Our Plan to Achieve
Vision Zero

ROAD SAFETY *ACTION PLAN*

2024-2029

Saanich

Saanich

ROAD SAFETY *ACTION PLAN*

Acknowledgement

The District of Saanich is within the territory of lək̓ ʷəŋən peoples known today as Songhees and Esquimalt Nations, and the W̱SÁNEĆ peoples, represented by Tsartlip, Pauquachin, Tsawout, Tseycum, and Malahat Nations. The First Peoples 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.

The District of Saanich would also like to acknowledge the Road Safety Action Plan's Steering Committee for their input and efforts throughout the development of the District's first ever Road Safety Action Plan.

Our neighbourhoods are the places where we put down roots and build a life. They're places where we see friends and familiar faces and create daily routines for ourselves. We travel through these spaces daily — whether it's to run errands, get ourselves to work or take our children to school or the park. We regularly trace the same streets and pathways, and these predictable movements from point 'A' to point 'B' should feel safe and comfortable for everyone.

Unfortunately, this isn't always the reality — and we know there is more work to be done to help people feel safer and more confident navigating our roadways.

More than 40% of the 11,000 reported crashes in Saanich between 2017 and 2021 resulted in a serious injury or fatality. Nearly half of these crashes involve a person walking, cycling, or operating a motorcycle. These are our loved ones and neighbours. The impacts of these incidents on victims, their families and their communities can be significant and long-lasting.

We have heard your concerns about road safety and addressing them is a top priority for Council. In 2022, the District of Saanich adopted *Vision Zero* and through implementation of this Road Safety Action Plan (RSAP) we are seeking to eliminate traffic fatalities and serious injuries while ensuring safe, healthy, and equitable mobility for everyone.

Our efforts become even more pressing as we work to implement our Active Transportation Plan and encourage Saanich residents to take more trips using sustainable modes of transport. If we want more people to make that shift, it's vital they feel at ease on our roads.

I sincerely thank the many Saanich residents who provided valuable insights and direction for the actions identified in the RSAP.

I also wish to acknowledge the many agencies and road safety partners who worked with us to develop this plan and who will be valuable partners as we seek to implement the actions to improve road safety.

No matter how you get around town — whether you're a driver, cyclist, motorcyclist, or pedestrian — let's all work together to make Saanich safer for everyone.

Dean Murdock

Dean Murdock
Mayor, District of Saanich

Each day there are crashes and near misses on Saanich streets involving drivers, pedestrians, cyclists, and motorcyclists. Many of these result in serious injuries that forever change the lives of residents and their families and friends. In some cases, crashes have tragic outcomes and the impacts on families and communities are devastating.

Road safety is a top priority of the Saanich Police Department (SPD), which is why we continue to dedicate specialized resources to keep our roads, and those who use them, safe. We continue to work to reduce the frequency and severity of motor vehicle crashes through strategic road safety initiatives, education, enforcement, and stakeholder collaboration. This includes pro-active enforcement to combat impaired, distracted, and dangerous driving, as well as working to protect the safety of vulnerable road users (VRUs) through road safety initiatives and public safety campaigns.

We support the development of this *Road Safety Action Plan* and welcome the opportunity to play an active role in its implementation. Through the on-going activities of the SPD's Traffic Safety Unit and the many specific actions contained in the Action Plan, we believe that this is a strong step forward toward achieving the goal of Vision Zero.

Dean Duthie
Chief Constable, Saanich Police Department

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Executive Summary

In 2022 Saanich adopted Vision Zero as its approach to road safety. Vision Zero is the philosophy that road fatalities and serious injuries can and should be eliminated while providing safe, healthy, and equitable mobility for all road users. By using systems thinking – called the Safe System Approach – the District is applying an integrated process to improve road safety that focuses on safe speeds, safe road users, safe vehicles, safe road design, post-crash care, and safe land use planning.

Our first *Active Transportation Plan (ATP)* was adopted in 2018 to guide decisions on policy, infrastructure, and programs for people who walk, roll, cycle and take transit. Implementation of the plan has already resulted in significant investments in active transportation and this work will continue for the next 26 years, at which time our active mobility networks will be completed and we will have made substantial progress to ensure sustainable, affordable, and equitable mobility for everyone.

In addition to our work on active transportation, we are also reviewing and reducing speed limits through implementation of the *Speed Limit Establishment Policy*, applying traffic calming to roads across the District, and working in tandem with land use changes that will increase housing supply and affordability. Safety is a key consideration for people using active transportation, and as our population grows and changes, and our community values shift to favor complete streets and multi-modal facilities, we have a responsibility to address both perceived and actual safety concerns on our roads.

The *Road Safety Action Plan (RSAP)* is a 10-year document to achieve Vision Zero. It is based on evidence and analysis, grounded in data, and includes 30 actions to guide our work to ensure safe, healthy, and equitable mobility for Saanich residents. Implementation of the plan will require new investment and close collaboration with our partners from across the road safety sector.

Looking to the Future

The vision for road safety is: *"Saanich is leading the way as a community with a safe and accessible transportation system for all our residents and visitors, free of transportation-related fatalities and serious injuries."*

It is our mission to: *"…work towards our ultimate vision of zero fatalities and serious injuries by aiming for a 50% reduction by 2030. To achieve this goal we will work together with our partners and other levels of government and the public to prioritize, fund, implement and evaluate road safety initiatives using the Safe System Approach and a defined set of Guiding Principles."*

The Current State of Road Safety

A comprehensive analysis of available crash data indicates that:

- Twelve fatal crashes occurred on Saanich roads in a five-year period (2016-2020, per TAS data), with approximately 4,500 crashes resulting in an injury over a five-year period (2017-2021, per ICBC data).
- Most crashes occur on high-volume corridors and at intersections.
- Rear-end crashes are the most common crash type, followed by right-angle crashes at intersections and left turns across oncoming traffic.
- Driver inattentiveness, failing to yield right-of-way, speed, and impairment were the top contributing factors to crashes.
- Annually, there are approximately 40 crashes involving pedestrians and approximately 50 crashes involving cyclists. Crash severity is higher when pedestrians and cyclist are involved.

Addressing Equity

Saanich envisions a transportation system that is safe, accessible, and free from traffic-related fatalities and serious injuries for all road users. To achieve this, we must acknowledge the disparities that currently exist in the transportation system that highlight the need for a more equitable approach.

Many people face challenges when they travel in Saanich. The reasons for their challenges vary and may be linked to where they live and how they travel, as well as socio-economic factors such as their backgrounds and identities, their income and/or age, and their ability to travel using different modes.

Pedestrians and cyclists are more likely to sustain serious injuries or die when they are involved in a crash with a vehicle. We know that crashes involving pedestrians in Saanich are concentrated near high density areas with a mix of land uses such as Uptown Core, McKenzie Ave, and Tillicum Road. Crashes involving cyclists are concentrated along key corridors including Douglas Street, Blanshard Street, Tillicum Road, McKenzie Avenue, and Shelbourne Street. They also occur at intersections along the Lochside Regional Trail and Galloping Goose Regional Trail.

The four strategies that Saanich will apply to address equity in road safety include:

1. Continuing to invest in sustainable transportation modes
2. Investing where the needs are greatest
3. Engaging with a diversity of Saanich residents
4. Supporting enforcement along with other strategies

Stakeholder and Community Engagement

A stakeholder workshop in 2023 and focused discussions held throughout the planning process provided opportunities for the project team to learn more about the roles of different road safety partners and the work they are engaged in to address road safety. This information was key in development of the plan.

Input from the community was gathered through focused discussions, surveys, presentations, and events. Through engagement we learned more about how safe people feel when they travel by different modes in Saanich and what improvements are needed to make them feel safer. We also gathered input on the proposed actions, including how they should be prioritized for implementation.

Key findings from community engagement included:

- 71.6% support for the RSAP with survey respondents giving the draft plan an average rating of 3.58 out of 5 stars.
- 84% of survey respondents believe it is important for Saanich to aim for Vision Zero and the majority (67%) feel that enhanced road design would have the biggest impact on achieving Vision Zero.
- Most respondents indicated that they feel safest driving a car in Saanich. Transit users also reported feeling safe. Respondents who cycle and walk feel the least safe.
- According to survey respondents a lack of safe cycling and walking facilities is the top contributor to serious injuries and deaths. They also indicated that bike lanes and sidewalks would increase their feelings of safety when travelling in Saanich.
- Dedicated bike lanes, sidewalks, enforcement, and traffic calming to make people feel more comfortable when they are travelling around Saanich.
- There is a need to create a culture of safety through education

Road Safety Actions

There are 30 actions identified in Section 7 of the RSAP that are based on technical analysis, a review of best practices from leading communities around the world, and input received through stakeholder and public engagement. The actions, which are outlined below are grouped into two categories: 1) *Primary Actions* are the actions that Saanich is responsible for that will have the greatest potential to achieve Vision Zero; and 2) *Supporting Actions* are actions that are also important in the pursuit of Vision Zero, but may take more time to implement and will require collaboration with our road safety partners.

