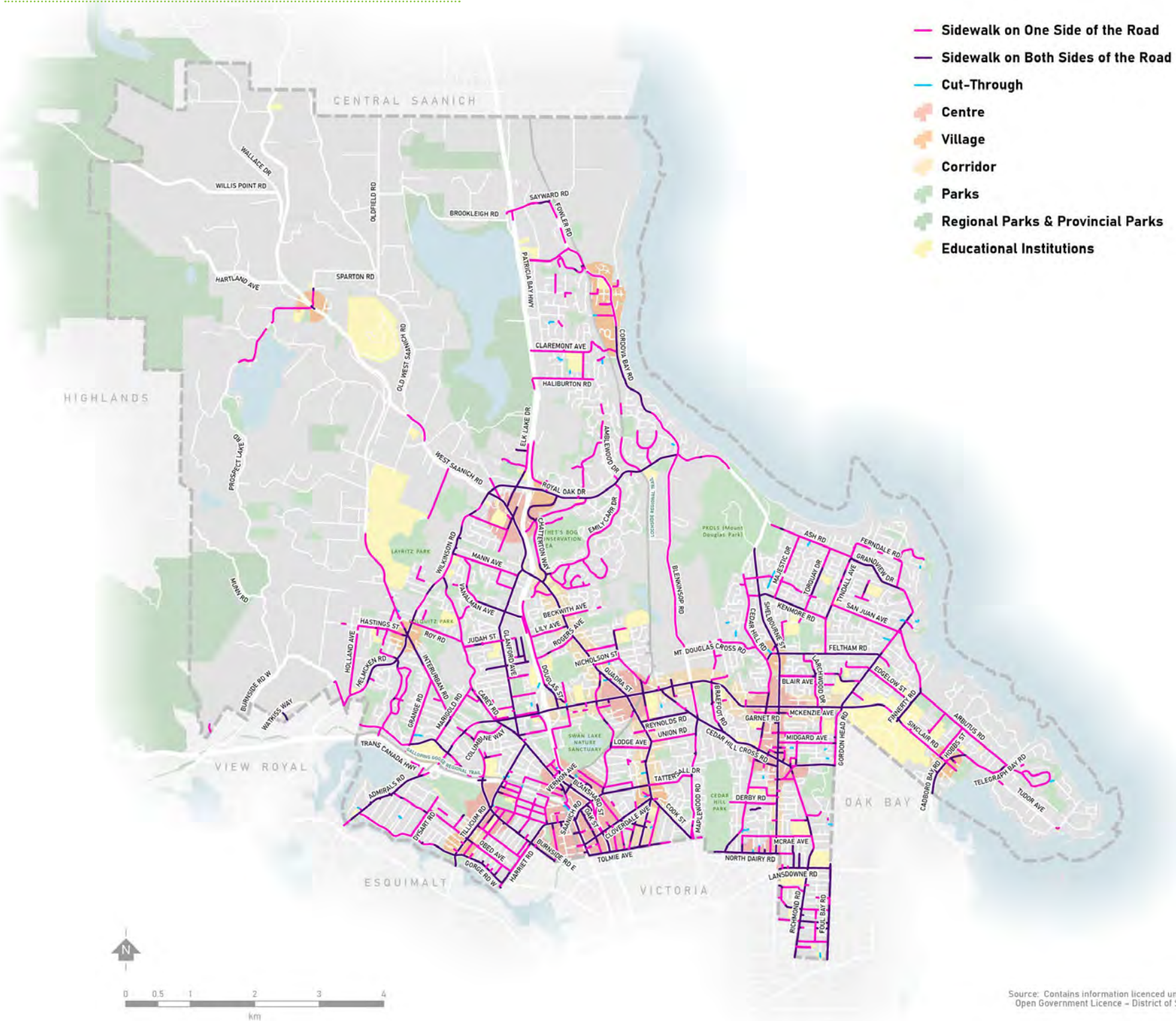
Saanich's disconnected road network with limited east-west connections, lack of a traditional downtown, and topography create network planning challenges and make it difficult to establish a connected and convenient cycling network. The existing bicycle network provides several north-south route options, both on-street and off-street; however, there are limited east-west routes, which reduces connectivity to Centres, Corridors and Villages. In addition, Saanich's central location within the CRD makes network connectivity to neighbouring municipalities and regional trails an important consideration. 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 regionally significant 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**).

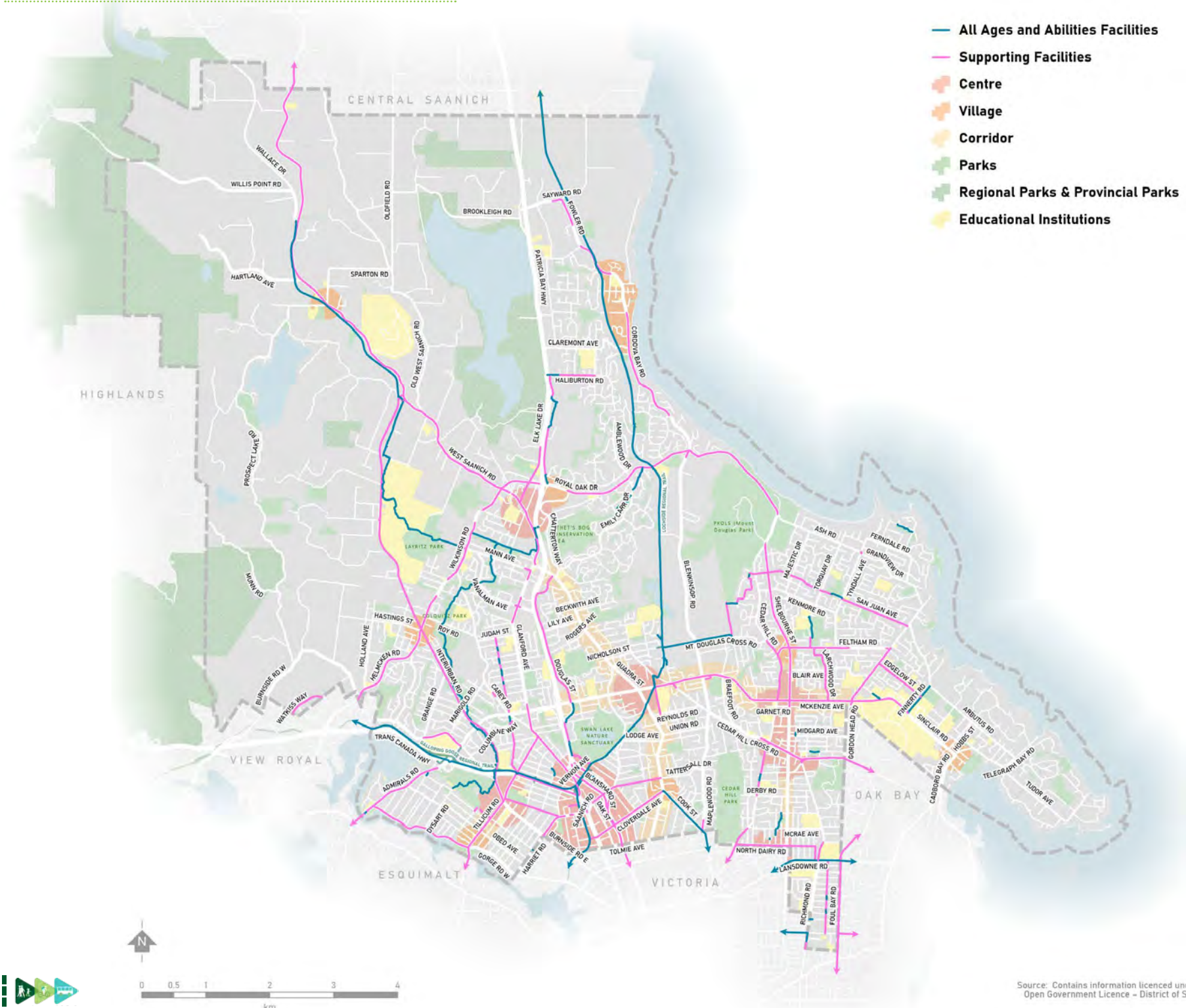


FIGURE 14 // EXISTING SIDEWALK NETWORK (2023)



Source: Contains information licenced under the Open Government Licence - District of Saanich

FIGURE 15 // EXISTING BICYCLE NETWORK (2023)



2.5.3 PROGRAMS AND POLICIES TO SUPPORT ACTIVE TRANSPORTATION

Support programs and policies create an environment that encourages walking, cycling and rolling as convenient and attractive modes of transportation. In Saanich, these include:

- **Active and Safe Routes to School** is a program focused on developing safe routes to school to increase students walking, cycling and rolling.
- **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** allows residents to request new or replacement curb ramps 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. Key priorities for the committee include increasing active modes, working towards zero traffic fatalities or injuries, and reducing transportation-related GHG emissions.
- **GoByBike Week** is a Province-wide initiative supported by Saanich to promote cycling as an option for commuting to work and school.
- **Saanich Cycling Festival** merged with Earth Day in 2022 and includes bike skills training, demonstrations, safety education, tune ups and cycling information.

2.5.4 KEY ISSUES AND OPPORTUNITIES

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

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

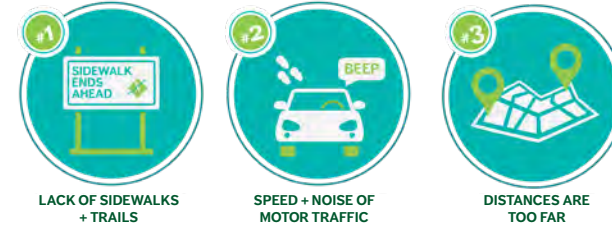


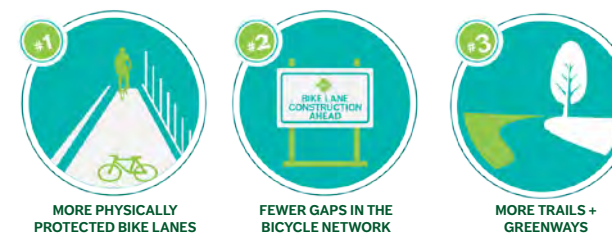
FIGURE 18 // MOVING SAANICH FORWARD SURVEY TOP THREE CYCLING ISSUES



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



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



the top opportunities to improve walking, cycling and rolling.

These figures represent input received in 2017 as part of the Moving Saanich Forward process and therefore continue to form the foundation of this update.

Other challenges and opportunities that emerged as part of the update process included increased usage of micro-mobility devices and e-bikes and opportunities to better accommodate them, increased demand for traffic calming to support active transportation and road safety, appreciation for the improvements undertaken along key corridors, dedicated funding allocated to active transportation improvements, and increasing involvement in planning and design by project partners and contributors, among others.

Input received throughout the engagement process also indicated a desire to improve safety on roads in Rural Saanich to allow residents to connect to available active transportation facilities.

2.5.5 ROAD SAFETY

Road safety is a key priority for 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.

Figure 21 and **22** on the following pages show the locations of crashes between cars and pedestrians and cyclists. There are a high number of crashes between cars and pedestrians and cyclists in urban areas like Uptown Core and near 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 at key crossings of the Lochside Regional Trail (e.g., Cordova Bay Road, Royal Oak Drive).

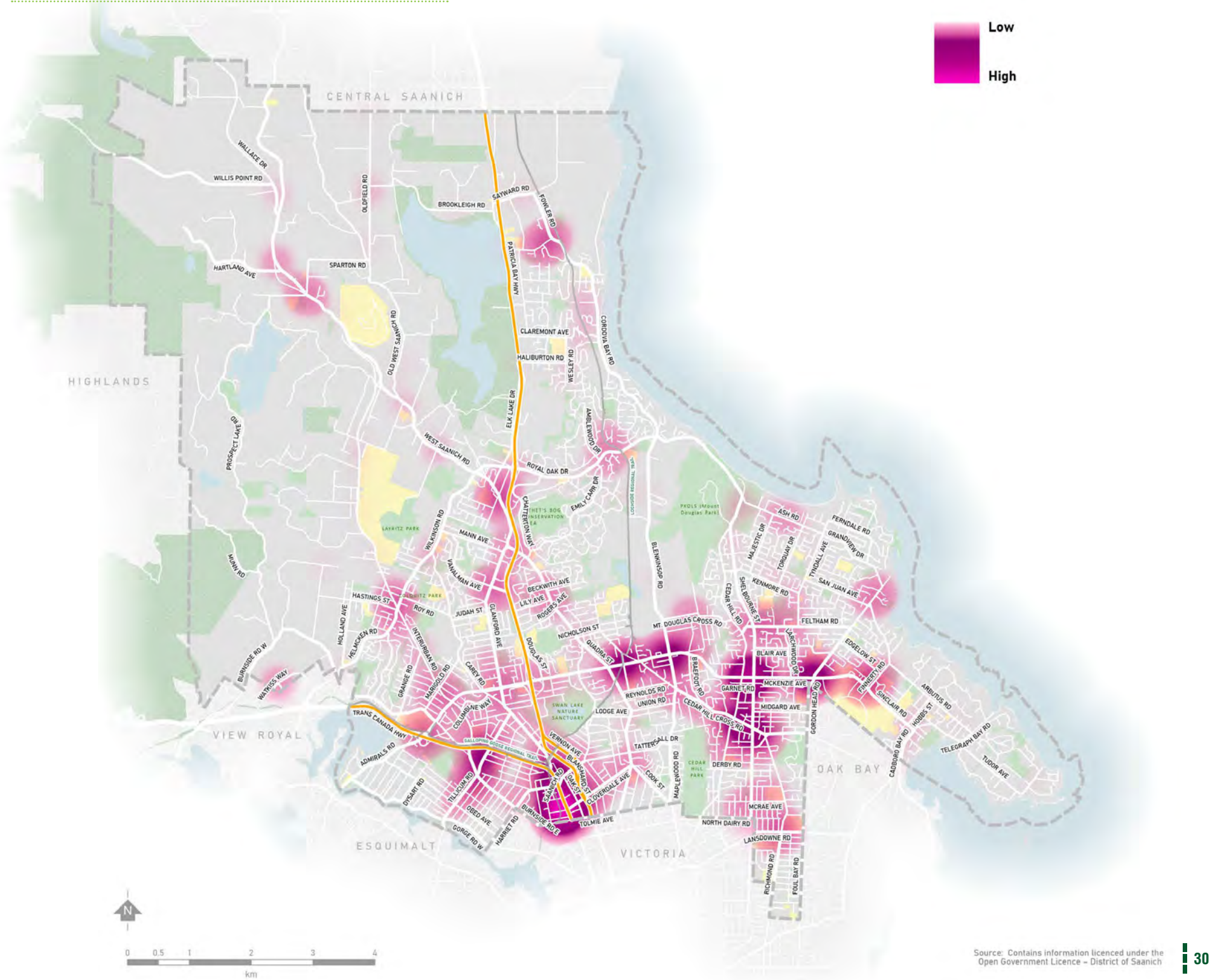
Not only are the consequences of pedestrian and cyclist crashes generally more severe than vehicle crashes, but the safety concerns many Saanich residents may also limit the number of trips made by active transportation. Increasing the number of trips made by active transportation is a key goal of this Plan and something that improved comfort and safety for people 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 (once completed) will contain actions to be implemented over the next 10 years to improve multi-modal safety and help the District achieve its overarching goal of zero traffic fatalities and serious injuries.