Primary Actions

The nine primary actions include:

1. Install safe infrastructure at priority locations identified by a Network Screening
2. Build multi-modal streets that include transit priority and infrastructure for walking, rolling, and cycling
3. Pursue infrastructure solutions with demonstrated safety performance
4. Conduct a Saanich-wide crosswalk safety review
5. Develop a traffic calming policy and program
6. Review speed limits to support reduced speeds
7. Continue to prioritize enforcement of impaired and distracted driving laws
8. Carry out road safety audits
9. Improve safety at high crash locations on highways

Supporting Actions

The 21 supporting actions include:

10. Improve regional trail crossings
11. Improve access and safety at bus stops
12. Reduce the density of driveway accesses on Major and Collector roads
13. Improve sight lines at intersections and driveways
14. Require traffic management plans to reflect current provincial legislation for worker safety
15. Work with partners to implement intersection safety cameras
16. Install dynamic speed detection devices along high priority corridors
17. Encourage increased transit ridership to reduce private vehicle use and VKT

18. Explore legalization of electric kick scooters
19. Transition to safer fleet vehicles
20. Enforce laws that promote safe behaviours on Saanich roads
21. Prioritize enforcement to ensure vehicles are roadworthy and safe to operate
22. Prioritize road safety in community plans and policy documents
23. Ensure emergency service facilities are located to all efficient response
24. Develop and implement awareness and education campaigns on road safety
25. Develop and implement an education program focusing on transportation options for non-drivers
26. Develop strategies to engage with equity-deserving populations
27. Improve media crash reporting
28. Create a reporting format for road safety data collection and observations
29. Advocate for changes to support enhanced road safety
30. Work with partners to improve crash data

Implementation and Monitoring

Implementation of the RSAP will require new investment, and partnerships and collaboration with different levels of government, as well as private and public agencies, and organizations. It will also require continued support and input from the residents of Saanich.

Consideration will be given to the fair distribution of transportation resources through implementation. Prioritization of projects will be informed by this plan, as well as other transportation plans and initiatives including the ATP, the speed limit reduction program, and a future traffic calming policy. The scope and budget of road safety improvement projects, as well as opportunities to coordinate with other planned improvements, and the geographic locations of projects in relation to key community destinations will also be considered in the prioritization process.

Monitoring the progress of implementation will involve annual reporting, as well as progress reporting every five years.

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1. Introduction

Every 10 hours, there is a crash on a Saanich road that causes injury. Nearly half of those crashes involve a vulnerable road user (VRU), such as a person walking, cycling, or riding a motorcycle, and there were 12 fatal crashes in Saanich between 2016 and 2020.

In light of these sobering statistics, in 2022 Saanich adopted Vision Zero as its approach to road safety. By applying systems thinking — called the Safe System Approach — the District is working to improve safety through a comprehensive and integrated process that recognizes the vulnerability of people and aims to develop a transportation system that prevents errors from having devastating outcomes.

In recent years Saanich has made significant investments to improve road safety with particular attention paid to improving the conditions for vulnerable road users (VRUs). This work is guided by the *Active Transportation Plan* (ATP), which was adopted in 2018 and prioritizes policy, infrastructure, and programs for safe walking, rolling, cycling, and transit. More recently, we have been reviewing and reducing speed limits through implementation of the *Speed Limit Establishment Policy* and in support of speed reductions, we are developing tools for traffic calming to address safe road design and safe user behaviours.

The *Road Safety Action Plan* (RSAP) is another important initiative that prioritizes road safety and strives for a safe and accessible transportation system that is free from transportation-related fatalities and serious injuries.

The District is committed to the efficient implementation of actions over a 10-year period to improve the livability of our community and the safety of our roads for all residents. Working with our road safety partners and the community, Saanich will take the necessary steps to eliminate deaths and serious injuries on our roads.

Every
4 hours
a crash occurs in Saanich

Every
10 hours
an injury-causing crash occurs in Saanich

12
Fatal Crashes
occurred in Saanich between 2016 and 2020 (TAS Data)

50%
of fatal crashes between 2016 and 2020 involved a pedestrian (TAS Data)

What Is Vision Zero?

The philosophy that road fatalities and serious injuries can and shroould be eliminated while providing safe, healthy, and equitable mobility for all road users.

Safe System Approach

An integrated and comprehensive process to improve the safety performance of the transportation system that makes allowance for errors and eliminates predictable and preventable serious injuries and fatalities.

[1] Vision Zero and Safe System Approach definitions are adapted from the Transportation Association of Canada's (TAC) *Vision Zero and the Safe System Approach: A Primer for Canada*, March 2023, accessed online at: www.tac-atc.ca/sites/default/site/doc/publications/2023/prm-vzss-e.pdf

1.1 Vision Zero + The Safe System Approach

The foundation of Saanich's first-ever Road Safety Action Plan (RSAP) is Vision Zero and the Safe System Approach (SSA).

Vision Zero is a philosophy that views death and serious injuries as unacceptable consequences of crashes and establishes the goal to eliminate them. Vision Zero prioritizes human life and health in the transportation system and asserts that deaths and serious injuries are preventable.

The SSA is an integrated and comprehensive process to improve the safety performance of the transportation system that allows for errors but eliminates predictable and preventable serious injuries and fatalities. The SSA specifically seeks to achieve safe speeds, safe road users, safe vehicles, safe road design, post-crash care and safe land use planning.

The following principles are key to the SSA:

- Deaths and serious injuries on roads are unacceptable
- People make mistakes and they are inherently vulnerable
- Responsibility is shared among system designers and road users
- A systematic approach that includes overlapping measures is necessary
- Improvements to safety are proactive

The belief that all people have the right to travel safely on Saanich roads is an underlying assumption of the RSAP. Our goal is to ensure that roads are safe for everyone – no matter who they are, where they are going, or how they are getting there.

1.2 What is the RSAP?

The RSAP is Saanich's plan to achieve Vision Zero. It is based on evidence and grounded in a comprehensive analysis of crash data that has been compiled by the Insurance Corporation of British Columbia (ICBC) and the Saanich Police Department (SPD). It is also based on the results of a Network Screening process that was used to identify 20 locations where crash frequency and severity are highest. Through the Network Screening we have gathered information about the factors contributing to crashes in these locations and further analysis will enable us to identify mitigation measures to address these issues.

In addition to an analysis of crash data, a review of vehicle volume and speed data, travel modes data, and crowdsourced cycling, pedestrian, and rolling crash data was also used to inform development of this plan. As well, demographic information from the Census and qualitative input collected through stakeholder and public engagement was also used.

In total, 30 actions are identified in the RSAP. Individually, and as a whole these actions will guide future decisions on policy, engineering (infrastructure design and construction), education and awareness, enforcement, and equity. Direction on advocacy work to be undertaken with our road safety partners, as well as data requirements to inform future decision-making are also discussed in this plan.

The RSAP will guide decisions and investment for the next ten years. Implementation will require Saanich to work independently, and with its partners from across the road safety sector. This will include working with our provincial and regional government partners who oversee some the highest volume roads and trails in the District, as well as BC Transit who is responsible for the transit service. Collaboration with these partners, along with others will be essential to making meaningful progress on implementation of the RSAP.

The RSAP establishes a baseline from which Saanich will measure progress towards eliminating traffic fatalities and serious injuries. Also important is creating conditions where people feel safe travelling throughout Saanich, supporting improved quality of life and allowing more people to engage in active transportation. While it is an "action plan", it marks only the start of Saanich's commitment to road safety. In addition to working with our partners, effective implementation of the actions in this document will depend on long-term funding from Council, as well as support from Saanich staff and the community.

ROAD SAFETY ACTION PLAN

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2. Plan Framework

2.1 Vision + Mission

The vision statement describes the desired future state of road safety in Saanich. It has helped guide development of the RSAP and will continue to be referenced as implementation of road safety improvements occurs in Saanich.

Mission

We will work towards our ultimate vision of zero fatalities and serious injuries by aiming for a 50 percent reduction by 2030.*

To achieve this goal, we will work together with our partners and other levels of government and the public to prioritize, fund, implement and evaluate road safety initiatives using the Safe System Approach and a defined set of Guiding Principles.

Vision

Saanich is leading the way as a community with a safe and accessible transportation system for all our residents and visitors, free of transportation-related fatalities and serious injuries.

*This results in an annual target of 12 or less serious injuries and fatalities based on TAS data trends

2.2 Guiding Principles

Eight guiding principles set the foundation for the RSAP and for all future decisions and investments around road safety. The principles align with the District's current policy directions and were developed with input from stakeholders and the community.

Data + Evidence	Data and evidence (both quantitative and qualitative) will be used as the primary sources of information. Saanich will work towards establishing reliable and enhanced data sources and conducting regular monitoring and analysis to gather evidence to inform decision-making regarding the transportation system. Saanich will also investigate solutions from other jurisdictions that have demonstrated improvements to road safety.
Collaboration + Partnerships	Due to the multi-disciplinary nature of road safety, the District and its partners will work together to achieve common goals, leverage resources and expertise, and bring a strong and united voice to the public and higher levels of government. Physical changes to the network must be complemented by effective education, engagement, enforcement, and emergency response.
Protect the Most Vulnerable	The majority of fatalities involve the most vulnerable modes, including those who walk, cycle, roll and ride. Priority will be given to the safe accommodation of these modes within the transportation system.
Speed + Conflict Management	Evidence shows that speeds and conflicts are contributing factors in most injury and fatal crashes. Safer speeds are emphasized to maximize the chance of survival in a crash, and the reduction of conflict points to prevent the types of encounters that lead to crashes. Effective land use and transportation planning and road design will build these safeguards into the system.
Shift to Safer Vehicles	A shift to safer vehicles will play a major role in eliminating fatal and serious injury crashes. This includes shifting to public transit, and other safe forms of travel, and away from the most risk-prone modes.

Equity	All activities will be conducted with an equity lens, to ensure all road users have fair access to the transportation system. This includes groups that are already known to be socially or economically disadvantaged as well as other groups that emerge from the data as being more prone to injury and fatality.
Sustainable Funding	Changes cannot be implemented or sustained without reliable long-term funding. This will require leadership, the allocation of existing funds as well as the securement of additional funding sources.
Support a Growing Culture of Safety	Success of the RSAP will depend on a collective desire for a safer society, a belief that it can be achieved, and a willingness to make changes, both individually through behaviors and collectively through effective legislation, enforcement, and community building.

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3. Our Community

3.1 Population, Mobility + Geography

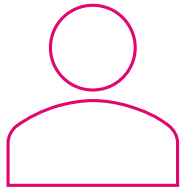
Demographics and geography influence transportation choices and travel patterns, and by extension road safety. In addition, knowledge of factors such as population growth and diversity, age, income, mode share, and land use characteristics inform the decisions of policy makers and will inevitably shape implementation of Vision Zero and this RSAP. The following section summarizes some of Saanich's key demographic, mobility, and geographic characteristics that have informed development of this plan.

Population

Saanich is home to 117, 735 residents and has the highest population of all municipalities in the Capital Region. Approximately 4% of residents (4,675 people) live in Rural Saanich.

Between 2016 and 2021, the District's population grew by 3.1%. This represents moderate growth compared to most other municipalities and the regional average growth rate of 8.4%.

Despite this current trend, new development and projected population growth in Saanich along with a growing demand for travel within the region will continue to put pressure on the District's transportation system.



118,000

Saanich Residents

3.1%

Five-Year Population Growth

Population Identity

According to the 2021 Census, 25% of Saanich's population are visible minorities. Approximately 3.5% of Saanich residents identify as Indigenous. A further 22,045 people are immigrants (22.5% of the population), of which approximately 6,300 have immigrated in the past 10 years. Approximately 1.6% of Saanich's population does not have knowledge of English.

25%

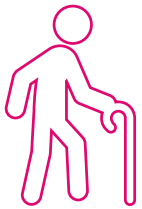
Visible Minority

Age

Saanich's median age is 44.4 years old, slightly younger than the regional median (45.2) and older than the provincial average (42.8).

Roughly 34% of Saanich residents are under 30 years of age, a decrease of around 6% from the 2016 Census. People in this age group tend to rely more on transit, walking, and cycling to access schools, work, and services.

Residents over 60 years of age also make up a significant, and growing segment of the population. Older adults account for approximately 31% of the total population in Saanich. The needs and travel patterns of older adults are also unique and providing a range of mobility options is important to ensure that an aging population can continue to participate in their community.



31%

Saanich Residents 60 Years or Older

Income

Saanich's median household after-tax income is $83,000, which is higher than the regional median of $75,000. In Rural Saanich the median household income is between $100,000 and $125,000 after tax.

Based on the low-income cut-offs and after tax (LICO-AT), 5.3% of households in Saanich are low-income compared to 4.5% in the Capital Region.

5.3%

Saanich Households Below Low-Income Cut-Offs

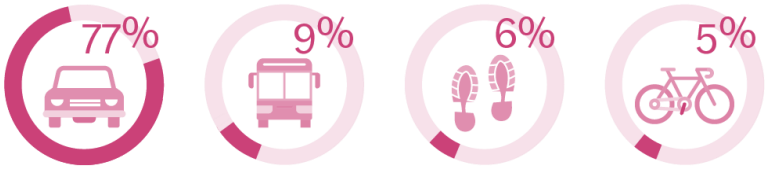
Mode Share

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%). With 77% of commute trips made by vehicle, the majority of crashes on Saanich roads involve vehicles with typically more severe outcomes, particularly where a vehicle crash involves a VRU.

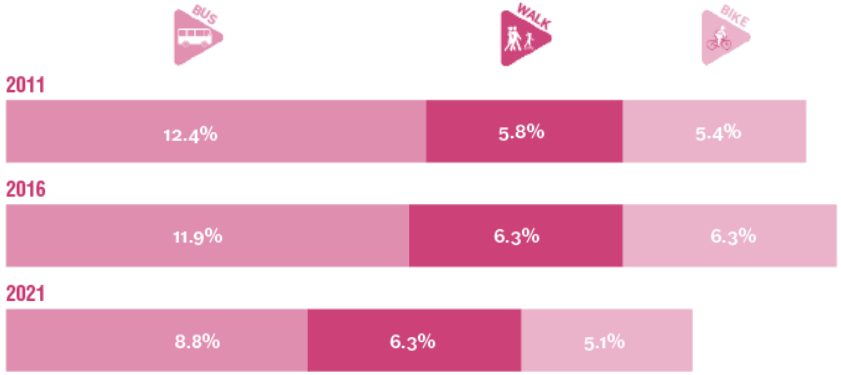
While the percentage of commute trips made by walking, cycling, and transit in Saanich has steadily increased over the past 25 years, the rate dropped from approximately 24% in 2016 to 20% in 2021 which may have been due to changed behaviours related to the COVID-19 pandemic.

The CRD's 2022 *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%).

In the Climate Plan, a target of 36% all trips being made by active modes (walking, cycling, transit) by 2030 is identified and it is reflected in the District's updated ATP.



Travel Mode Share, Commute Trips (2021 Census)



Historic Travel Mode Share, Commute Trips (Census)

Land Area + Growth Centres

At approximately 103 km^2 in land area, Saanich is the largest municipality in the Capital Region. This represents an overall population density of approximately 1,136 people per km^2, and greater if considered for the areas inside the Urban Containment Boundary (UCB). Rural areas outside the UCB make up 53 km^2, or about 51% of Saanich's total land area.

The Official Community Plan (OCP) identifies Primary Growth Areas that encompass the Centres, Corridors, and Villages where growth and development has, and will continue to be focused. The Primary Growth Areas include:

Uptown Core

Centres

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

Primary Corridors

- McKenzie Avenue
- Quadra Street
- Burnside Road West
- Tillicum Road
- Shelbourne Street

Villages

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

Saanich's rural area is characterized by agricultural land use, natural areas, and mostly single-family housing on large lots. The road network that services this area consists of Major, Collector and Residential roads that typically have narrow pavement widths and are not constructed to the standard set by Saanich's road classification system. They are also heavily lined with vegetation, and tend to have more hills, curves and rough surfaces compared to urban roads.

Additional information on the policy context supporting the RSAP, including key international, national, and provincial road safety directions, as well as municipal plans, strategies, and policies are highlighted in **Appendix A**.

3.2 Road Safety Partners

Collaboration with road safety partners was essential in the development of the RSAP and it will play a key role in implementation of the actions and achievement of Vision Zero. Accountability for road safety in Canada and BC is spread across different levels of government, private and public agencies, and partner organizations. Saanich will explore opportunities bring these partners together to achieve improvements for the road safety sector and the District. This section highlights the road safety partners that Saanich will work with to implement this plan.

Ministry of Transportation & Infrastructure (MOTI)	MOTI has jurisdiction over Highway 1, Highway 17, and McKenzie Avenue between these two highways, which are major roads and have among the highest vehicle crash rates. Saanich will continue to work with MOTI to improve safety for all travel modes on Ministry-controlled roads and intersections.
Capital Regional District (CRD)	The CRD has jurisdiction over regional trails in Saanich, including the Galloping Goose and Lochside Trails, and plays a key role in coordinating transportation actions between local municipalities and promoting regional traffic safety.
Neighbouring Municipalities	Saanich shares boundaries with Victoria, Oak Bay, Esquimalt, View Royal, Central Saanich, and Highlands. Working to coordinate transportation infrastructure, safety programming, and enforcement across these governments will allow for a stronger approach to achieving Vision Zero.
Saanich Police Department (SPD)	The SPD plays an important role in enhancing the safety of all road users through their traffic enforcement efforts, with particular emphasis on speeding, distracted driving, and impaired driving offences. The SPD is committed to the application of new technologies, participation in road safety campaigns, and working with partner organizations to support improvements to transportation infrastructure.

Vancouver Island Health Authority (VIHA)	Local health professionals experience the impacts of unsafe roads firsthand when they deliver primary and long-term care to victims of crashes. Collaborating with VIHA will help to achieve the highest standard of response to incidents. It will also allow for improved data collection.
BC Injury Research and Prevention Unit (BCIRPU)	BCIRPU is a research program at the BC Children's Hospital Research Institute. Its goal is to reduce the social and economic burden of injury in BC by supporting the development of policies and programs. Saanich will work with BCIRPU to access transportation-related injury prevention research and practices, as well as grant funding opportunities.
BC Transit	As the regional transit service provider, BC Transit supports safe travel in Greater Victoria's transit network. Further collaboration with BC Transit will focus on increasing ridership, identifying safety improvements at bus stops and facilitating safe connections to transit routes.
Infrastructure Canada	The Government of Canada is supporting improvements to safe and sustainable mobility through funding for improved transit and active transportation in communities across the country. Saanich will continue to work with Infrastructure Canada to build new infrastructure that will support mode shift and improve road safety outcomes.
Transport Canada	Transport Canada establishes many of the legislative and regulatory parameters for the vehicles that operate on roads in Canada. Among other things, the District will advocate to Transport Canada to implement safer vehicle standards.
Insurance Corporation of British Columbia (ICBC)	ICBC plays a multi-faceted role in road safety in B.C., both in collecting crash data and funding local safety improvements. Saanich will continue to engage ICBC to obtain up-to-date data on crashes on Saanich roads, while also seeking out funding to support infrastructure improvements identified in the RSAP.