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 serious injuries.

On-going collaboration with road safety partners is critical to the development the Road Safety Action Plan and will play an important role in implementation..

FIGURE 22 // CRASHES INVOLVING A MOTOR VEHICLE AND A CYCLIST





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 target align with current policy and were created with input from the community.

3.1 VISION

Investments in walking, cycling and rolling as well as other forms of active transportation ensure that space is being created for all road users that is safe, accessible, and multi-modal. Promoting active transportation is a vital step towards achieving this community's goals and climate targets. The vision, which was developed with input received through engagement, articulates the future that Saanich is working to achieve.

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, convenience, and multi-modal nature of these networks supports a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals. ☺☺





3.2 GOALS

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 public and are intended to be both achievable and measurable to ensure the successful implementation of the Active Transportation Plan:

GOALS

- 1 Support a growing **culture** of active transportation through policy, infrastructure, programs, and education.
- 2 Achieve a significant **shift** to active modes of transportation to reduce vehicle trips, and kilometres traveled.
Target: by 2050, at least 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**).

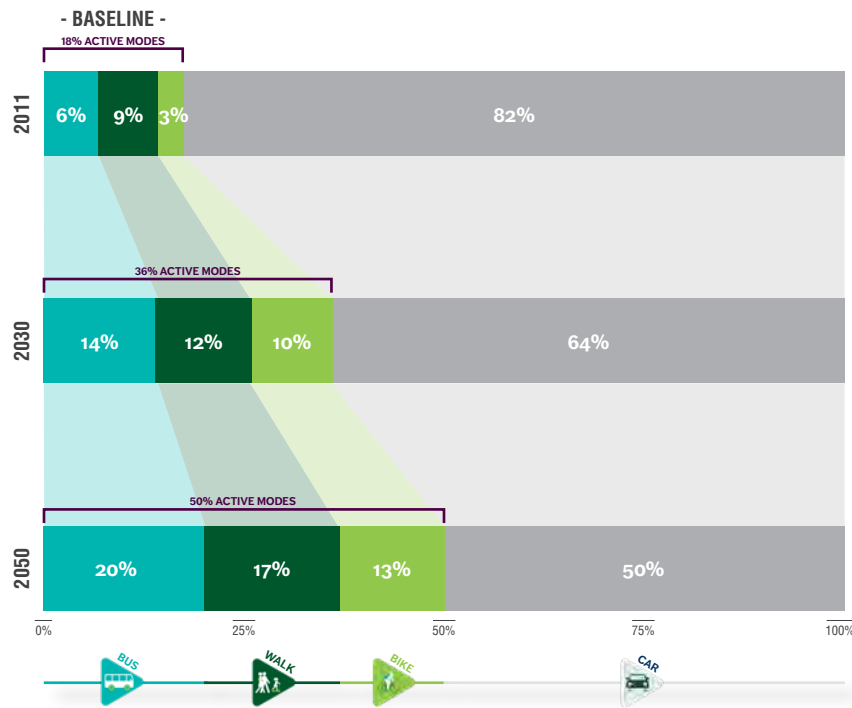


FIGURE 23 // DISTRICT OF SAANICH MODE SHARE GOALS

The Active Transportation Plan recognizes that a significant portion of the increase in walking, cycling and rolling 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**).

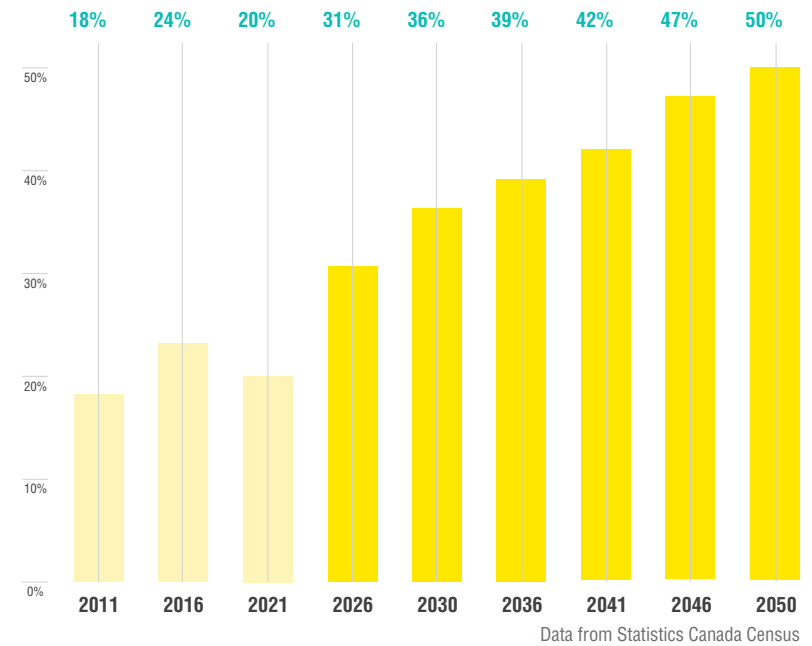


FIGURE 24 // 5-YEAR TARGETS

WHAT IS MICROMOBILITY?

Micromobility refers to human-powered devices (e.g., bicycles and skateboards) and electric assist mobility devices (e.g., e-bikes, electric kick scooters, etc.). Micromobility and active transportation are considered sustainable modes of transportation and are complementary as they often share facilities, provide "last mile" connectivity to bridge the gap between transit and final destinations, and can reduce congestion by providing alternatives to trips fulfilled by private vehicles.

Demand for active travel and technologies such as e-bikes is likely to increase in the future. Research shows the average distance travelled by e-bikes in other communities is 6.1 km. In Saanich the average trip length by regular bike is 3.3 km, and by car is 5.3 km. Therefore e-bikes could replace typical car trips more easily than regular bikes and this would reduce GHG emissions. This may be particularly beneficial for trips throughout Rural Saanich as e-bikes can extend the length of traditional bicycle trips allowing residents to access essential services in other parts of the District.

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. If used to replace a vehicle, an e-bike pays for itself in the first few months of ownership, and delivers thousands of dollars of savings to a household every year.

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. It also provided the proof of concept and design foundation for the extremely popular BC Electric Bicycle Rebate Program, which delivered almost \$6 million in e-bike incentives to BC residents in summer, 2023.

MICROMOBILITY TRENDS

While data on electric micromobility adoption in Canada is limited, uptake has been rapidly increasing globally – for example, The National Association of City Transportation Officials (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.
- Provide more weather protected, and secure parking facilities to accommodate larger bicycles and provide charging opportunities.

E-BIKE SKILLS TRAINING

The District has offered e-bike skills training as part of the e-bike incentive program while Capital Bike offers "E-Bike Express Courses" to teach those interested in e-bikes, or who have recently started riding an e-bike about best practices riding on roads and trails, bike handling and skills building.

REGULATORY CONTEXT

The *BC Motor Vehicle Act (MVA)* classifies e-bikes as "motor-assisted cycles". 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 *BC 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 technical analysis and community engagement, the strategies and actions under each theme address a variety of identified strengths, opportunities, challenges and concerns with active transportation infrastructure, policies, and 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 target.

Building on the three themes above, the following principles will guide the District's work on implementation of active transportation policy, standards, infrastructure, and programs:

1. Align with Saanich's *Mobility Priority Pyramid* which places active mobility above private vehicles.
2. Provide high-quality active transportation infrastructure that optimizes the use of existing hard surfaces within road rights-of-way and limits the amount of impervious surfaces.
3. Collaborate across Saanich departments and with external partners to take coordinated action to meet active transportation targets.
4. Apply best management practices to retain trees and manage stormwater in proximity to active transportation infrastructure.

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, Cycling and Rolling 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 in 2017 during the development of the Active Transportation Plan. These comments were further reinforced through engagement undertaken as part of the 2023 update process and new comments have been added to the list.

- 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, cycling and rolling
- Support walking, cycling and rolling with wayfinding, trail connections and traffic calming
- Build on the existing Regional Trails (Lochside Trail and Galloping Goose Trail) as the spine of the network and improve connections to these trails
- Consider ways to reduce traffic volumes and speeds to make walking, cycling and rolling more comfortable in Rural Saanich such as traffic calming to reduce vehicle speeds and volumes
- 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, Corridors and Villages
- Provide more cycling facilities on 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

4.1 CONNECTIONS

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

Establishing a complete, connected, and convenient network of walking, cycling and rolling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich.

Ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit, improve community accessibility, and increase the use of active transportation for more trips throughout Saanich.

Continuing to improve connections throughout Saanich will make active transportation a more realistic option for residents in all areas including improved connections to recreational opportunities and parks, and from Rural Saanich into areas with essential services or even within local areas themselves.

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 development of new facilities such as 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 (e.g., total length of off-street AAA facilities and percentage of streets with a sidewalk on at least one side), others are ahead such as the percentage of accessible bus stops and bus stops with a shelter.

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, cycling and rolling 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

Design and construction of the long-term bicycle network will align with best practices, including the *BC Active Transportation Design Guide* and will be based on four network planning principles:

1. **A Comfortable Network.** This Plan focuses on developing an All Ages and Abilities (“AAA”) network that is supported by a network of bike routes that include facilities such as buffered bicycle lanes, bicycle lanes, and shoulder bikeways. 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, regardless of their cycling ability. Developing a 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 Plan it was clear that there is still a desire for a AAA bicycle network in Saanich. The AAA bicycle network will include different types of bicycle facilities (see **Figure 25**) to be selected based on several factors such as road design, and motor vehicle speeds and volumes. In addition to bicycle facilities, traffic calming may also be a practical option to encourage lower vehicle speeds. These facilities, are the preferred types of facilities by all users and are proven to be the safest types of facilities and align with best practices and the *BC Active Transportation Design Guide*. 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. Efforts to create a comfortable active transportation network on rural roads can be hampered by vehicle speeds that exceed posted speed limits. Where

cyclists are sharing the road with motor vehicles, traffic calming measures may be used to encourage slower travelled speeds. Where speeds cannot be reduced, facilities that separate active users from the motor vehicles will be considered.

2. **A Complete Network.** The long-term bicycle network ensures all areas within the Urban Containment Boundary are within 400m of a designated and complete bicycle route. The minimum grid network includes both the AAA network and the supporting network.
3. **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 key community destinations, including Centres, Corridors, and Villages, and the active transportation networks of neighboring municipalities.

In Rural Saanich connectivity will focus on improved integration with multi-use and recreational trails, and transit facilities, as well as connections to active transportation spines.
4. **An Enhanced Network.** Saanich has many existing on- and off-street bike facilities. An important aspect of improving the comfort and connectivity of the existing network is ensuring that the facilities meet AAA standards, where possible, and that they can be integrated into the future network. Monitoring will help identify where improvements are needed. It will also provide opportunities to gather 'lessons learned' and identify improvements for future projects.



FIGURE 25 // FACILITY TYPES



Figure 26 presents the long-term bicycle network, including the AAA Active Transportation Spine Network and the supporting network. Detailed design of individual projects will require review *BC Active Transportation Design Guide* and a thorough assessment of different factors including the context and road conditions, as well as motor vehicle speeds and volumes.

EXPANDING AND ENHANCING THE WALKING NETWORK

Sidewalks and multi-use trails are the most common walking and rolling facilities within the District. Crossings are also essential components of the active transportation network and improvements to crossings improve accessibility. Strategically expanding the walking network will be critical to realizing the long-term sidewalk network shown in **Figure 26** on the following page.

BC ACTIVE TRANSPORTATION DESIGN GUIDE

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



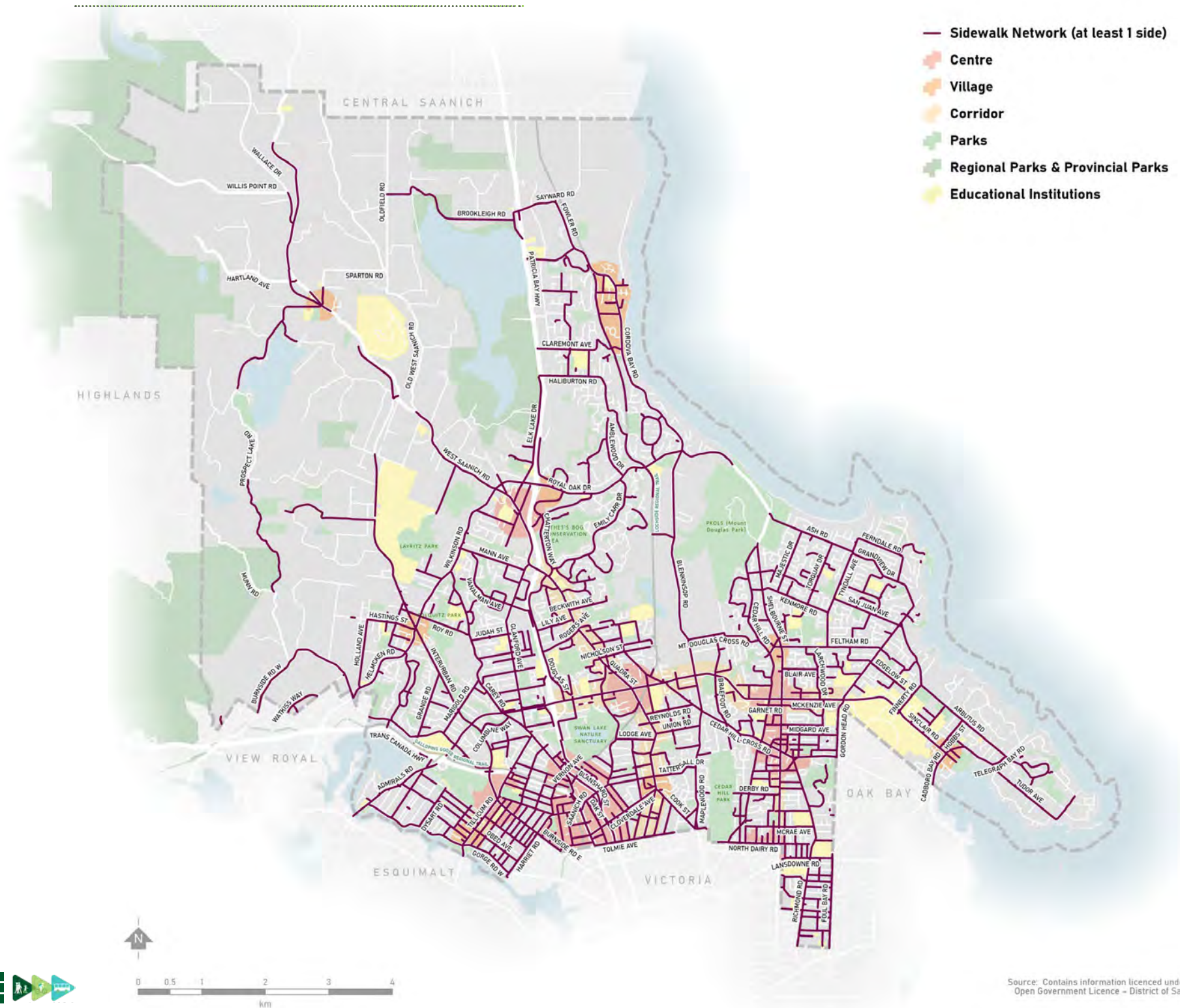
1. Published in 2019, the British Columbia Active Transportation Design Guide is a comprehensive set of planning and engineering guidelines to support the planning, selection, design, implementation, and maintenance of active transportation facilities..