RoadSafetyBC	RoadSafetyBC governs drivers in B.C., implements road safety policies, and works with local governments and other partners to reach a goal of zero traffic fatalities. The District will work with RoadSafetyBC to help realize safer road users and improve safety on Saanich roads.
School District No. 61 & 63	School District No. 61 and 63 collaborate with Saanich on the Safe Routes to School program, identifying opportunities to improve safety around schools for children and youth of all ages. By continuing to work together to educate on and develop safe travel options, more children and families may consider these modes for their daily commutes to/from school.
BC Highway Patrol | CRD Integrated Road Safety Unit	The BC Highway Patrol's Capital Regional District Integrated Road Safety Unit (CRD IRSU) is an integrated traffic enforcement unit staffed by the Royal Canadian Mounted Police and Municipal police agencies. CRD IRSU provides additional traffic enforcement across the region that supplements the efforts of individual police agencies to enhance road safety in their respective communities.
BC Emergency Health Services & BC Ambulance Service	The BC Ambulance Service provides public ambulance service in British Columbia, including emergency pre-hospital treatment, transportation by ambulance, and ambulance dispatch. Working with emergency service providers like BCAS will enhance post-crash care and response and provide valuable information to inform the RSAP.
Community Associations and Advocacy Groups	Community Associations and Advocacy Groups are well-connected to their local communities and constituencies. As such, the District of Saanich will work with these groups, from time to time to support road safety initiatives in and for their communities.

3.3 Infrastructure Conditions

The roads in Saanich were constructed years ago and have evolved over time to their present state. Areas in the north (outside the UCB) are rural in character, while several areas within the UCB are suburban communities with wide roads, no curbs and gutters, and limited or no sidewalks. Community values are changing to favour more compact communities and transportation design standards now call for complete streets and greater emphasis on multi-modal facilities. Due to the vast geographic extent of Saanich and the significant level of investment that is required to improve transportation infrastructure, changes occur slowly and creative, cost-effective solutions are needed. Some of the underlying road safety concerns on Saanich roads are summarized below:

- **Vehicle-Focused Street Design** – A reliance on personal vehicles have dictated the development of Saanich over time. As a result, many roads have wide travel lanes and sweeping turn geometries, intended to prioritize efficient vehicle travel.
- **Limited Pedestrian Facilities** – Many roads in Saanich lack sidewalks or have sub-standard walkways beside the road edge. In these situations, pedestrians have no designated space and are often forced to walk directly beside moving cars.
- **Rural Roads** – The paved surfaces of many rural roads are narrow and do not have shoulders. There is little or no dedicated space for people who walk, cycle, roll, or ride a horse, and in many cases, VRUs are forced to share the travel lanes with vehicles and large trucks. In addition, rural roads tend to be heavily vegetated and have more hills and curves compared to urban roads.
- **Highway Corridors and Crossings –** Saanich has many roads that approach and cross Highway 1, Highway 17, and other corridors under MOTI jurisdiction. These intersections are designed to prioritize high speeds, with limited accommodation for people walking, cycling, or rolling. A series of over- and under-passes are provided but even these present challenges with grades and/or personal security.

3.4 Equity

The District is committed to improving its programs and practices as they relate to Diversity, Equity, and Inclusion. It is guided by the principle that embracing diversity enriches the lives of all people and enhances the cultural fabric of the community[2].

Transportation equity is focused on seeking fairness in the transportation system. It includes the fair distribution of transportation resources, inclusive participation in decision-making processes and recognition of the prevailing injustices that shape different levels of need and power within transportation systems[3].

Saanich envisions a transportation system that is safe, accessible, and free from traffic-related fatalities and serious injuries for all road users. To achieve this vision, we must acknowledge the disparities that currently exist that highlight the need for a more equitable approach.

Many people face challenges when they travel in Saanich. The reasons for this vary and may relate to where they live, how they travel, and the condition of the infrastructure in their area. It may also have to do with any number of social and economic factors including who they are and how they identify, their income, their age, and/or their ability to travel using different modes. In developing this plan, we explored different transportation-related issues and barriers that Saanich residents experience. The information presented below is based on a review of research articles and studies, as well as input gathered through community engagement.

Through implementation we are committed to continuing to identify equity issues and working to address them. We will endeavour to connect with a diversity of people and groups representing equity-deserving populations to learn more about their needs and the barriers that they face when they use the transportation system. We will also continue to look for ways to translate their input into action with the goal of working towards a safer transportation system for everyone.

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[2] District of Saanich Diversity, Equity, and Inclusion Strategic Framework, 2023.

[3] Williams T, Sones M, Poirier Stephens Z, Fischer J, Barr V, Winters M. Practices and Inspiration for sustainable transportation equity: Case studies from Canadian cities. Interventions, Equity, Research, and Action in Cities Team, 2023; Litman T. Evaluating Transportation Equity: Guidance for Incorporating Distributional Impacts in Transport Planning. ITE Journal, April 2022, 43-49.

Housing + Transportation Costs

Affordability is a significant and on-going concern for many households. According to Statistics Canada, in 2021, transportation accounted for about 11% of the average expenditure per household and 94% of this ($9,501) went towards private transportation[4].

In 2020, the Capital Regional District conducted a study of the combined housing and transportation costs as a measure of affordability and found that the average annual household cost in Saanich of $28,446 was one of the highest of the core municipalities in the Capital Region. Average annual transportation costs per household in Saanich were the highest among the core municipalities at $12,294.

The study concluded that the fixed costs of housing and vehicle ownership are significant and household affordability is impacted by several factors including where people live, whether they need to own a vehicle to access employment, education, and services, and if they have access to different transportation options. While housing costs are fixed, transportation costs (excluding vehicle ownership) can be lowered by living in areas with greater density and having access to more transportation options.

The relationship between housing and transportation costs was explored through conversation with a group of new immigrants. Several people in the group explained that they access education and services in Saanich, but live in other communities where housing is more affordable. The distance to commute to Saanich requires them to own cars. They also explained that transit was not a reliable option and that the cost to take the bus, in addition to owning a vehicle was unaffordable.

Infrastructure + Access to Transit

A lack of safe walking and cycling infrastructure, narrow roads, limited bus service, and basic facilities at transit stops are some of the challenges that residents in rural Saanich face when they travel. In addition, long distances between destinations, and a circuitous road network makes it difficult to find a direct route.

Saanich policy supports growth and development inside the Urban Containment Boundary (UCB) and most centres for employment, education, and recreation are in urban areas. For rural residents, this means that they must commute longer distances to access jobs, education, and services, and they have limited opportunities to use active transportation. Perhaps not surprisingly, rural areas have some of the highest rates of vehicle ownership in the District and overall, 90% of commuting trips from rural areas are in a vehicle or as a vehicle passenger.

[4] Statistics Canada – Household spending, Canada, regions and provinces. Available at: https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1110022201

Accessibility

In 2022, 27% of Canadians aged 15 and older had at least one disability. This represents an increase of 4.7% from 2017. Between 2017 and 2022 growth in Canada's senior population contributed to the overall rise in the disability rate[5].

As of 2021, an estimated 22% of Saanich residents are living with one or more disabilities. The nature and severity of their disabilities varies and can include physical disabilities, as well as sensory and cognitive impairment.

Through conversations with people with disabilities we learned that they don't always feel safe when they travel around Saanich. Some of the challenges that they encounter include difficulties navigating complex intersections and accessing bus stops, including stops separated from the sidewalk by a bike lane (called floating bus stops). Long crossings, uncontrolled intersections, and roundabouts present challenges.

Devices, such as e-bikes and e-kick scooters that travel quickly and quietly are an issue for people who are blind, especially on shared paths.

Several individuals talked about the need for more consistent and predicable infrastructure, as well as more measures in place to accommodate their diverse needs.

Non-Drivers

Due to age or ability, some people do not drive a car. For non-drivers, navigating the transportation system to access employment, school, and services can be challenging.

Seniors, people with disabilities, and children and youth regularly use Saanich's walking, cycling, and transit networks to meet their daily needs, yet the data shows that people using these modes are more vulnerable and face a higher risk of death or serious injury when involved in a crash. Non-drivers are also exposed to all the challenges of navigating a road network that prioritizes personal vehicles.

[5] Statistics Canada. New data on disability in Canada, 2022. Available at: New data on disability in Canada, 2022 (statcan.gc.ca)

3.5 Addressing Equity in Road Safety

What is Equity in the Context of Road Safety?

A fundamental assumption of Vision Zero is that all people have the right to travel safely in Saanich. To create a safe transportation system, improvements to road safety must recognize that transportation resources have not always been fairly distributed across communities and space, and not all social groups and neighbourhoods start from the same place in terms of road safety investments and practices. In addition, discrimination, and exclusion from systems of power has meant that the voices and needs of many people have been overlooked in decisions about transportation.

Addressing Equity in the RSAP

We have taken steps to ensure that the processes and outcomes of the RSAP serve all Saanich residents, including people of all ages, abilities, backgrounds, and identities.

To better understand the socio-economic disparities that impact specific populations in Saanich, a spatial analysis was developed using Census data to show the distribution of equity-deserving populations across the District. Based on this analysis, the areas of highest need are in the Saanich Core (around Uptown), Eastern Tillicum and Southern Carey, as well as in parts of Shelbourne and Gordon Head, near the University of Victoria.

The spatial analysis was also used to identify locations for engagement events and outreach. It was also used to develop the actions in Section 7 and identify priority locations in the Network Screening process. More information about the equity analysis is available in Appendix C.

Populations 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

Strategies to Address Equity in Road Safety

Inspired by work undertaken by the Vision Zero Network, four (4) broad strategies were established to address equity in road safety in Saanich.

1. **Continue to Invest in Sustainable Transportation Modes**

   Investing in sustainable transportation modes, including infrastructure to support active travel and transit, ensures that all people can exercise their right to travel safely in Saanich and participate in the social and economic life of our communities.

2. **Invest Where Needs are Greatest**

   Road safety improvements are often focused in locations experiencing the highest number of crashes. While this should continue to be a key approach, consideration should also be given to prioritization based on need and the fair distribution of transportation infrastructure, including for equity-deserving people and neighbourhoods. This will ensure everyone, including our most vulnerable are supported and road safety concerns are better addressed in under-served areas.

3. **Engage with a Diversity of Saanich Residents**

   Data is important, but it does not tell the full story. Assessing which needs are greatest requires data combined with conversations with Saanich residents. If done well, both the District and the community will better understand needs, uncover new information, and be empowered to continue supporting road safety improvements.

4. **Support Enforcement Along with Other Strategies**

   Vision Zero does not necessarily call for more traffic enforcement. Instead, the focus is broader and supports the SSA by considering not only traditional enforcement of safe road users and appropriate speeds, as examples, but also ensuring safe road design, safe vehicles, supportive land use planning, and post-crash patient care.

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Saanich

4. Current State of Road Safety

4.1 Overall Crash Trends

Approximately 11,000 crashes occurred on Saanich roads between 2017 and 2021, which is an average of over 2,000 crashes each year[6]. Approximately 4,500 injury crashes were reported over the same five-year period, representing 41% of all crashes. The remaining 59% of crashes resulted in property damage only. Importantly, an average of 24 fatal or serious injury crashes occurred each year between 2016 and 2020, including 12 fatalities (based on TAS data). The District will use these figures to track progress toward the goal of Vision Zero.

The figures above reflect all crashes on Saanich roads resulting in an ICBC claim over the five-year period. It is likely that additional incidents are occurring beyond those reflected in the claims data.

While these figures highlight the large number of crashes occurring each year, it is important to note that Saanich's crash rate is roughly 30% lower per person when compared to other "like" communities.

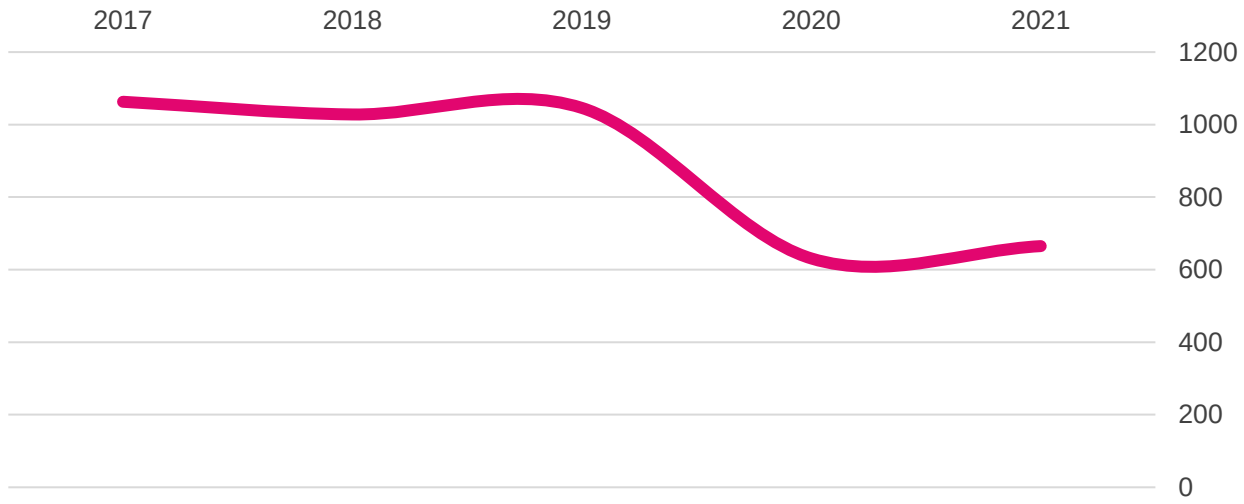
[6] ICBC claims reporting (2017-2021)

4.2 Annual Crash Trends

Annual trends for crashes on Saanich roads resulting in injury or fatality are shown in **Figure 1** below for the five-year period between 2017 and 2021. The data indicates a consistent number of annual crashes for the years between 2017 and 2019, with the highest number of recorded crashes (1,064) occurring in 2017.

The total number of crashes decreased significantly in 2020. This corresponds with the decrease in total trips taken due to COVID-19 pandemic and public health measures put in place to contain it.

Figure 1. ANNUAL CRASH TRENDS – FATAL + INJURY CRASHES ONLY (ICBC, 2017-2021)



4.3 Crash Trends by Location

Crashes occurring between 2017 and 2021 were mapped using ICBC claims data, as shown in **Figure 2**. The data shows that some of the greatest concentrations of crashes occur along high-volume corridors such as Douglas Street and Blanshard Street, McKenzie Avenue, Shelbourne Street and Tillicum Road. They also occur at several locations along or intersecting with Highway 1 and Highway 17, such as Highway 1 and McKenzie Avenue and Highway 17 and Sayward Road.

Through subsequent analysis referred to as a Network Screening, the ICBC crash data was refined to identify the locations where the greatest concentrations of crashes resulting in serious injuries and fatalities occurred. This analysis focused on Saanich-controlled roads and excluded highways under the jurisdiction of MOTI, as well as crashes occurring on private property. Locations were selected using the total number of crashes over the five-year period, with weightings applied where crashes resulted in a fatality or involved a VRU.

Using the results of the Network Screening analysis, twenty (20) high-crash locations were selected (including intersections and corridors) to be priority locations for road safety improvements. The District intends to focus investments in road safety at these locations first. Saanich will also update the Network Screening analysis in the future to reflect progress made, as well as changes in crash trends.

More information on the Network Screening process and the locations chosen for further analysis is provided in **Appendix B**.

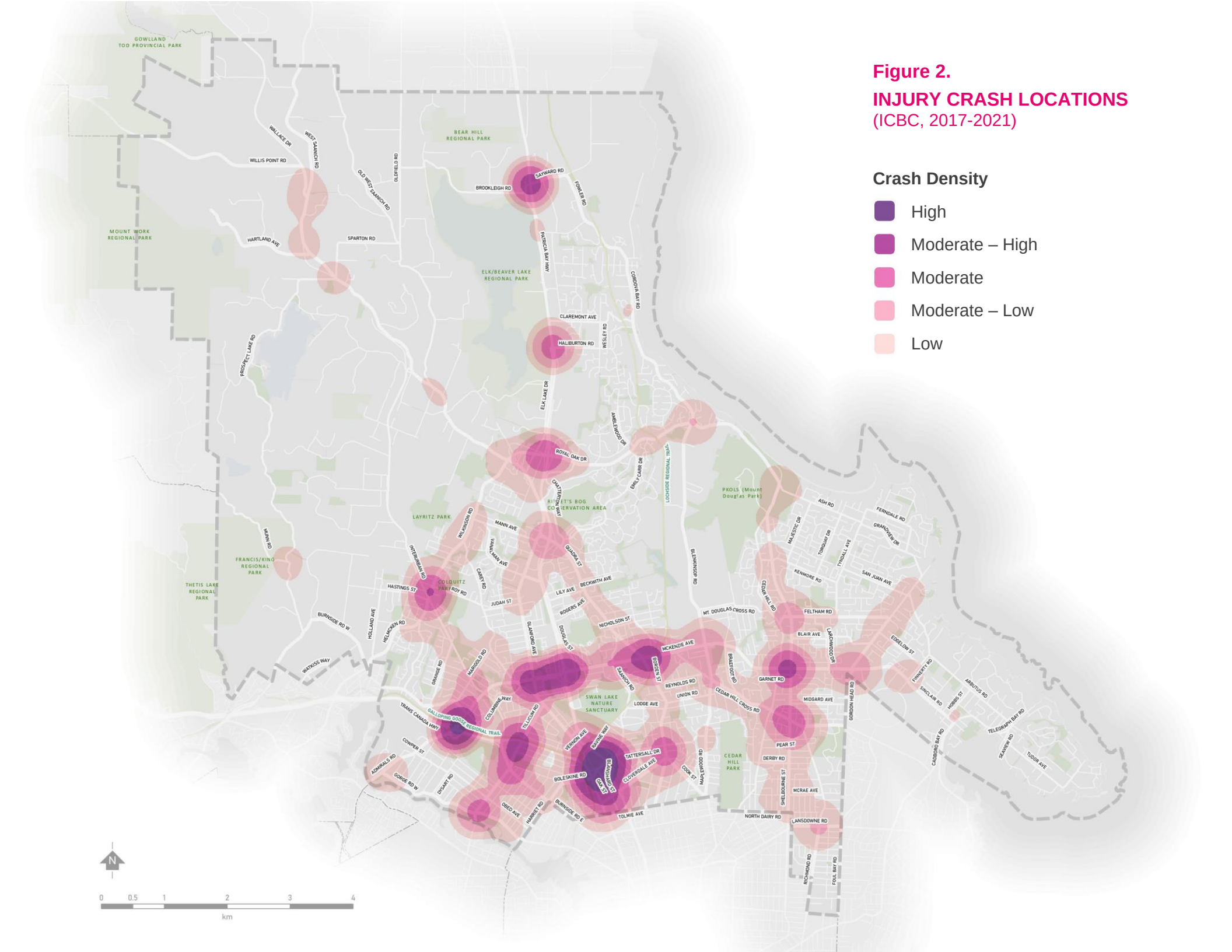
What is a Network Screening?

A Network Screening is a technical process used to identify crash-prone locations within the transportation network.

By focusing on road segments and corridors under Saanich's jurisdiction, and factoring for crashes resulting in fatalities and involving VRUs, a Network Screening process identifies locations where the crash rate and severity is highest, with the end goal of strategically identifying where to focus efforts to mitigate road safety issues.

Figure 2.