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

- Creating consistency in the design of active transportation facilities throughout the province;
- Providing a widely available resource to increase the quality of the design of active transportation facilities throughout B.C. and beyond; and
- Supporting 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 (2050)



- Sidewalk Network (at least 1 side)
- Centre
- Village
- Corridor
- Parks
- Regional Parks & Provincial Parks
- Educational Institutions



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 approximately 288 km of sidewalks, a network of over 100 km of developed trails, and over 130 km of bicycle facilities.

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

USE BEST PRACTICES, INCLUDING THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE* AND THE SUBDIVISION BYLAW TO DESIGN ALL NEW AND UPGRADED ACTIVE TRANSPORTATION INFRASTRUCTURE.

The design of all new and upgrades active transportation facilities throughout Saanich should be guided by best practices including considerations for accommodating micromobility devices which will likely be increasingly important in coming years as these modes grow in popularity. The *BC Active Transportation Design Guide* will be considered and the District's Subdivision Bylaw will be applied to all new active transportation facilities.

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 of 2022 there are approximately 288 km of sidewalks throughout Saanich, including sidewalks on one or both sides of streets. Many streets in Saanich do not have any sidewalks and this makes it difficult for pedestrians to move around safely.

Saanich has an annual capital budget to increase sidewalk coverage throughout the District. The focus of this action is to increase sidewalk coverage where there is the greatest need and where there is the potential to impact that greatest number of people.

Figure 26 identifies the long-term sidewalk network. Further information around prioritizing active transportation improvements and priority projects can be found below in **Section 5.1.3**.

FIGURE 27 // LONG-TERM BICYCLE NETWORK (2050)



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 sidewalks 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. The District will 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 SIDEWALK INFRASTRUCTURE INCLUDING 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 is completing a sidewalk condition assessment to understand the current state of sidewalk infrastructure. A process for prioritizing upgrades and/or replacements to sidewalks will be developed in the future using the information collected through the condition assessment. Saanich will continue to allocate a portion of its capital renewal funds to upgrading sidewalks, replacing asphalt sidewalks as needed, and developing a list of upcoming projects.

ACTION 1A.5

WHENEVER POSSIBLE IMPLEMENT NEW ACTIVE TRANSPORTATION FACILITIES AND TRAFFIC CALMING IN CONJUNCTION WITH ROAD IMPROVEMENTS, CAPITAL PROJECTS, PLANS, AND/ OR DEVELOPMENT PROCESSES.

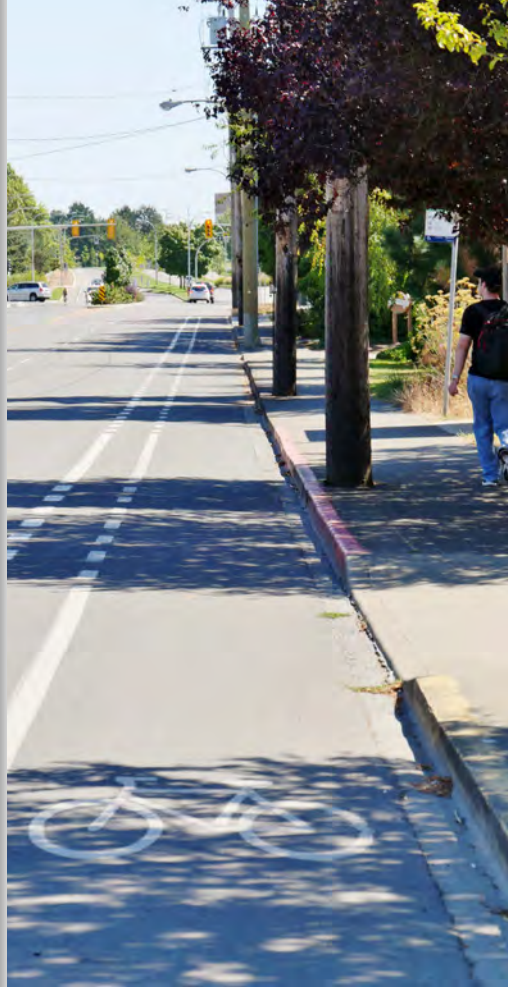
Implementing active transportation projects in coordination with other planned projects is an efficient use of District resources. It also creates opportunities to consider potential tree impacts and plan for the retention of mature trees as part of the infrastructure design. Alignment with planned capital improvements is one of the criteria for prioritizing active transportation projects (see **Section 5.1.3**).

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 important to encourage more cycling and a key step in shifting to more active modes. 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.

As of 2023 some areas of Saanich have less than 30% canopy cover. Tree retention and protection will be prioritized during the planning and design of active transportation projects and special consideration will be given when tree impacts are identified. Ensuring an equitable distribution of tree canopy throughout the District is a 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 however, whenever possible preference will be given to protecting the existing tree canopy and optimizing the use of hard surfaces within the road right-of-way to minimize impacts to permeable surfaces. In addition, soil volume requirements may need to be achieved using soil cells or other technologies or methods.

ACTION 1A.8

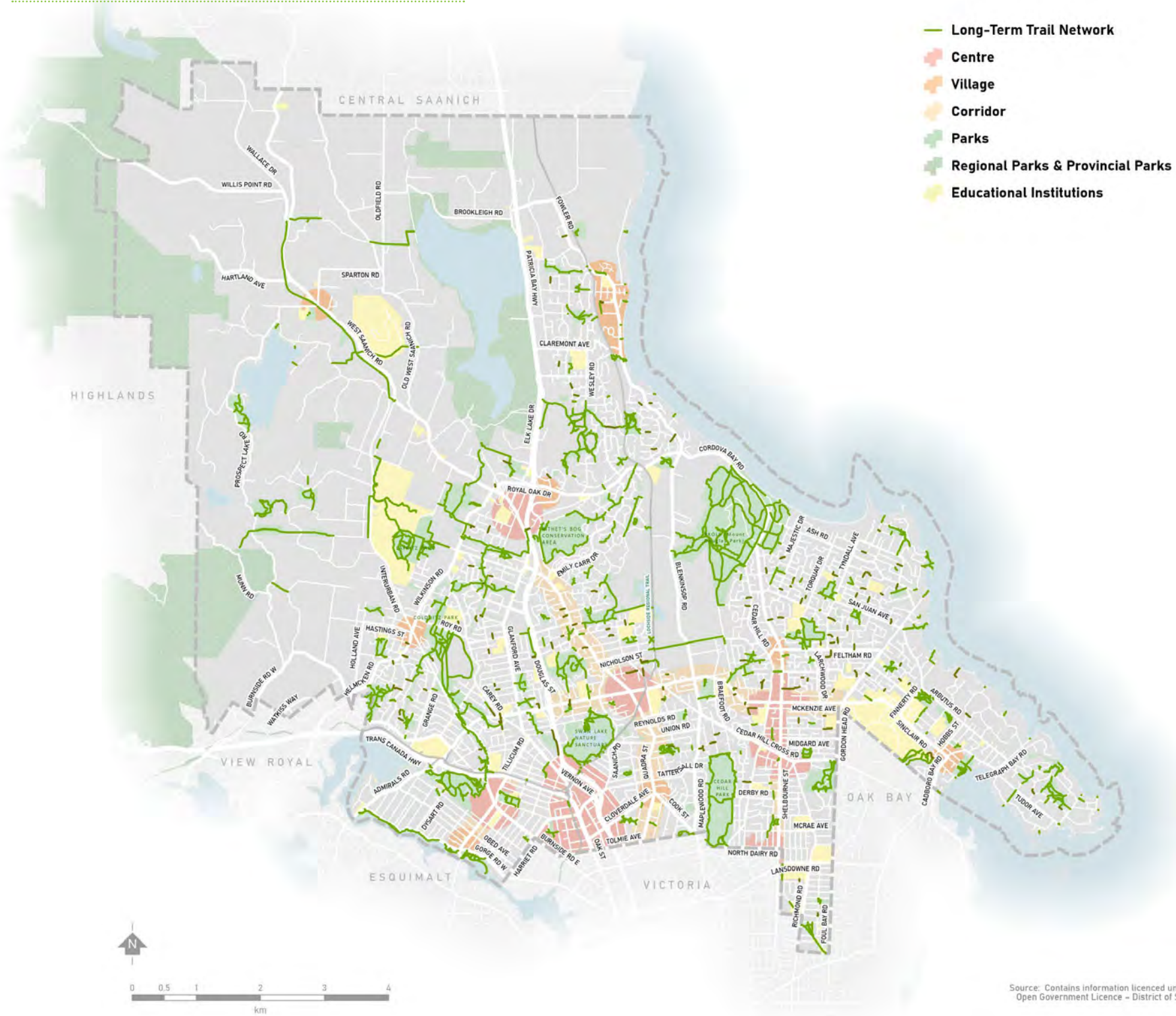
CONSIDER GREEN INFRASTRUCTURE AND OPPORTUNITIES TO PLANT AND RETAIN TREES AS PART OF ACTIVE TRANSPORTATION PROJECTS.

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 stormwater management that will capture and treat run-off pollution will be considered as part of new or expanded active transportation projects.

Opportunities to retain mature trees and plant new trees will be explored at the design stage of all active transportation projects.

Climate adaptation will also be considered including accommodating shade trees, evaporative cooling, green roof technology for transit shelters, and drinking water available along active transportation routes making active trips more comfortable, and increasing safety regardless of weather or climate conditions.

FIGURE 28 // LONG-TERM TRAIL NETWORK (2050)



Source: Contains information licenced under the Open Government Licence - District of Saanich

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.

The urban forest, natural area parklands, and corresponding trail networks support a broad range of environmental benefits including corridors for birds and small wildlife, habitats for fauna and floral biodiversity, and ecosystem services (such as improved air quality, cooling in hot weather, and carbon sequestration). The trail system provides important societal benefits including increased opportunities for community social interactions. Trails 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 Saanich's 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 Trails. Saanich will continue to support initiatives identified by the CRD to improve the regional trails network and will recommend improvements to regional trails, including adding safe crossings and creating opportunities for equestrian use.



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, cycling and rolling.

These trails provide street-to-street connections and add to the permeability of neighbourhoods by shortening walking distances and providing important connections to destinations. They are an important asset to the active transportation network. Saanich will work to preserve and enhance existing connections, while seeking opportunities to create new connections 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 RIGHTS-OF-WAY TO DEVELOP NEW TRAILS AND PROTECT ECOSYSTEM VALUES.

Existing utility and surplus road right-of ways can provide valuable trail connections for active transportation. They can also present 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 routes. 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.

The needs of equestrians and other trail users will be considered when changes are proposed that will impact trails, such as upgrades to existing trails and establishing connections between roads and trails.



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

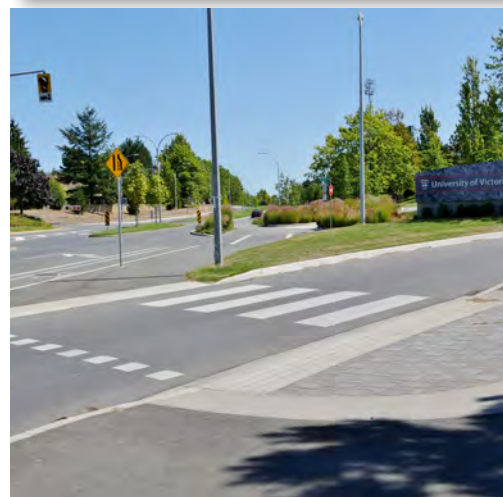
PROVIDE ENHANCED PEDESTRIAN CROSSINGS IN CENTRES, CORRIDORS, AND VILLAGES AND OTHER AREAS OF HIGH PEDESTRIAN ACTIVITY.

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 and rolling trips are anticipated such as Centres, Corridors 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 (see 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 ROADWAY.

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, cycling and rolling 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, cycling and rolling facilities on bridges, underpasses and overpasses. They will also look for opportunities to improve existing walking, cycling and rolling 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 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.

The speed that motor vehicles travel on Saanich streets is a safety issue and a key concern for 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 alongside related enforcement, education and awareness campaigns.

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 GUIDANCE IN THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE* TO CONSIDER LOCAL STREET CONTEXT WHEN UNDERTAKING PROJECTS ON RURAL ROADS.

The *BC Active Transportation Design Guide (BCATDG)* 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 new and/or upgraded active transportation facilities in Rural Saanich, the BCATDG will be used, 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 its 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 NEW 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, cycling and rolling. 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.

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 are 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 treatments, characteristics and signage were not consistent across municipal boundaries. Additionally, individuals often do not know when they have crossed into a different municipality. Saanich will work with neighboring municipalities ensure signage is consistent across municipal boundaries. This includes signage for truck routes, active transportation facilities, and wayfinding.

ACTION 1E.3

ENSURE ALL REGIONAL AND PROVINCIAL PROJECTS ARE DESIGNED IN ACCORDANCE WITH THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE*.

There are several major roads in Saanich that are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Some of these roads including Blanshard Street, Vernon Avenue, Douglas Street, and McKenzie Avenue travel through urban areas of the community and should have a different look, feel and function than highways and other corridors under MoTI jurisdiction. Saanich will continue to work with MoTI to ensure that roads, overpasses, and connections in urban areas have context sensitive designs.

In addition, sections of the Lochside Regional Trail in Saanich are under the jurisdiction of the CRD. District staff will continue to work with the CRD to ensure that these sections are built to a AAA standard in accordance with the *BC Active Transportation Design Guide*.