INJURY CRASH LOCATIONS
(ICBC, 2017-2021)



ROAD SAFETY *ACTION PLAN*

Saanich

5. Main Crash Factors

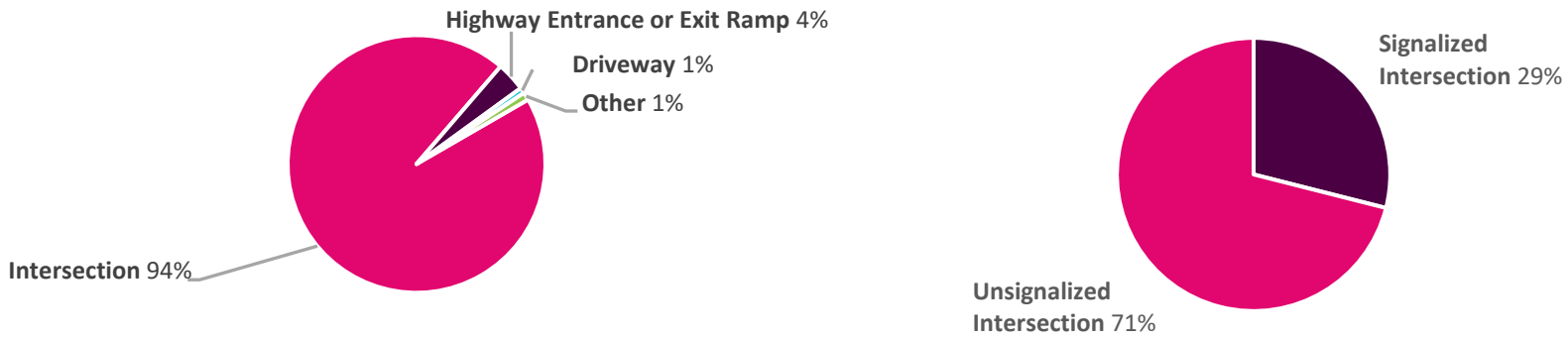
Information about crash factors such as crash patterns, contributing factors, and age and gender is presented below in sections 5.2, 5.3, and 5.4. It is based on data collected by SPD when they attend crash scenes (TAS data) and it reflects a five-year period (2016-2020). The data accounts for crashes that resulted in a serious injuries or fatalities, which are the types of crashes that Saanich is seeking to address through Vision Zero.

5.1 Location Characteristics

Not surprisingly, most serious crashes (crashes resulting in a serious injury or fatality) occur at intersections where complex interactions between various travel modes have a high potential for conflict. Approximately 19 of every 20 serious crashes in Saanich occur at intersections, which is higher than the proportion of crashes occurring at intersections in other communities. Crashes occurring at different road location characteristics are shown in **Figure 3**.

Nearly three-quarters (71%) of serious crashes occur at unsignalized intersections, which may reflect the large number of unsignalized intersections in Saanich but could also be the result of driver indecision and/or confusion where explicit traffic control, such as signalization or a traffic control device is not present.

Figure 3. CRASHES BY LOCATION (LEFT), **CRASHES BY TRAFFIC CONTROL TYPE** (RIGHT) (TAS, 2016-2020)



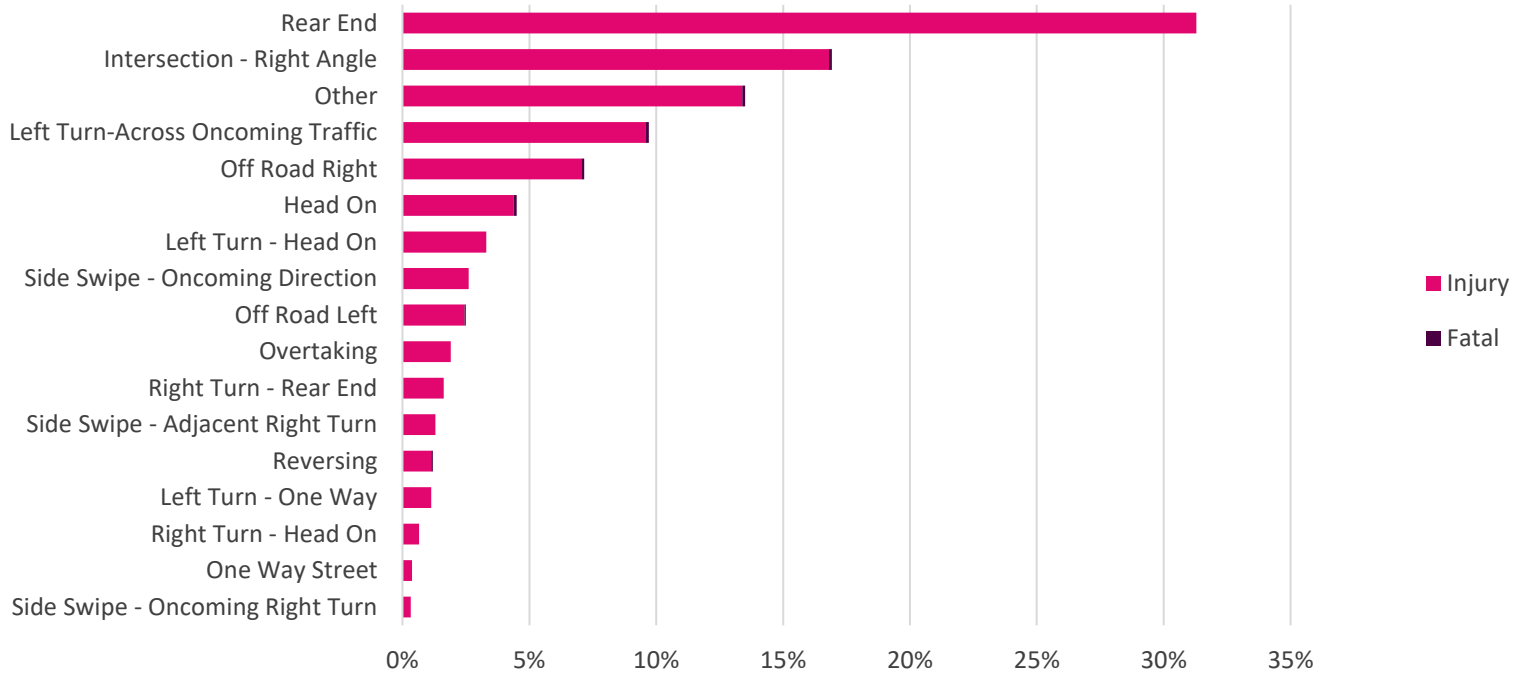
5.2 Top Crash Patterns

Rear-end crashes are the most common crash type, representing over 30% of all serious crashes on Saanich roads. No fatalities were reported because of rear-end crashes, suggesting that this type of crash has a lower crash severity overall.

Other common crash patterns include right angle crashes at intersections, left turn crashes across oncoming traffic, crashes where the vehicle leaves the road to the right, and head on. These different configurations typically lead to more serious impacts, with crashes that are head on and/or involve a left turn movement often resulting in the most severe outcomes. Crash types where the greatest proportion result in a fatality include head on crashes, left turn crashes across on-coming traffic, right angle crashes at intersections, and off-road right crashes.

A full account of crash patterns and configurations is presented in **Figure 4** below. Note, fatalities are shown in the chart but are difficult to identify given the small number compared to injuries.

Figure 4. CRASHES BY TYPE (TAS, 2016-2020)