STRATEGY 1F: IMPROVE TRANSIT ACCESS AND EXPERIENCE

Improving access and connections to transit for people walking, cycling and rolling 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. IN ADDITION, SAANICH WILL WORK WITH BC TRANSIT AND THE VICTORIA REGIONAL TRANSIT COMMISSION TO EXPLORE AFFORDABLE TRANSIT OPTIONS FOR OTHER PRIORITY GROUPS INCLUDING LOW INCOME RESIDENTS AND NEW CANADIANS.

Saanich will work with BC Transit to develop a Youth UPass program that aligns with best practices to provide free transit service for youth ages 13 to 18 years

within the Victoria Regional Transit System. Saanich will also work with partners to explore affordable transit options for other priority groups including, but not limited to, low income residents and new Canadians.

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

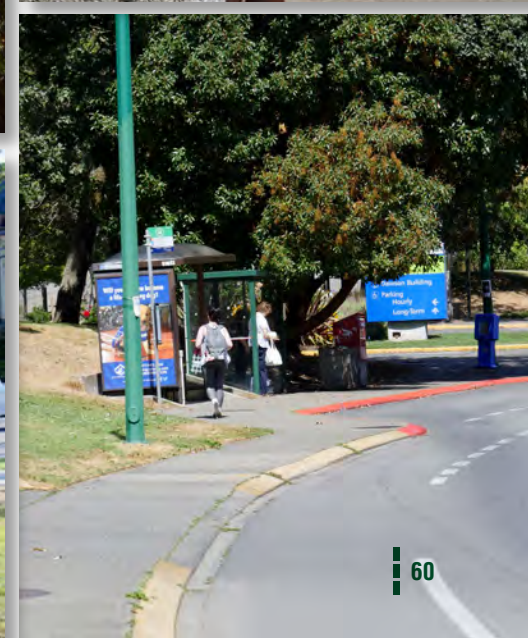
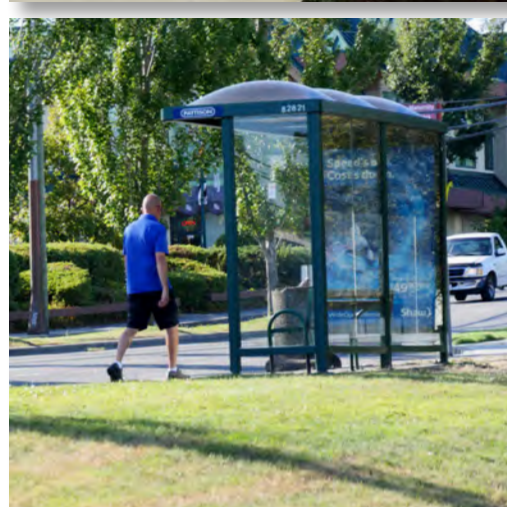
ENSURE BUS STOPS ARE DESIGNED TO BE ACCESSIBLE AND IN ALIGNMENT WITH PROVINCIAL AND FEDERAL LEGISLATION AND ADVOCATE FOR BC TRANSIT TO REFLECT THESE IMPROVEMENTS IN THEIR GUIDELINES.

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 will be prioritized at stops with the highest use including in Centres, Corridors, and Villages. Stops located near schools and senior centres will also be prioritized for improvements.

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

Through the 2017 public engagement for the Active Transportation Plan, we have heard a number of suggestions to improve convenience in Saanich. These comments were further reinforced through engagement undertaken as part of the 2022-23 plan update. All of the comments are summarized below:

- 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, Corridors and Villages have good land use principles offering a diversity of services that are 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

4.2 CONVENIENCE

Before active transportation can be convenient, it must be accessible. Universally accessible facilities allow people with diverse abilities to travel throughout the community by active means. Universal access is not a convenience, but a necessity for many people.

Another important factor in terms of convenience is the distance between destinations and the time it takes for someone to travel from one place to another. 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.

In Rural Saanich, convenience may include improved access by active transportation to popular parks and farm-based businesses. It may also include more convenient access to 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, cycling and rolling environment that is convenient for all Saanich residents and visitors.

WHAT WE'VE ACHIEVED: CONVENIENCE

A convenient network includes accessibility features. Accessible infrastructure plays a pivotal role in promoting the well-being and mobility of all individuals, regardless of their age, physical abilities, or preferred modes of transportation. Including accessibility features into all active transportation facilities is crucial for creating a safe, inclusive, and convenient active transportation network.

The District is on track when it comes to the provision of pedestrian countdown timers and audible pedestrian signals and is making progress with the installation of curb ramps 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 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 on the following pages (see **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, children 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 prioritize upgrades to ensure that existing intersections have accessible curb ramps and tactile features. Special considerations will be given 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 are emitted from the pushbuttons to assist pedestrians, who are blind or visually impaired, in locating the pushbuttons.



ACTION 2A.2

ADD NEW ACCESSIBLE CURB RAMPS WITH TACTILE FEATURES AT 30 LOCATIONS ANNUALLY.

Curb ramps with tactile features are a key feature used to make active transportation facilities universally accessible. The District will make improvements to existing curb ramps. In addition, the District will install new curb ramps and tactile features at 30 locations annually.

ACTION 2A.3

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

Accessible infrastructure and be part of all new or improved roadway and trail 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 ensure that people who travel more slowly have time to cross an intersection safely. This action includes reviewing and, if necessary, adjusting pedestrian crossing times to ensure people regardless of their ability 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 using transit will be considered to improve safety.

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.

ACTION 2A.6

CONTINUE TO EXPAND UNDERSTANDING OF EQUITY, DIVERSITY AND INCLUSION AND PURSUE CHANGES TO PROVIDE MORE EQUITABLE MOBILITY OPTIONS BASED ON THIS LEARNING.

Understanding the needs of equity deserving groups in Saanich will continue to be a focus for the District. This will require better trip information, as well as data to understand affordability issues and public health trends that could impact transportation choices. It will also require data about people with disabilities and their interactions with the transportation system. Efforts to gather this data will support a deeper understand of the role that active transportation and transit can play in achieving the goals of this plan.



STRATEGY 2B: PROVIDE MORE BICYCLE PARKING AND 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.

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 valets. 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.

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 currently being developed and are scheduled for completion in 2023. Future development of design guidelines for the public realm 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 buildings and parks 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 will 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 Saanich operated facilities will be consistent with the regulations in the Zoning Bylaw and the guidance in the Development Permit Area Design Guidelines.

ACTION 2B.3

DEVELOP A PROGRAM TO SUPPORT 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 including e-bike charging 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 required for minor developments and renovations that do not trigger the need for a rezoning or development permit application. New regulations will include requirements for the number of bike parking spaces, opportunities for e-bike charging, and design and will consider requirements for supporting facilities 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 ADJACENT TO COMMERCIAL AREAS 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 dedicated for cars. 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 with 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 Centres, Corridors and Villages throughout the community. Focusing growth around these areas 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 are mostly located along established transportation routes or adjacent to a significant amenity. The OCP calls for most future growth to be concentrated along Centres, Corridors, 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 CONNECTIONS TO CENTRES, CORRIDORS, 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 Centres, Corridors and Villages 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 part of the spine network and enhancing the sidewalk coverage within proximity of these destinations has been 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, give residents the opportunity to 'live, work, and play' in the same area and to move between activities conveniently on-foot, by bicycle, or on 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 regulations, design guidelines and engineering standards 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 that new developments are integrated with and connected to the active transportation network. Development applications will be reviewed to ensure connections for active transportation have been considered and staff will work with applicants to find opportunities to enhance connectivity.

ACTION 2C.5

CONTINUE TO REFERENCE THE SITE PLANNING CHECKLIST FOR LAND DEVELOPMENT GUIDANCE THAT IS SPECIFIC TO WALKING, CYCLING AND TRANSIT.

To ensure that the recommendations of this Plan are considered for new developments and to support enhanced network connectivity for walking, cycling, and transit, a site planning checklist has been developed. This checklist will be used during the review of development and building applications.

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. Increasingly, public spaces also serve as places for people to take respite from extreme weather, such as heat, and can provide important opportunities for cooling through shade (provided by trees and structures), misting stations, and water fountains.

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. There are different opportunities to enhance the public realm to create a more vibrant and comfortable environment for people who may be using it for active transportation, or as public spaces to linger and socialize.

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

SUPPORT THE 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. They can also provide necessary shade and cooling when the temperatures are hot making it more inviting and comfortable for residents to travel through and/or spend time in. 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 small seating areas or green spaces created as public amenities on or alongside sidewalks and may also be found in former parking spaces. Streateries are also installed in parking spaces within the right-of-way and they allow restaurants to offer table service in their parklets during business hours.

Where appropriate, such as along Centres, Corridors, 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 that could apply to all streets across the District and are often best suited for local activity hubs of neighborhood gathering spaces. This program would outline cost-effective strategies to experiment with developing new public spaces and street improvements to energize the public realm. Improvements could include 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 FOR ACTIVE TRANSPORTATION IMPROVEMENTS AND PROGRAMMING.

Where there is mutual interest the District may pursue 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.

Increasingly, cities in North America and internationally have been building pedestrianized streets. This can range from the length of one block to several blocks. In many cases these have been temporary or seasonal closures often enhanced with the addition of streetscape improvements, amenities, and programming, in some cases. Streets that are free of motor vehicles provide additional space for people in areas with high pedestrian volumes and can 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. Woonerf principles include, visibly marked entrances, shared and paved space intended for the use of all road users; traffic calming to slow cars down; slow speed limits, and the use of landscaping and street furniture. 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 throughout their lifespan. Maintenance is necessary to keep infrastructure functional and usable over time. Additionally, proper maintenance is required throughout the year. In some situations, maintenance can be overlooked or neglected due to tight operating budgets, a large number of outstanding maintenance needs, or an insufficient inventory of the maintenance issues that need attention.

ACTION 2E.1

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

Saanich does not have a defined process for assessing existing sidewalk and trail infrastructure to determine the condition of these facilities in an ongoing way. In 2023 a condition assessment was undertaken to understand the current state of sidewalks. A similar assessment has not been done for trails. Completing assessments on a regular basis 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 SAFETY.

It is important to ensure that painted crosswalks are well maintained, and that high visibility pavement markings and appropriate lighting are used to enhance safety. It is also important that crosswalks have 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 CONNECTORS.

Protected bike lanes increase safety and comfort for cyclists, however, with the new infrastructure comes the added responsibility for Saanich to keep the bike lanes clear to allow year-round use.

In 2022 Saanich purchased two sweepers to assist in the clearing of roadways and protected bike lanes. Sweeping is done on a regular schedule. To a lesser extent, resident complaints and staff reports also inform where maintenance occurs.

The results of the sidewalk condition assessment, which is currently underway, will inform a future maintenance program, including maintenance for cut-throughs between two or more streets.

Current procedures for clearing debris and snow/ice in bike lanes, and on sidewalks and trails will be reviewed and update as needed. In addition, current bylaw enforcement procedures and penalties may be reviewed to address issues with property owners and/or lessees who fail to clear their sidewalks when it snows, or who do not trim vegetation that may be encroaching onto active transportation facilities.

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 increase safety for people cycling, which can result in an increase in ridership. However, these facilities can present maintenance challenges, 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

DURING CONSTRUCTION ENSURE ACCESS TO DETOURS FOR PEOPLE WALKING, CYCLING AND ROLLING IS PROVIDED AND MAINTAINED.

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 will 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 in 2017. These suggestions were further reinforced through engagement undertaken as part of the 2022-2023 update process and have therefore been included in the list below, 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.

4.3 CULTURE

Although 'hard' measures such as new supportive infrastructure are critical to expand the use of active transportation, a range of supportive measures are also important to encourage a shift towards sustainable modes. These supportive measures can provide education and raise awareness about active transportation in Saanich, and can help to achieve Goal #1 of the Active Transportation Plan, which is to 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

Measuring achievements as they relate to culture can include the continued growth and implementation of Active and Safe Route to School Programs, an improved and growing wayfinding system, and the number of annual walking and cycling events including grand openings and other celebrations.

The status of these measures of success can be found in the District's annual report cards which are available publicly on the District's webpage. According to the report card annual celebrations and events have increased and the District is ahead for this measure.

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, Cycling and Rolling 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 geographic or spatial distribution of equity-deserving groups using the following criteria. Results of this analysis are 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 have been used to incorporate the presence of equity-deserving groups into the prioritization criteria for new active transportation infrastructure and programs. They were also used to inform the engagement approach to ensure that groups and communities who are underrepresented in traditional engagement events, were invited to participate.

STRATEGY 3A: SUPPORT AND ENCOURAGE WALKING, CYCLING AND ROLLING FOR PEOPLE OF ALL AGES

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 PROVISION OF BICYCLE EDUCATION AND SKILLS TRAINING THROUGHOUT THE YEAR.

Saanich will continue to work with partners to provide bicycle education and skills training for all elementary, middle and secondary schools. Saanich will also continue to work with partners to support adult education and cycling skills training on an on-going basis throughout the District 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. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and bike skills training for grades 4 and 5 students support active transportation education and student uptake. Saanich will continue to support the Ready, Step, Roll program and will continue to encourage schools to participate.

ACTION 3A.3

SUPPORT AND ENCOURAGE FOCUSED 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 and Implementation Plan to outline opportunities for older adults to engage in meaningful social, cultural, and recreational experiences.

The strategy recommends a stronger relationship with BC Transit to improve transit service to key destinations, such as recreation centres and parks. It also identifies the need to locate bus stops close to destinations and to provide covered seating at stops.



STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING

Research has shown that participating in regular physical activity improves overall health and well-being. In children, the research demonstrates that regular activity contributes to healthy growth and development. By incorporating activity into daily commuting, Saanich residents can increase the amount of activity they get in their days. Active transportation is an affordable and accessible way to add exercise into daily routines.

ACTION 3B.1

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

Saanich recognizes that children, youth, people with physical disabilities newcomers to Canada, and other equity-deserving groups may face different barriers within the transportation system and that they are 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.

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

ACTION 3B.2

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

Saanich remains committed to fostering partnerships with other organizations and working together to develop and deliver materials that promote the use of active transportation and its many benefits. Actively seeking opportunities to collaborate in research and promotions to highlight advantages of active transportation will continue to be pursued.

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, CORRIDORS 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, Corridors 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 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 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. Examples of some of the data that can be consolidated and shared include, 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 easily and at relatively low-cost. In addition, education and awareness campaigns can 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 to make 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 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 continue making changes and update the *Motor Vehicle Act* to improve safety for vulnerable road users and increase accountability for all road users. Efforts may include education to follow approved legislative foundations and to continue to build on reforms each year.

STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS

Use of different communications and marketing methods such as radio and print advertisements, transit shelter advertisements, and website and social media content can be an effective way to connect with residents, and increase awareness about, and support for 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 and the local economy by making areas more attractive to visit by active means, spend more time, and explore rural and urban attractions in Saanich..

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

From a tourism perspective, promoting active transportation 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.

Transportation Demand Management (TDM) programs and initiatives can encourage employees to use active forms of transportation. This includes encouraging employers in Saanich to provide amenities and benefits such as secure and covered bike parking, showers, lockers, and transit passes to encourage employees to travel by sustainable modes.

In Rural Saanich, opportunities will be explored to support businesses who encourage active transportation for their employees. This could include developing park and ride locations to allow employees to complete part of their trip using an active mode.

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 ensuring 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 the Transportation Advisory Committee was formed to advise Council and staff on matters related to transportation policy, regulation, and programming including the implementation of this updated Active Transportation Plan.

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 will help 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

CONTINUE TO ADVOCATE TO THE PROVINCIAL GOVERNMENT TO MAKE DATA AVAILABLE TO ACCURATELY MEASURE VEHICLE KILOMETRES TRAVELLED (VKT).

Available VKT data would enable the District to understand how driving habits are affected by land-use change (neighbourhood densification and/or introduction of new housing types), by transportation improvements, emerging technologies and by other factors. This data will also provide a mechanism to measure progress towards the goals and target set forth within this plan.

ACTION 3G.3

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, programming, 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 for long-term implementation, 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 (completion 2030), Medium-Term (completion 2040) and Long-Term (completion 2050). 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

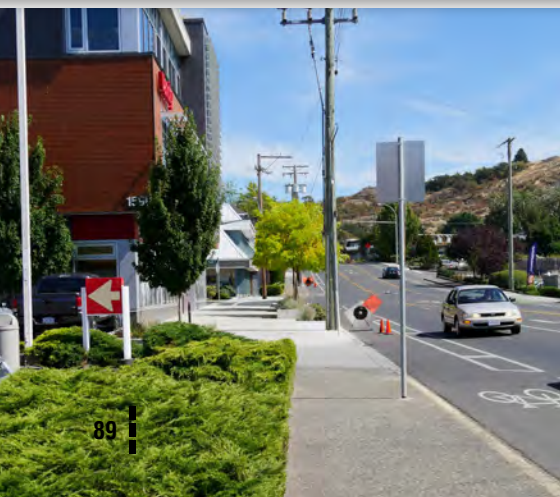
To realize the full build-out of Saanich's long-term active transportation network and progress on the suite of actions identified in Part 4, implementation of this plan will continue for 30 years. Five years of implementation has already occurred and the priority projects and implementation plan outlined in this next section of the plan (Part 5) were updated in 2022-23 to reflect this.

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 implements the strategies and actions of the Plan, a monitoring and reporting strategy is 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 with implementation. 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 going forward.
- **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 1 to 3**. These tables provide guidance with respect to:

- **Timeframe.** Each action is identified as In Progress, Short-Term (completion 2030), Medium-Term (completion 2040) or Long-Term (completion 2050) 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 // IMPLEMENTATION 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: Use best practices, including the <i>BC Active Transportation Design Guide</i> and the Subdivision Bylaw to design all new and upgraded Active Transportation Infrastructure. | 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 sidewalk improvements (upgrades) and new sidewalk projects are prioritized to provide consistent messaging to those who submit requests or inquiries related to pedestrian infrastructure. | ✓ | | | | | ✓ | Engineering | | 1, 5 |
| 1A.4: Complete a sidewalk condition assessment for sidewalk infrastructure including asphalt sidewalks and use this inventory to prioritize upgrades. | Ongoing | | | | ✓ | ✓ | Engineering | | 2, 3, 4 |

TABLE 1 // IMPLEMENTATION 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 | |
| 1A.5: Whenever possible implement new active transportation facilities and traffic calming 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 | | | ✓ | ✓ | ✓ | Parks, Recreation and Community Services | Engineering | 2, 4 |
| 1A.8: Consider green infrastructure and opportunities to plant and retain 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 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 | | | ✓ | ✓ | | Parks, Recreation and Community Services | Engineering | 2, 3, 4, 5 |



TABLE 1 // IMPLEMENTATION 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 rights-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 and 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 |

TABLE 1 // IMPLEMENTATION 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: IMPROVE INTERSECTIONS AND CROSSINGS | | | | | | | | | |
| 1C.1: Provide enhanced pedestrian crossings in Centres, Corridors 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 roadway. | 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 // IMPLEMENTATION 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 | Saanich Police | 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 guidance in the <i>BC Active Transportation Design Guide</i> to consider local street context when undertaking projects on rural roads. | Ongoing | | | | ✓ | | Engineering | MoTI | 1, 2, 3, 4 |
| 1D.4: Create a new policy to guide implementation of traffic calming in support of safe, comfortable conditions for active transportation on Saanich streets. | ✓ | | | | | ✓ | Engineering | | 2, 3 |
| 1D.5: Establish and carry-out a community traffic management program. | Ongoing | | | ✓ | | ✓ | Engineering | | 2, 3 |

TABLE 1 // IMPLEMENTATION 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 <i>BC Active Transportation Design Guide</i> . | 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 high activity 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 |
| 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 |



TABLE 1 // IMPLEMENTATION 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.4: Develop a transit youth pass program for Saanich residents who are between the ages of 13 and 18 years. In addition, Saanich will work with BC Transit and the Victoria Regional Transit Commission to explore affordable transit options for other priority groups including low income residents and new Canadians. | ✓ | | | | | ✓ | Planning and Engineering | BC Transit and Victoria Regional Transit Commission | 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 |

TABLE 2 // IMPLEMENTATION STRATEGIES AND ACTIONS FOR CONVENIENCE


|  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: Add new accessible curb ramps with tactile features at 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 |
| 2A.6: Continue to expand understanding of equity, diversity and inclusion and pursue changes to provide more equitable mobility options based on this learning. | Ongoing | | | | | ✓ | Community Services and Planning | Engineering | 2, 3, 5 |



TABLE 2 // IMPLEMENTATION 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 | |
| 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. | ✓ | | | | | ✓ | Planning and Sustainability | Engineering | 1 |
| 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 to support all building owners to implement bicycle parking and other end-of-trip facilities. | | ✓ | | | | ✓ | Engineering | Sustainability, Economic Development | 1, 5 |
| 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 63 | Engineering | 1, 2 |
| 2B.6: Work with partners to consider the feasibility of developing an on-street bicycle corral program adjacent to commercial areas within the existing right-of-way. | ✓ | | | ✓ | | ✓ | Engineering | Engineering, Sustainability and Community Partners | |
| 2B.7: Work with event coordinators and partners to provide temporary bicycle parking at large community events. | Ongoing | | | | | ✓ | Parks, Recreation and Community Services | Engineering, Sustainability, Community Partners | 1, 2 |

TABLE 2 // IMPLEMENTATION 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 | |
| 2B.8: Continue to implement and maintain bike repair and maintenance stations at high activity locations. | Ongoing | | | ✓ | ✓ | | Engineering | Sustainability, Planning, Parks, Recreation and Community Services | 1 |
| 2B.9: Support bike share and other shared mobility services. | ✓ | | | | | ✓ | Engineering | Sustainability, Building, Bylaw, Licensing and Legal | 1, 2, 4 |
| 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION | | | | | | | | | |
| 2C.1: Ensure the active transportation network is prioritized to provide connections to Centres, Corridors and Villages and other land use generators. | Ongoing | | | | | ✓ | Engineering | Planning | 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 |



TABLE 2 // IMPLEMENTATION 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.5: Continue to reference the site planning checklist for land development guidance that is specific to walking, cycling and transit. | Ongoing | | | | | ✓ | Planning | Engineering | |
| 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: Support the installation and maintenance of landscaping in the right-of-way. | Ongoing | | | | | ✓ | Parks, Recreation and Community Services | Engineering | 1, 4 |
| 2D.3: Review the policy framework to support installation and maintenance of public art in the right-of-way. | Ongoing | | | ✓ | ✓ | ✓ | Parks, Recreation and Community Services | Engineering | 1, 4 |
| 2D.4: Explore the development of a parklet/streeteries 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 for active transportation improvements and programming. | ✓ | | | | ✓ | ✓ | Parks, Recreation and Community Services | Community Partners | 1 |

TABLE 2 // IMPLEMENTATION 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 | |
| 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 |
| 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK | | | | | | | | | |
| 2E.1: Develop a sidewalk and trail assessment program to identify active transportation infrastructure in need of maintenance. | | ✓ | | | | ✓ | Engineering | Parks, Recreation and Community Services | 1, 3, 4 |
| 2E.2: Continue to inspect crosswalks to ensure they are well maintained, marked and painted to enhance safety. | 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 connectors. | ✓ | | | | | ✓ | Engineering, Parks, Recreation 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, Parks, Recreation and Community Services | | 3, 5 |
| 2E.5: During construction ensure access to detours for people walking, cycling and rolling is provided and maintained. | Ongoing | | | | | ✓ | Engineering | | 3, 4, 5 |



TABLE 3 // IMPLEMENTATION 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, CYCLING AND ROLLING FOR EVERYONE | | | | | | | | | |
| 3A.1: Partner with Capital Bike, the CRD, Ministry of Transportation and Infrastructure (MOTI), and others to support provision of bicycle education and skills training throughout the year. | 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 focused community outreach programs for older adults to support active transportation and integration with other age friendly transportation options as they emerge. | | ✓ | | | ✓ | ✓ | Parks, Recreation and Community Services | Engineering | 1, 2, 3, 4, 5 |
| 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING | | | | | | | | | |
| 3B.1: Continue to engage equity-deserving groups through focused engagement to understand transportation barriers and seek opportunities to minimize these barriers where possible. | Ongoing | | | | | ✓ | Engineering | Parks, Recreation and Community Services | 1, 2, 3, 4, 5 |
| 3B.2: Work with partners including Vancouver Island Health Authority (VIHA), ICBC, and Educational institutions to develop and deliver information materials outlining the health benefits of walking, cycling and rolling. | ✓ | | | | | ✓ | Engineering | Community Partners | 1, 2, 3, 4, 5 |

TABLE 3 // IMPLEMENTATION 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 // IMPLEMENTATION 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 | Corporate Services | 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 <i>Motor Vehicle Act</i> to improve safety for people travelling by active modes. | Ongoing | | | | | ✓ | Engineering | Saanich Police | 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 | Corporate Services | 1 |
| 3E.2: Use community-wide campaigns to deliver positive messaging to promote active transportation. | Ongoing | | | | | ✓ | Engineering | Corporate Services | 1, 2 |
| 3E.3: Support events and festivals that encourage walking and cycling. | Ongoing | | | | | ✓ | Communications | Corporate Services | 1, 2 |

TABLE 3 // IMPLEMENTATION 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: Continue to advocate to the Provincial Government to make data available to accurately measure vehicle kilometres travelled (VKT). | Ongoing | | | | | ✓ | Engineering | | 1, 2 |
| 3G.3: Continue to update the Active Transportation Plan every five years. | Ongoing | ✓ | | | | ✓ | Engineering | | 2 |





NO LEFT TURN
Fenn Ave
1000
Parker Ave



5.1.3 NETWORK PRIORITIZATION

This Plan includes long-term networks for walking, cycling and rolling 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 all of Saanich within the Urban Containment Boundary.

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 over time.

Network Prioritization Criteria

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

- **Proximity to Land Use Generators.** Improvements within the Urban Containment Boundary or in close proximity to land use generators are anticipated to facilitate more active transportation trips and are given higher priority. Land use generators include:
 - Centres, Corridors, and 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 lengths of priority projects and demonstrates the number of sidewalk projects and their level of priority.

| SIDEWALK NETWORK | | |
|--------------------|---------------------------|---------------|
| Priority | Total Length (rounded) km | # of Projects |
| In-Progress | 9.5 | 10 |
| Short-Term (2030) | 16.5 | 17 |
| Medium-Term (2040) | 25.5 | 27 |

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.



FIGURE 29 // SIDEWALK NETWORK PRIORITY PROJECTS

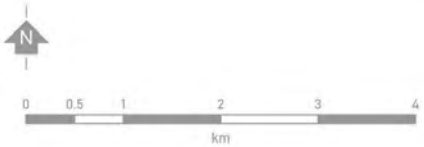
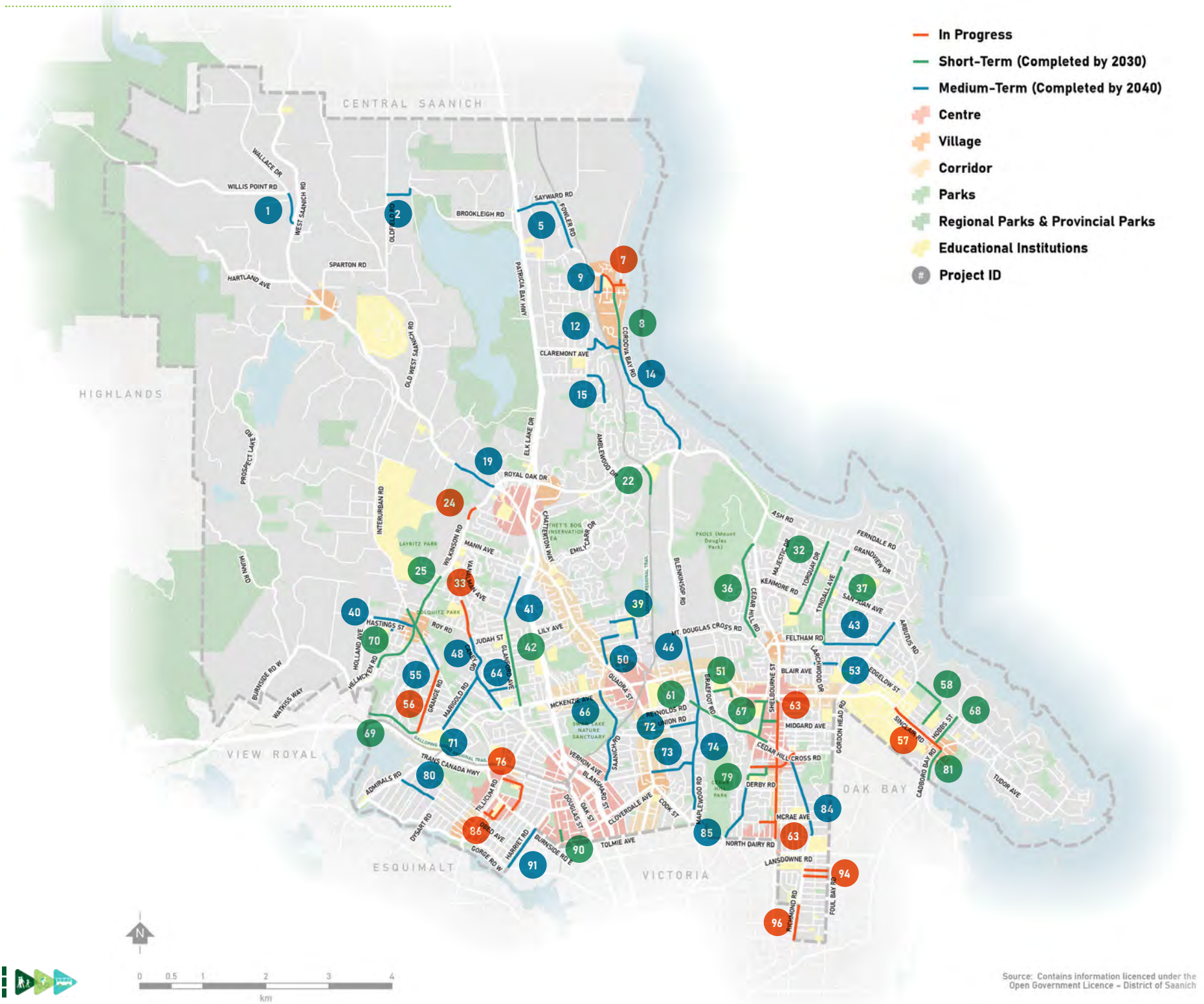


TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|------------------------------|--|--------|-------------|------------|
| 1 | Wallace Drive | Pedestrian improvement on Wallace Drive connecting existing trail at West Saanich Road and Willis Point Road | 525 m | Medium-Term | Medium |
| 2 | Brookleigh Road | Pedestrian, cyclist, and equestrian improvements along Brookleigh Road between Oldfield Road and Elk/Beaver Lake Regional Park | 475 m | Medium-Term | Medium |
| 5 | Sayward Road / Fowler Road | Pedestrian and cycling improvements on Fowler Road and Sayward Road between Cordova Bay Road and Patricia Bay Highway | 1.4 km | Medium-Term | Low |
| 7 | Cordova Bay Road | Pedestrian improvements on Cordova Bay Road and Fenn Avenue in the vicinity of Cordova Bay Elementary School | 675 m | In-Progress | Low |
| 8 | Cordova Bay Road | Pedestrian and cycling improvements on Cordova Bay Road from Walema Avenue to McMorran Park (and Beach Access) | 700 m | Short-Term | Low |
| 9 | Rambler Road | Pedestrian improvements on Rambler Road and Walema Avenue near Cordova Bay Elementary School | 375 m | Medium-Term | Low |
| 12 | Claremont Avenue | Pedestrian improvements on the steep section of Claremont Avenue between Wesley Road and Cordova Bay Road | 725 m | Medium-Term | High |
| 14 | Cordova Bay Road | Comprehensive pedestrian and cycling improvements for Cordova Bay Road between McMorran Park (and Beach Access) to Royal Oak Drive | 2.2 km | Medium-Term | Low |
| 15 | Sea Ridge Drive | Pedestrian improvements on Sea Ridge Drive between Seamist Place and Wesley Road | 650 m | Medium-Term | Low |
| 19 | West Saanich Road | Pedestrian improvements on West Saanich Road between Markham Street and Wilkinson Road | 725 m | Medium-Term | Medium |
| 22 | Lochside Drive | Pedestrian improvements on the section of Lochside Drive immediately adjacent Lochside Elementary School | 500 m | Short-Term | Medium |
| 24 | Wilkinson Road | Pedestrian and cycling improvements on Wilkinson Road between Greenlea Drive and Viaduct Creek / Quick's Bottom Park trail access | 250 m | In-Progress | Low |
| 25 | Wilkinson Road | Pedestrian and cycling improvements on Wilkinson Road and Helmcken Road between Hastings Street and Knockan Drive, including short segment of Interurban Road and continuing east on Wilkinson Road. This project will be integrated with project 70 at the design phase | 2.2 km | Short-Term | Low |
| 32 | 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 | 1.4 km | Short-Term | Low |
| 33 | Carey Road | Pedestrian improvements on Carey Road between Copley West Park and Judah Street | 625 m | In-Progress | Low |
| 36 | Cedar Hill Road | Pedestrian improvements on Cedar Hill Road between Shelbourne Street and Mount Douglas Cross Road | 1.6 km | Short-Term | High |
| 38 | Tyndall Avenue | Pedestrian improvements on Tyndall Avenue between Ash Road and Feltham Road | 1.5 km | Short-Term | Low |
| 39 | Lucas Avenue / Borden Street | Pedestrian and cycling improvements along Borden Street and Lucas Avenue near Lakehill Elementary School and Ambassador Park | 725 m | Medium-Term | Low |
| 40 | Hastings Street | Pedestrian and cycling improvements on Hastings Street between Holland Avenue and Wilkinson Road, including sidewalk connection to Strawberry Vale Elementary School | 875 m | Medium-Term | Low |

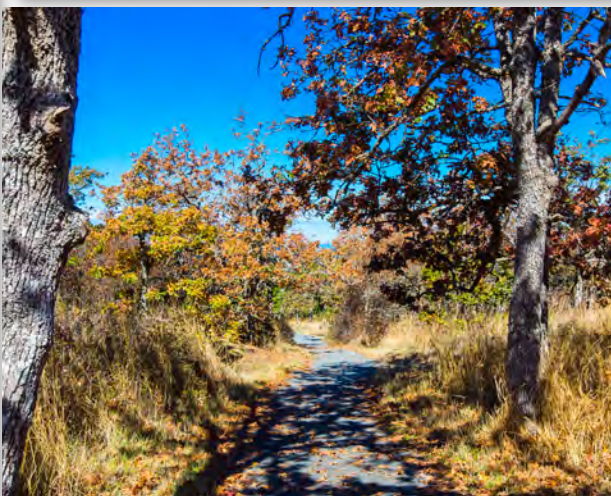
TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS (CONTINUED)

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|---------------------------------|--|--------|-------------|------------|
| 41 | Glanford Avenue | Pedestrian and cycling improvements along Glanford Avenue from Judah Street to existing facilities at Enterprise Crescent to Mann Avenue | 925 m | Medium-Term | High |
| 42 | Glanford Avenue | Pedestrian and Cycling improvements on Glanford Avenue between Judah Street and McKenzie Avenue. Pedestrian improvements will also include new sidewalk on Kenneth Street between Glanford Avenue and the east end of Glanford Park | 1.5 km | Short-Term | High |
| 43 | Gordon Head Road / Feltham Road | Pedestrian and cycling improvements along Feltham Road between Tyndall Avenue and Gordon Head Road and along Gordon Head Road from Feltham Road to San Juan Avenue | 1.3 km | Medium-Term | Medium |
| 46 | Blenkinsop Road | Pedestrian improvements on Blenkinsop Road between Mount Douglas Cross Road and Braefoot park entrance | 900 m | Medium-Term | Medium |
| 48 | Carey Road | Pedestrian improvements on Carey Road between Judah Street and Marigold Road | 700 m | Medium-Term | High |
| 50 | Tuxedo Drive / Nicholson Street | Pedestrian improvements on Tuxedo Drive and Nicholson Street between Quadra Street and Morris Drive | 700 m | Medium-Term | Low |
| 51 | Harrop Road | Pedestrian improvements on Harrop Road between Braefoot Road and Shorncliffe Road via Wende Road with connection to Braefoot Elementary School | 450 m | Short-Term | Medium |
| 53 | Laval Avenue | Pedestrian improvements on Laval Avenue between Larchwood Drive and Providence Place | 375 m | Medium-Term | Low |
| 55 | Interurban Road | Pedestrian improvements on Interurban Road between the South Valley Trail extension and Grange Road | 425 m | Medium-Term | Medium |
| 56 | Grange Road | Pedestrian and cycling improvements on Grange Road between Burnside Road and Interurban Road | 1 km | In-Progress | Medium |
| 57 | Sinclair Road | Comprehensive pedestrian and cycling improvements on Sinclair Road between Finnerty Road and Cadboro Bay Road connecting UVic and the Cadboro Bay Village | 1 km | In-Progress | High |
| 58 | Arbutus Road / Haro Road | Pedestrian and cycling improvements on Arbutus Road and Haro Road in the vicinity of Frank Hobbs Elementary School | 1 km | Short-Term | Medium |
| 61 | Cedar Hill Cross Road | Pedestrian and cycling improvements on Cedar Hill Cross Rd between Ascot Drive and Ophir Street. Changes to Cedar Hill Cross Road will also be explored through the Cedar Hill Cross Road Safety Review | 1.4 km | Short-Term | Medium |
| 63 | Shelbourne Street | Comprehensive pedestrian and cycling improvements on Shelbourne Street between Garnet Road and North Dairy Road, including new sidewalk on section of McRae Avenue west of Shelbourne Street and improvements to Pear Street and Poplar Streets | 3.2 km | In-Progress | High |
| 64 | Carey Road | Pedestrian improvements on Carey Road between Marigold Road and McKenzie Avenue, including Kenneth Street | 1.1 km | Medium-Term | Medium |
| 66 | Saanich Road | Pedestrian improvements along Saanich Road between McKenzie Avenue and Tattersall Drive | 1.5 km | Medium-Term | High |
| 67 | 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. Improvements along Cedar Hill Road may also include a multi-use trail however this will need to be confirmed through the design process. Coordination with other developments and findings from the Cedar Hill Cross Road Safety Review may also influence changes | 1.2 km | Short-Term | Medium |



TABLE 4 // SIDEWALK NETWORK PRIORITY PROJECTS (CONTINUED)

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|--|--|--------|-------------|------------|
| 68 | Hobbs Street / Cadboro Bay Bikeway | Pedestrian improvements on Hobbs Street from Sinclair Road to Arbutus Road. This may be undertaken alongside cycling improvements on Penrhryn Street and Sutton Road | 575 m | Short-Term | Low |
| 69 | Burnside Road West | Pedestrian improvements on Burnside Road West between Grange Road and the View Royal border | 875 m | Short-Term | Medium |
| 70 | Interurban Road / Wilkinson Road / Hastings Road | Pedestrian and cycling improvements at the intersection of Interurban Road / Wilkinson Road / Hastings Road that include, new sidewalks and protected cycling facilities, new transit priority measures, and improvements to traffic flow. This project will be integrated with project 25 at the design phase | 260 m | Short-Term | High |
| 71 | Marigold Road | Comprehensive pedestrian and cycling improvements on Marigold Road between Burnside Road and Carey Road | 1 km | Medium-Term | Medium |
| 72 | Union Road | Pedestrian improvements along Union Road from Cumberland Road to Blenkinsop Road | 450 m | Medium-Term | Medium |
| 73 | Tattersall Drive | Comprehensive pedestrian and cycling improvements on Tattersall Drive between Quadra Street and Maplewood Road | 700 m | Medium-Term | High |
| 74 | Maplewood Road / Blenkinsop Road | Comprehensive pedestrian and cycling improvements on Maplewood Road and Blenkinsop Road between Cook Street and Mount Douglas Cross Road | 2.8 km | Medium-Term | High |
| 76 | Seaton Street | Pedestrian improvements on Seaton Street between Regina Street and Burnside Road, including section of Regina Street connecting crossing at Tillicum Road. This work may be coordinated with cycling improvements on Seaton Street and Hampton Road connecting to the Galloping Goose Regional Trail (via TCH underpass) | 775 m | In-Progress | Medium |
| 79 | Rowan Street / Thistle Street | Pedestrian improvement connecting Pear Street along Thistle Street to Rowan Street and onwards to Cedar Hill Road. These improvements may also be combined with cycling connections from Pear Street to Derby Road. Treatments will be determined through the design process | 500 m | Short-Term | Low |
| 80 | Cowper Street | Pedestrian improvements on Cowper Street between Admirals Road and Dysart Road | 600 m | Medium-Term | Low |
| 81 | Cadboro Bay Road | Cycling and pedestrian improvements on Cadboro Bay Road between Hibbens Close and Arbutus Road, including connections to existing sidewalks in Cadboro Bay Village and cycling improvements between Hibbens Close and Sinclair Road | 625 m | Short-Term | Medium |
| 84 | Richmond Road | Pedestrian improvements on Richmond Road between Poplar Avenue and Argyle Avenue | 1.3 km | Medium-Term | High |
| 85 | Cedar Hill Road | Pedestrian and cycling improvements on Cedar Hill Road between Doncaster Elementary School and North Dairy Road | 1.2 km | Medium-Term | High |
| 86 | Orillia Street / Maddock Avenue | Pedestrian improvements on sections of Orillia Street, Maddock Avenue and Albina Street near Tillicum Elementary School | 600 m | In-Progress | Low |
| 90 | Whittier Avenue | Pedestrian improvements on Whittier Avenue between Ardersier Road and Dupplin Road | 200 m | Short-Term | Low |
| 91 | Harriet Road | Pedestrian improvements on Harriet Road between Burnside Road and Gorge Road | 750 m | Medium-Term | Medium |
| 94 | Forrester Street / Taylor Street | Pedestrian improvements on Forrester Street and Taylor Street between Richmond Road and Foul Bay Road | 775 m | In-Progress | Low |
| 96 | Richmond Road | Pedestrian improvements on Richmond Road between Kings Road and Bay Street near Royal Jubilee Hospital | 575 m | In-Progress | Medium |



Bicycle Network

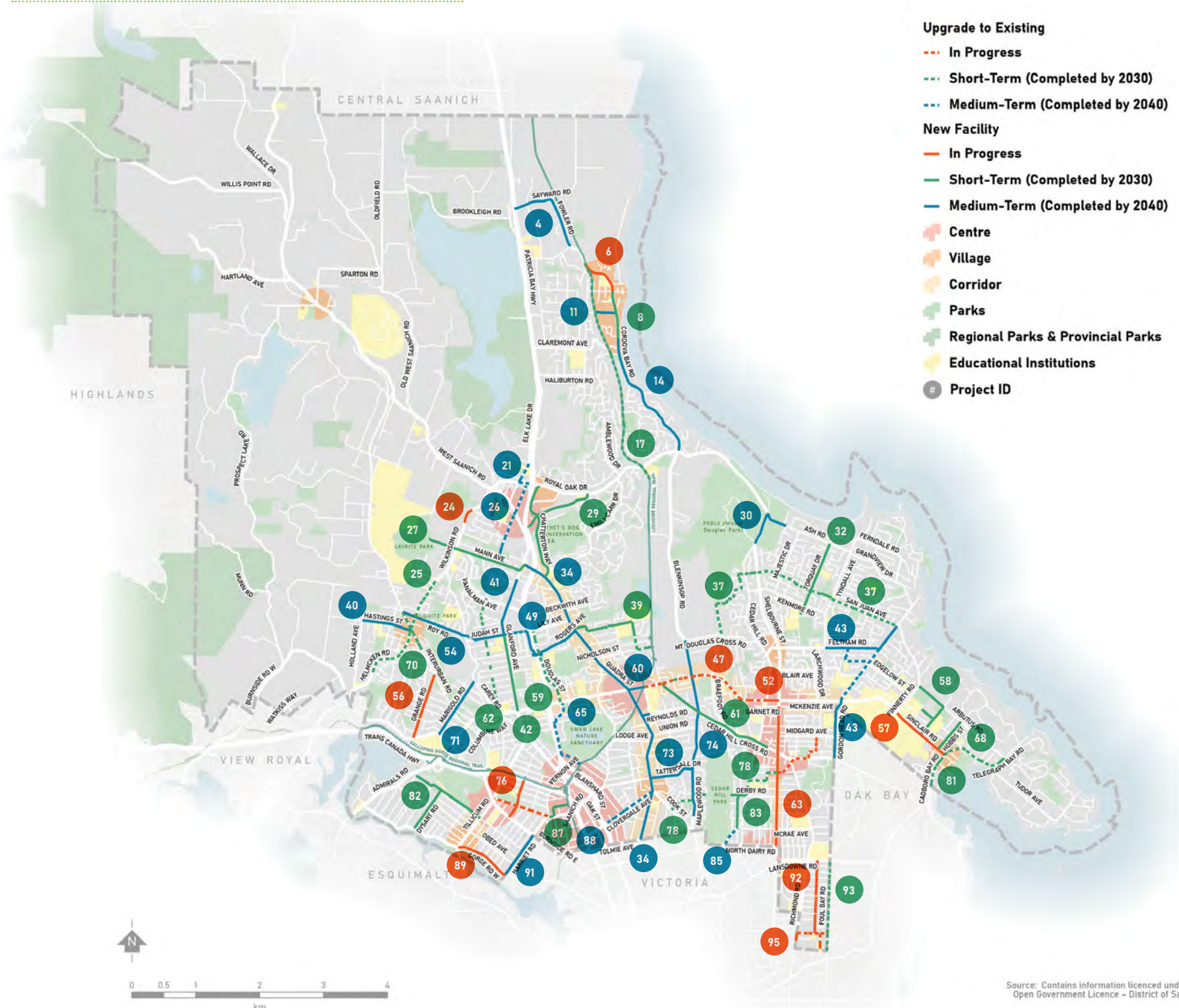
The tables on the following pages show the priority projects for the bicycle network. Brief descriptions, approximate length, and level of priority are provided for each. Project numbers in the first column are not a ranking or order of priority. They provide visual reference to the projects found on 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 | 12.0 | 11 |
| Short-Term (2030) | 33.5 | 21 |
| Medium-Term (2040) | 27.5 | 20 |

It should be noted that where possible 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 whole.

FIGURE 30 // BICYCLE NETWORK PRIORITY PROJECTS



Source: Contains information licenced under the Open Government Licence - District of Saanich

TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|--|--|--------|-------------|------------|
| 4 | Sayward Road / Fowler Road | Pedestrian and cycling improvements on Fowler Road and Sayward Road between Cordova Bay Road and Patricia Bay Highway | 1.4 km | Medium-Term | Medium |
| 6 | Cordova Bay Road | Cycling improvements on Cordova Bay Road between Walema Avenue and the Lochside Regional Trail at Mattick's Farm | 675 m | In-Progress | Low |
| 8 | Cordova Bay Road | Cycling improvements on Cordova Bay Road between Walema Avenue to McMorran Park (and Beach Access) | 700 m | Short-Term | Low |
| 11 | Doumac Avenue | Cycling improvement on Doumac Avenue connecting Cordova Bay Road and the Lochside Regional Trail | 325 m | Medium-Term | Low |
| 14 | Cordova Bay Road | Comprehensive pedestrian and cycling improvements for Cordova Bay Road between McMorran Park (and Beach Access) to Royal Oak Drive | 2.2 km | Medium-Term | Medium |
| 17 | Lochside Drive / Lochside Regional Trail | Cycling improvements along Lochside Drive between Cordova Bay Road and Lochside Elementary School | 3.7 km | Short-Term | Low |
| 21 | Elk Lake Drive / Royal Oak Drive | Cycling improvements along Elk Lake Drive from Castleton Place to Royal Oak Drive to Viewmont Avenue | 525 m | Medium-Term | Medium |
| 24 | Wilkinson Road | Pedestrian and cycling improvements on Wilkinson Road between Greenlea Drive and Viaduct Creek / Quick's Bottom Park trail access | 250 m | In-Progress | Medium |
| 25 | Wilkinson Road | Pedestrian and cycling improvements on Wilkinson Road and Helmcken Road between Hastings Street and Knockan Drive, including short segment of Interurban Road and continuing east on Wilkinson Road. This project will be integrated with project 70 at the design phase | 2.2 km | Short-Term | Low |
| 26 | Viewmont Avenue | Bike lanes and neighbourhood bikeway connection on Viewmont Avenue between Royal Oak Drive and Mann Avenue | 1.3 km | Medium-Term | Low |
| 27 | Mann Avenue | Cycling improvements on Mann Avenue between Glanford Avenue and Wilkinson Road, including connections into Layritz Park | 1.6 km | Short-Term | Low |
| 29 | Royal Oak Avenue / Chatterton Way | Cycling improvements on Chatterton Way and Royal Oak Avenue | 2.7 km | Short-Term | Medium |
| 30 | Cedar Hill Road | Cycling improvements along Cedar Hill Road from Ash Road to Shelbourne Street and Ash Road from Cedar Hill Road / Cordova Bay Road to Edgemont Road | 850 m | Medium-Term | High |
| 32 | Torquay Drive | Pedestrian and cycling improvements on Torquay Drive between Ash Road and Lambrick Park | 1.2 km | Short-Term | Low |
| 34 | Quadra Street | Cycling improvements along the length of Quadra Street. | 5.2 km | Medium-Term | Medium |
| 37 | San Juan Greenway Improvements | Cycling improvements along San Juan Greenway primarily on San Juan Avenue connecting between Gordon Head Road and Mount Douglas Cross Road | 4 km | Short-Term | Low |
| 39 | Beckwith Park Connections | Pedestrian and cycling improvements along Tuxedo Drive, Lucas Avenue, and Borden Street near Lakehill Elementary School and Ambassador Park and connecting to Beckwith Park and Lochside Trail | 1.6 km | Short-Term | Low |
| 40 | Hastings Street | Pedestrian and cycling improvements on Hastings Street between Holland Avenue and Wilkinson Road, including sidewalk on a section connecting to Strawberry Vale Elementary School | 775 m | Medium-Term | Medium |



TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS (CONTINUED)

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|------------------------------------|---|--------|-------------|------------|
| 41 | Glanford Avenue | Pedestrian and cycling improvements along Glanford Avenue from Judah Street to existing facilities at Enterprise Crescent to Mann Avenue | 925 m | Medium-Term | High |
| 42 | Glanford Avenue | Pedestrian and Cycling improvements on Glanford Avenue between Judah Street and McKenzie Avenue. Pedestrian improvements will also include new sidewalk on Kenneth Street between Glanford Avenue and the east end of Glanford Park | 1.2 km | Short-Term | High |
| 43 | Gordon Head Road / Feltham Road | Pedestrian and cycling improvements on Gordon Head Road between San Juan Avenue and Cedar Hill Cross Road, and along Feltham Road between Tyndall Avenue and Gordon Head Road | 3.8 km | Medium-Term | High |
| 47 | McKenzie Avenue | Cycling improvements on McKenzie Avenue between Borden Street and Cedar Hill Road | 2.1 km | In-Progress | Low |
| 49 | Rogers Avenue | Cycling improvements on Rogers Avenue between the Pat Bay Highway overpass and Quadra Street | 675 m | Medium-Term | Low |
| 52 | McKenzie Avenue | Cycling improvements on the north side of McKenzie Avenue for the section between Cedar Hill Road and Shelbourne Street | 200 m | In-Progress | Medium |
| 54 | Roy Road / Judah Street | Cycling improvements on Roy Road and Judah Street between Interurban Road and Glanford Avenue to the Pat Bay Highway overpass | 2.7 km | Medium-Term | Medium |
| 56 | Grange Road | Pedestrian and cycling improvements on Grange Road between Burnside Road and Interurban Road | 1 km | In-Progress | Low |
| 57 | Sinclair Road | Comprehensive pedestrian and cycling improvements on Sinclair Road between Finnerty Road and Cadboro Bay Road connecting UVic and the Cadboro Bay Village | 1 km | In-Progress | High |
| 58 | Arbutus Road / Haro Road | Pedestrian and cycling improvements on Arbutus Road and Haro Road in the vicinity of Frank Hobbs Elementary School | 1 km | Short-Term | Medium |
| 59 | Douglas Street | Parking protected bike lanes for the section of Douglas Street between McKenzie Avenue and Lily Avenue | 1.2 km | Short-Term | Low |
| 60 | McKenzie Avenue | Cycling improvements along McKenzie Avenue between Quadra Street and Borden Street | 250 m | Medium-Term | High |
| 61 | Cedar Hill Cross Road | Pedestrian and cycling improvements on Cedar Hill Cross Rd between Ascot Drive and Ophir Street. Changes to Cedar Hill Cross Road will also be explored through the Cedar Hill Cross Road Safety Review | 2.1 km | Short-Term | Medium |
| 62 | Raymond Street Corridor | Cycling improvements along the Raymond Street corridor between Vanalman Avenue and McKenzie Avenue | 1.4 km | Short-Term | Low |
| 63 | Shelbourne Street | Comprehensive pedestrian and cycling improvements on Shelbourne Street between Garnet Road and North Dairy Road, including new sidewalk on section of McRae Avenue west of Shelbourne Street and improvements to Pear Street and Poplar Street | 2.2 km | In-Progress | High |
| 65 | Douglas Street | Cycling improvements along Douglas Street between McKenzie Avenue and the Lochside Regional Trail at Saanich Municipal Hall | 1.2 km | Medium-Term | Low |
| 68 | Hobbs Street / Cadboro Bay Bikeway | Cycling improvements from Penrhryn Street to Sutton Road. These improvements may be undertaken alongside pedestrian improvements on Hobbs Street and integrate with existing trails through Frank Hobbs Elementary and other off-street connections | 950 m | Short-Term | Low |

TABLE 5 // BICYCLE NETWORK PRIORITY PROJECTS (CONTINUED)

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|--|--|--------|-------------|------------|
| 70 | Interurban Road / Wilkinson Road / Hastings Road | Pedestrian and cycling improvements at the intersection of Interurban Road / Wilkinson Road / Hastings Road that include, new sidewalks and protected cycling facilities, new transit priority measures, and improvements to traffic flow. This project will be integrated with project 25 at the design phase | 260 m | Short-Term | High |
| 71 | Marigold Road | Comprehensive pedestrian and cycling improvements on Marigold Road between Burnside Road and Carey Road | 1 km | Medium-Term | Medium |
| 73 | Tattersall Drive | Comprehensive pedestrian and cycling improvements on Tattersall Drive between Quadra Street and Maplewood Road | 700 m | Medium-Term | High |
| 74 | Maplewood Road / Blenkinsop Road | Comprehensive pedestrian and cycling improvements on Maplewood Road and Blenkinsop Road between Cook Street and Cedar Hill Cross Road | 1.9 km | Medium-Term | High |
| 76 | Seaton Street / Hampton Road | Cycling improvements on Seaton Street and Hampton Road connecting to the Galloping Goose Regional Trail (via TCH underpass) alongside pedestrian improvements on Seaton Street between Regina Street and Burnside Road | 1.5 km | In-Progress | Low |
| 78 | UVic-Cedar Hill Local Bikeway | Cycling improvements connecting from Pear Street to Derby Road integrating with trail improvements for the section through Cedar Hill Park and connecting with Maplewood Road and onwards to Cook Street | 1.7 km | Short-Term | Low |
| 81 | Cadboro Bay Road | Cycling and 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 | 1.5 km | Short-Term | Medium |
| 82 | Dysart Road / Arena Road Connection | Cycling improvements on Dysart Road, Newbury Street, Key Avenue and Arena Road through Gorge neighbourhood | 2 km | Short-Term | Low |
| 83 | Doncaster Drive | Cycling improvements on Doncaster Drive between Derby Road and Cedar Hill Road | 500m | Short-Term | Low |
| 85 | Cedar Hill Road | Cycling improvements on section of Cedar Hill Road between Doncaster Drive and North Dairy Road | 325 m | Medium-Term | High |
| 87 | Boleskine Road | Short bikeway connection on Boleskine Road connecting the Galloping Goose Regional Trail and the east end of Hampton Road | 450 m | Short-Term | Low |
| 88 | Cloverdale Avenue | Cycling improvements on Cloverdale Avenue between Quadra Street and Blanshard Street | 825 m | Medium-Term | Medium |
| 89 | 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 | 875 m | In-Progress | Medium |
| 91 | Harriet Road | Pedestrian and cycling improvements on Harriet Road between Burnside Road and Gorge Road | 750 m | Medium-Term | Medium |
| 92 | Dean Avenue | Cycling improvements along the Dean Avenue Neighbourhood Bikeway, including improvements on Haultain Street and Trent Street connecting to the Royal Jubilee Hospital | 1.9 km | In-Progress | Low |
| 93 | Foul Bay Road | Cycling improvements on the south end of Foul Bay Road between Lansdowne Road and Fort Street | 1.4 km | Short-Term | Low |
| 95 | Richmond Road | Cycling improvements on Richmond Road from Haultain Street to mid block between Adanac Street and Emerson Street | 125 m | In-Progress | Low |



Prioritization Criteria for Trails

Prioritization criteria for trails was developed in 2023. Priority trail projects are now assessed on the following criteria:

- Proximity to land use generators (e.g., recreation 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 length of the priority trail projects and demonstrates the number of trail projects and their level of priority.

| TRAIL NETWORK | | |
|--------------------|---------------------------|---------------|
| Priority | Total Length (rounded) km | # of Projects |
| Short-Term (2030) | 7.0 | 9 |
| Medium-Term (2040) | 7.5 | 7 |