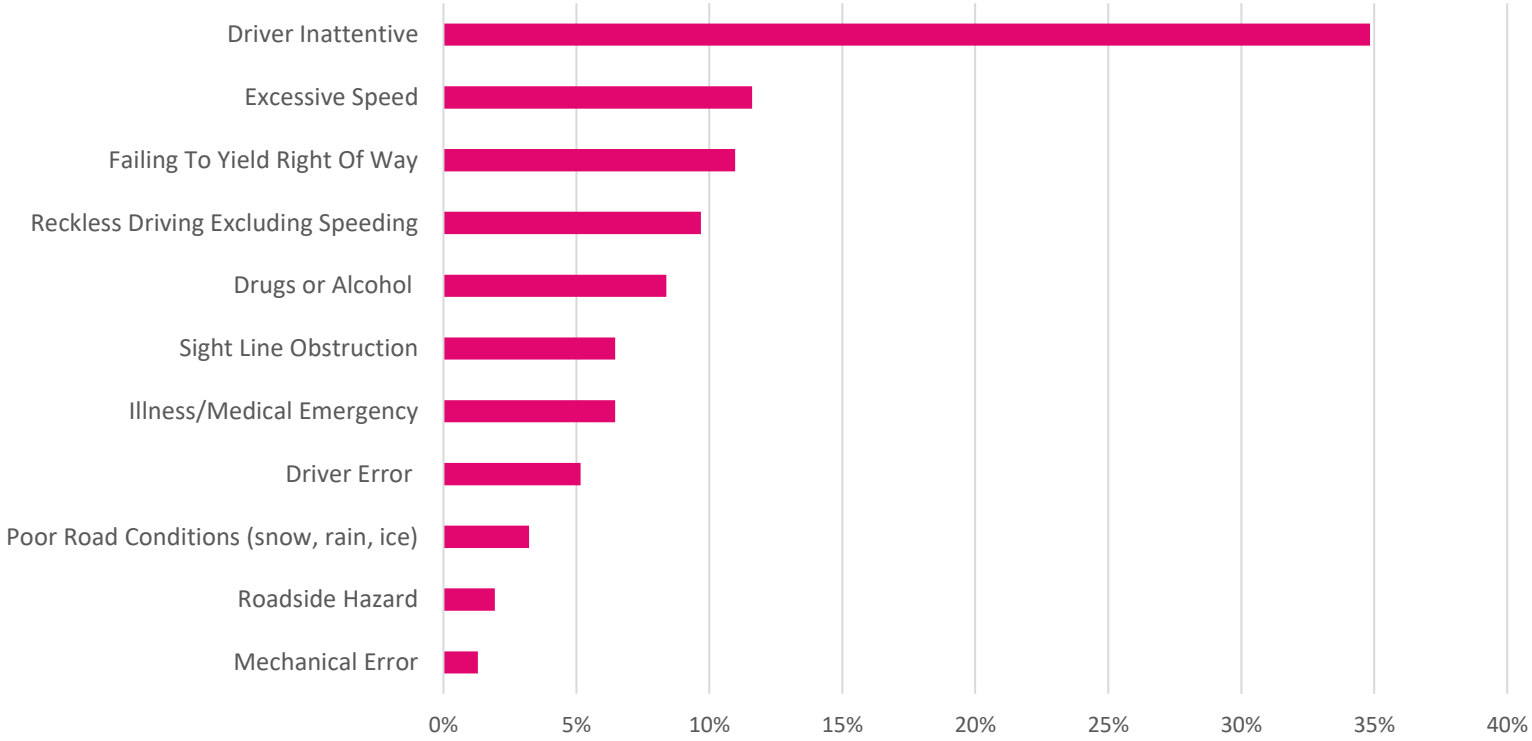


5.3 Top Contributing Factors

The most common contributing factor to crashes resulting in serious injuries or fatalities is “driver inattentiveness”, which was a factor in over 50% of crashes where the causes are known, as shown in **Figure 5**. This percentage could be misrepresented, however, due to drivers not admitting fault or culpability when questioned by SPD (e.g., a driver may deny that they were texting while driving).

Excessive speed, failing to yield the right of way and reckless driving are also common contributors to crashes resulting in serious injuries or fatalities on Saanich roads.

Figure 5. CONTRIBUTING FACTORS TO CRASHES (TAS, 2016-2020)



5.4 Importance of Age + Gender

Age and gender demographics were shown to be significant factors in crashes resulting in serious injuries or fatalities. As shown in **Figure 6,** younger road users were involved in a high proportion of serious injury crashes, with people ages 15-24 accounting for 24% of all serious injury crashes and the highest number of fatal crashes (4). The 25-34 age group accounted for the second most serious crashes at 22%.

Men were found to be more involved than woman in crashes, especially fatal or serious crashes, with men accounting for 70% of all recorded fatal or serious crashes, per **Figure 7**.

Figure 6. CRASH TRENDS BY AGE GROUP (TAS, 2016-2020)

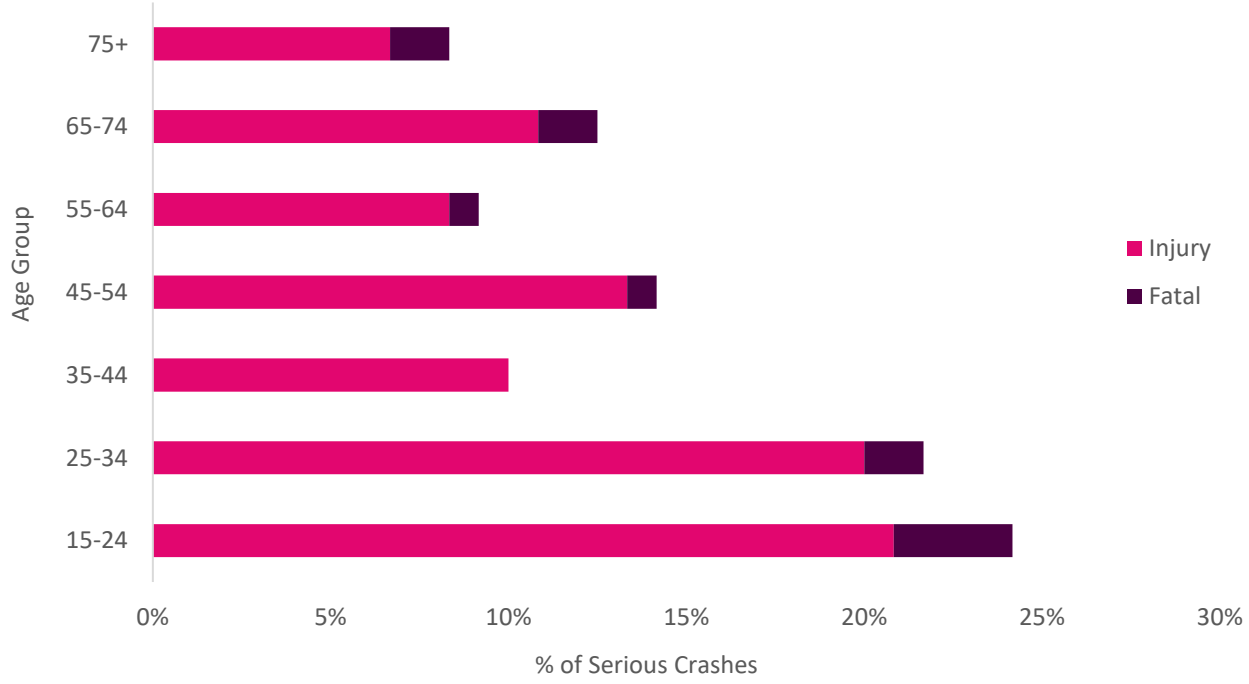
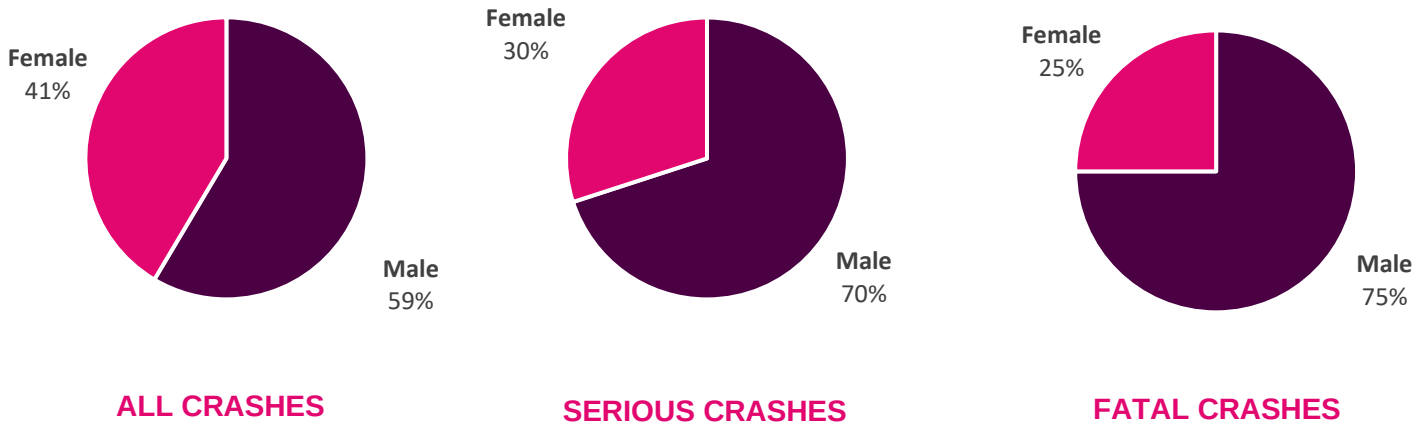


Figure 7. CRASH TRENDS BY GENDER (TAS, 2016-2020)



5.5 Vehicle Type

It is also important to understand the types of vehicles involved in serious crashes, as different vehicle sizes and models can affect the likelihood of a crash that results in a fatality or serious injury. Most serious crashes involved cars (63%), followed by trucks and SUVs at 13% and 12% respectively.

New vehicles on the road are increasingly trucks and SUVs, which made up 73% of all new vehicle registrations between 2020-2021. SUVs have significantly increased in the share of new vehicle registrations over time, reaching 54% of all new registrations in 2021, up from 35% of new registrations between 2011-2016.

5.6 Crashes Involving Vulnerable Road Users

Vulnerable road users (VRUs) are people that are more prone to sustaining injury when involved in a crash. Practically speaking, VRUs include people walking, cycling, riding a motorcycle, or using a mobility device.

Increasing the number of trips made by active transportation is a key goal of the District's ATP and is something that can be addressed, in part, through improved comfort and safety walking, rolling, and cycling. When pedestrians and cyclists are involved in a crash with a vehicle, they are more likely to suffer serious injuries or death. This is due to the lack of protection for these modes compared with the occupants of a vehicle. Not only are the consequences of driver crashes with pedestrians and cyclists generally more serious, but the safety concerns that many Saanich residents feel also limits the number of trips that they are willing to make by active transportation.

On roads with narrow travel lanes and no dedicated space for pedestrians and cyclists, the issue of large vehicles, including trucks occupying most of the space creates safety issues for VRUs and acts as a deterrent to those wanting to use active modes.