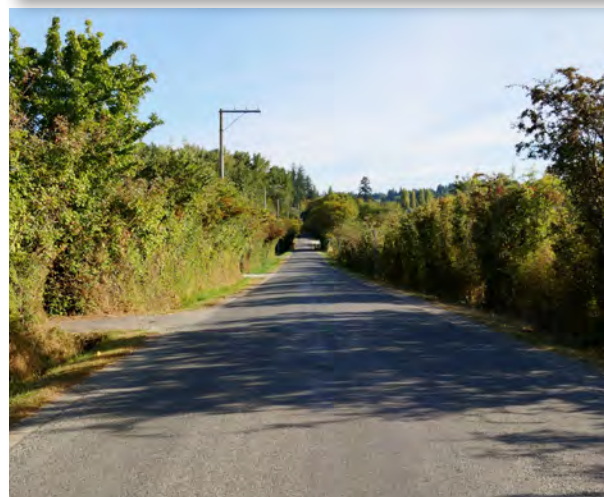
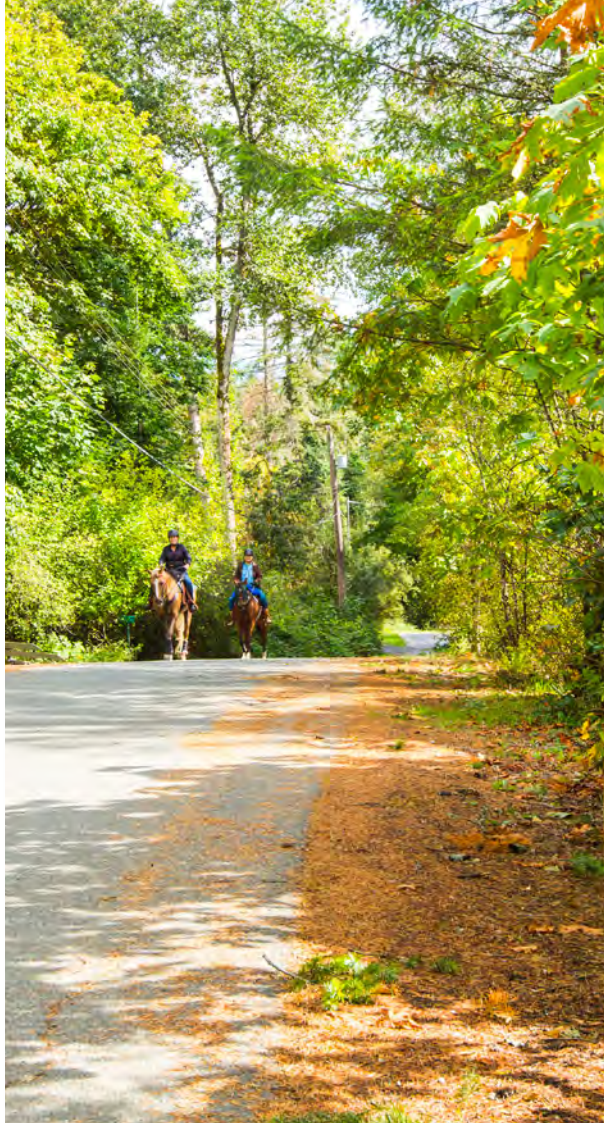


FIGURE 31 // TRAIL NETWORK PRIORITY PROJECTS

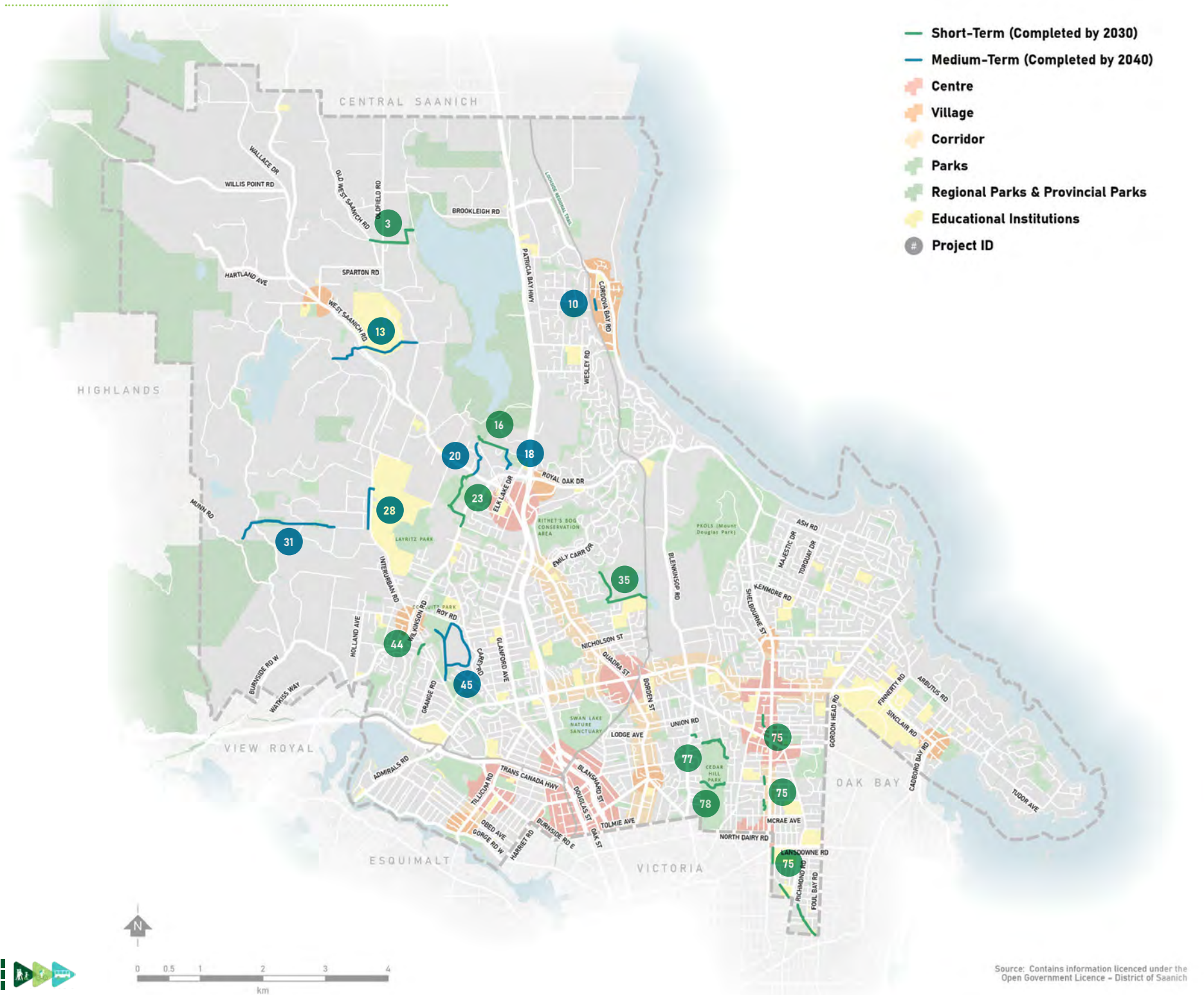


TABLE 6 // TRAIL NETWORK PRIORITY PROJECTS

| ID | TITLE | DESCRIPTION | LENGTH | PRIORITY | COMPLEXITY |
|----|--|---|--------|-------------|------------|
| 3 | Elkwood Road Connector Trail | Elkwood Road multi-use trail connection between Old West Saanich Road and Elk/Beaver Lake Regional Park | 950 m | Short-Term | Medium |
| 10 | Rambler Trail Connector | Trail connection between Doumac Avenue and Sutcliffe Road | 175 m | Medium-Term | Low |
| 13 | Observatory Connector Trail | Trail connection between Goward Road and Old West Saanich Road via Observatory Road | 1.6 km | Medium-Term | High |
| 16 | SCP / Elk / Beaver Lake | Trail connection between Saanich Commonwealth Place and Elk/Beaver Lake Regional Park | 550 m | Short-Term | Medium |
| 18 | SCP / Elk / Beaver Lake | Trail connection from Saanich Commonwealth Place connecting Normandy Park and Caselton Place | 375 m | Medium-Term | Medium |
| 20 | Colquitz River Trail | Trail extension between West Saanich Road and Pipeline Road following the Colquitz River alignment | 575 m | Medium-Term | High |
| 23 | 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 | 1.2 km | Short-Term | Medium |
| 28 | Interurban Rail Trail Improvements | Improvements to the section of the Interurban Rail Trail near Camosun College, Interurban Campus | 725 m | Medium-Term | Low |
| 31 | 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 | 1.6 km | Medium-Term | Medium |
| 35 | Blenkinsop Valley Trail Connector | Trail connection between the Beckwith and Valewood Parks and the Lochside Regional Trail and Blenkinsop Lake, with possible connection to St. Margaret's School | 1.2 km | Short-Term | High |
| 44 | South Valley Trail Extension | Improved trail connection between South Valley Park and Interurban Road, with connection to the Colquitz River Trail | 200 m | Short-Term | Low |
| 45 | Panama Flats/Panama Hill Park Trail Improvements | Trail improvements throughout Panama Flats and Panama Hill Park | 2.3 km | Medium-Term | Medium |
| 75 | Bowker Creek Greenway Connections | Continued development of the Bowker Creek Greenway as part of the Bowker Creek Initiative | 1.6 km | Short-Term | High |
| 77 | Cedar Hill Park North End Trail Improvement | Trail improvements for the north section of Cedar Hill Park | 900 m | Short-Term | Medium |
| 78 | 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 | 475 m | Short-Term | Low |

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, cycling and rolling 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, cycling and rolling 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, cycling and rolling 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. The District will continue to apply to this program when it has candidate projects and will continue to explore other provincial grant programs that align with the vision and goals of the Active Transportation Plan.
- **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 projects were identified to help build out the pedestrian and cycling networks in a cost effective and efficient manner. These included pedestrian crosswalk improvements, reallocated road space along Tillicum Road, high visibility road markings and signage in school zones, upgrades to existing buffered bicycle lanes, bike boxes at signalized intersections, and prioritizing pedestrians at three intersections. These and other quick build projects will continue to be explored in locations throughout Saanich.

Communities throughout North America and internationally often face technical, political, and financial challenges as they build out their active transportation networks. Some of the issues and questions that arise when implementing active transportation 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 including the following:

- **Demonstration Projects** are typically considered short-term (one or multi day) temporary installations that demonstrate new opportunities to enhance a street for walking, cycling and rolling. 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** refer to projects that are used to test and evaluate different designs for active transportation infrastructure. Pilot projects are often applied before a project is made permanent. The school zone signage is an example of a pilot project in Saanich.
- **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. Examples of an interim designs in Saanich are the concrete curbs used to create protected bike lanes on Tillicum Road and the pedestrian facilities on Cadboro Bay Road.
- **Permanent Designs** require more time for planning, public engagement, and construction time. They typically include higher cost materials that are less flexible and intended for long-term durability. The separated bike lanes on McKenzie Avenue, between Cedar Hill Road and Shelbourne Street are an example of a permanent installations in Saanich.



Pilot Projects and Interim Designs offer ways to make significant strides in network implementation while respecting financial constraints.

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

- User Satisfaction;
- Safety for all road users including the number of collisions and perceived safety concerns; 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. Demonstration, pilot, and interim projects will be considered in rural and urban contexts throughout Saanich. In Rural Saanich, this will include looking at different ways for active transportation (including equestrians) to share the existing road surface.

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

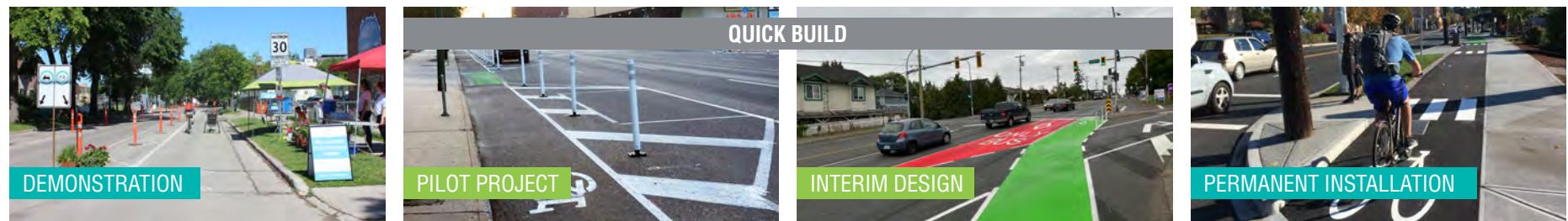
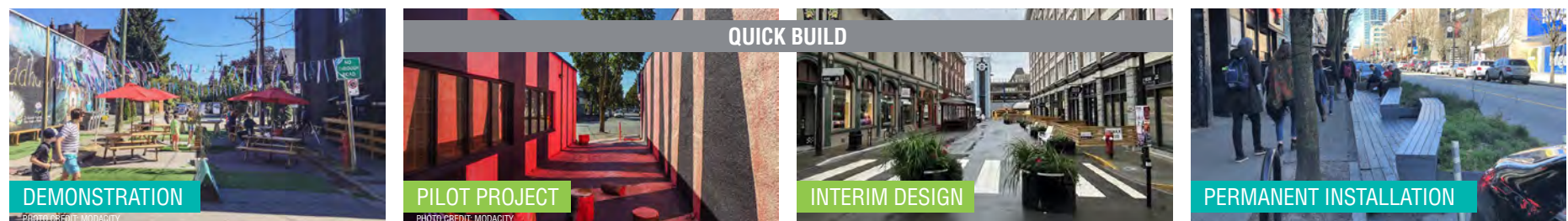


FIGURE 35 // TACTICAL URBANISM: THE SPECTRUM OF CHANGE (WALKING)





5.2 MONITORING STRATEGY

A monitoring strategy is an essential component of the Plan helping to track progress toward implementation, determine whether the Plan is achieving its goals, and signal the District to adjust the rate of implementation to align with the goals of this plan. A monitoring plan will also enable Saanich to allocate appropriate monetary and staff resources to act on key priorities and it will provide a means to identify changing conditions that may require an update to the Active Transportation 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 implementation of the Active Transportation Plan. Within the framework of the three themes of the plan - connections, convenience, and culture - the report cards provide a measure of the current status and a indication of the progress being made towards implementation.

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 FOR THE ACTIVE TRANSPORTATION PLAN

| 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, cycling and rolling | # | ICBC / Saanich Police |
| Number of fatal collisions involving people walking, cycling and rolling | # | ICBC / Saanich Police |
| Proportion of all collisions involving people walking, cycling and rolling | % | ICBC / Saanich Police |
| Proportion of all fatal collisions involving people walking, cycling and rolling | % | 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, cycling and rolling 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 |
| 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 viable 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 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, cycling, and rolling events including infrastructure grand openings | # | Saanich |

5.2.1 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 and 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 through the annual report cards. This report card can act as a tool to monitor the development of walking, cycling and rolling activities on an ongoing 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 actions to improve active transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term. It also contributes 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.

Saanich's first Active Transportation Plan was adopted by Council in 2018. With this Updated Plan, we will continue to *Move Saanich Forward*.





#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

**2023
update**