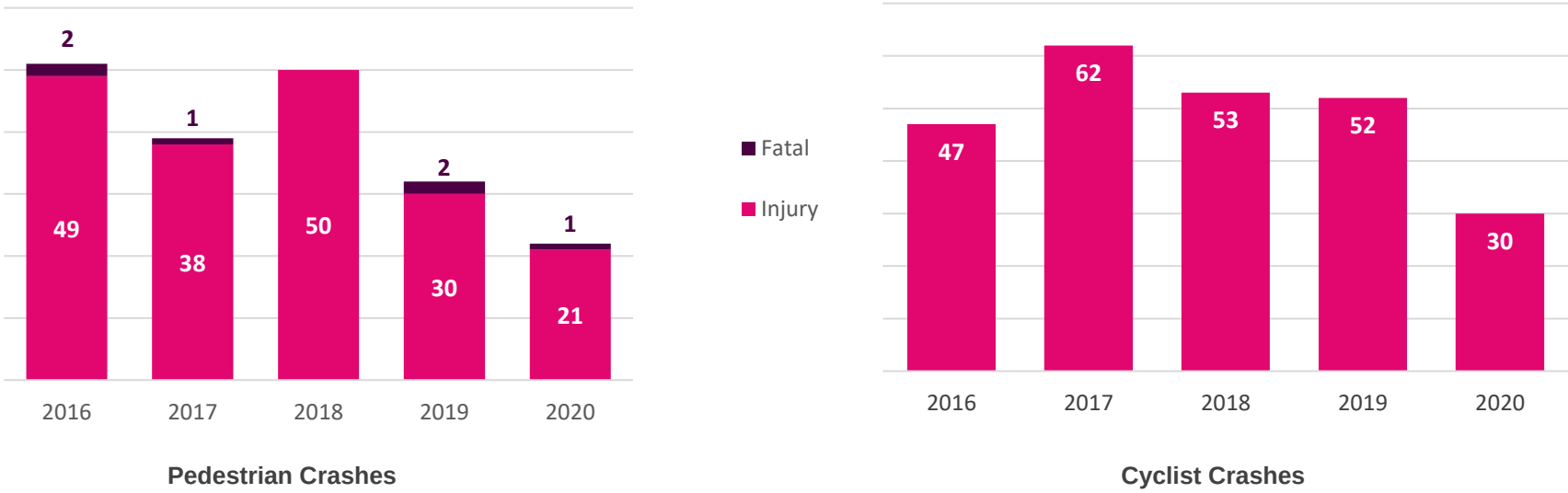
Crashes involving these active modes were analyzed to understand overall trends and locations of concern.

Pedestrian + Cyclist Crashes

Each year, approximately 40 serious crashes involving vehicle drivers and pedestrians occur in Saanich. Annual trends have shown upwards of 50 pedestrian and vehicle driver crashes (2018), with a decline in 2019 and 2020 (**Figure 8**). Crashes with pedestrians often occur at intersections and involve one or more vehicle drivers. Crash severity is typically high when pedestrians are involved, with 6 fatalities occurring between 2016 and 2020 – representing 50% of all fatalities occurring during this period.

Each year, approximately 50 serious crashes involving vehicle drivers and cyclists occur in Saanich. Trends show between 47 and 62 cyclist crashes each year between 2016 and 2019, with a significant drop in the number of occurrences in 2020 presumably due to fewer trips made during the COVID-19 pandemic. Despite the approximately 50 serious crashes each year involving cyclists, none during the 2016-2020 period resulted in a fatality. Despite this, crashes involving cyclists commonly result in serious injuries.

Figure 8. ANNUAL TREND IN PEDESTRIAN CRASHES (LEFT) AND CYCLIST CRASHES (RIGHT) (TAS, 2016-2020)



Motorcycle Crashes

Trends in motorcycle crashes showed upwards of 15 crashes in 2016 and 2017, with a significant reduction during the period of 2018 to 2020 (8 in 2018, 4 in 2019, 7 in 2020). Two (2) motorcycle crashes between 2016 and 2020 resulted in a fatality, representing approximately 4% of all crashes involving a person on a motorcycle.

Most motorcycle crashes in Saanich (92%) occurred on roads under the District's jurisdiction. The remainder were on corridors such as Highway 1, Highway 17 and McKenzie Avenue that are under MOTI's jurisdiction.

5.7 Equity Analysis of Crashes

The locations of crashes in relation to equity-deserving areas in Saanich is explored below. It is important to note that demographic information about victims is not available in the crash data compiled by ICBC and SPD, and as a result it cannot be determined if crashes in equity-deserving areas involve equity-deserving people.

Equity Analysis of Total Crashes

The highest concentrations of crashes generally occur in areas of moderate-high or high equity need including around Uptown Core, McKenzie Avenue, and Tillicum Road. This may be partially the result of areas of high equity need being located along busy corridors and at complex intersections where there are higher traffic volumes and crashes occur at greater frequency. Areas of lower equity need are generally located in the northeastern, west, south, and southwest areas of Saanich, away from major corridors and complex intersections.

Equity Analysis of Pedestrian and Cyclist Crashes

Looking at the locations of vehicle crashes with pedestrians and cyclists, it appears that pedestrian crashes are focused near areas of higher density and mixed land uses, such as the Uptown Core, McKenzie Avenue, and Tillicum Road. Each of these areas borders at least one area of high equity need. These areas generally include high-volume corridors and intersections, making them good candidate locations for improvements to address safety concerns and provide safe infrastructure for pedestrians.

It is important to note that areas with lower equity need also experience concentrated pedestrian crashes, including in Royal Oak (near the Highway 17 / Royal Oak Drive intersection) and along Interurban Road near McKenzie Avenue.

Cycling trips are generally longer distance and less confined to one geographic area. Crashes involving cyclists tend to be concentrated along key corridors such as Douglas Street, Blanshard Street, Tillicum Road, McKenzie Avenue, and Shelbourne Street, as well as at intersections along key cycling corridors such as the Lochside and Galloping Goose Regional Trails and along McKenzie Avenue leading to the University of Victoria. Many of these locations also border on at least one area of high equity need. Cycling crashes are generally less frequent in areas of low equity need, however there is evidence of crashes in rural areas of Saanich, including along West Saanich Road near Sparton Road.

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6. What We Heard

6.1 Engagement Process

Road safety cannot be fully understood without first listening to the experiences and perspectives of Saanich residents. To ensure the voices of our community are reflected in the RSAP, a two-phase public engagement process was undertaken to gather input from a diverse spectrum of people and partner organizations.

Round 1
Spring 2023

The first period of engagement, in Spring 2023 focused on understanding the issues and opportunities for road safety in Saanich. In some of the engagement activities, the RSAP was presented alongside the Active Transportation Plan update project, to allow participants the opportunity to consider the objectives of both plans together. During this period, the District also hosted a workshop with stakeholders to discuss the RSAP.

Round 2
Winter 2024

The second period of engagement took place in Winter 2024. During this time the draft RSAP was presented to the community to gather feedback and gauge support for the document. An online survey and four public events, as well as 21 meetings with stakeholders, advisory committees, and equity-deserving groups and individuals were the primary methods uses to connect with the community and gather feedback. Input received during this period informed development of the final RSAP.

Participation by the Numbers

1,100
people completed surveys

600
people attended open house & pop-up events

38
Organizations participated in a road safety workshop

35
meetings with project partners & community groups

6.2 Who We Heard From

Receiving input and feedback from a diverse group of residents was a key objective of the RSAP process, including participation by people of different ages and genders, and representing the different neighbourhoods in Saanich. Engagement activities included a range of in-person and virtual opportunities that were intended to reach a broad cross-section of Saanich residents.

A total of 1,100 people completed an online survey. The following is a breakdown of who we heard from.

Age

The average age of survey respondents was 53.4 years. This is nine years older than the median age among Saanich residents.

Most survey respondents were between the ages of 40 and 69, with people between 60 and 69 (21%) representing the largest number of respondents.

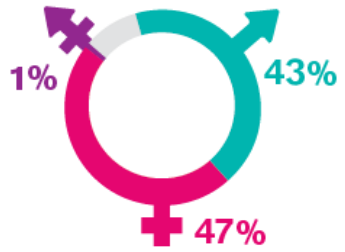
Figure 10.
SURVEY RESPONDENTS, BY AGE

Gender

Women represented a larger proportion of survey respondents (47%) than men (44%). Non-binary respondents made up 1% of the total, and approximately 9% preferred not to disclose their gender.

A summary of survey respondents by gender is included in **Figure 11**.

Figure 11.
SURVEY RESPONDENTS, BY GENDER

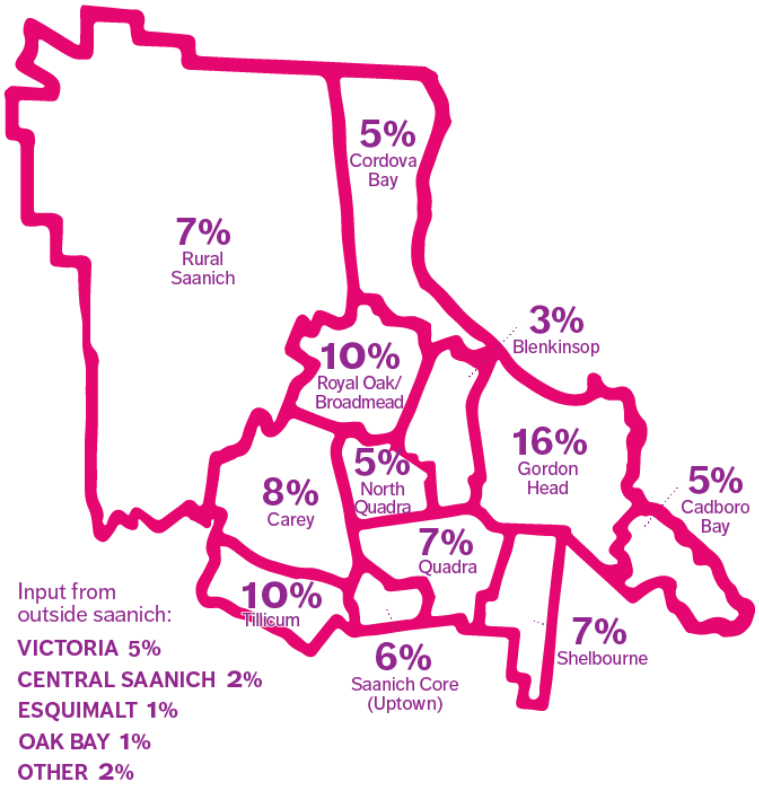


Neighbourhood

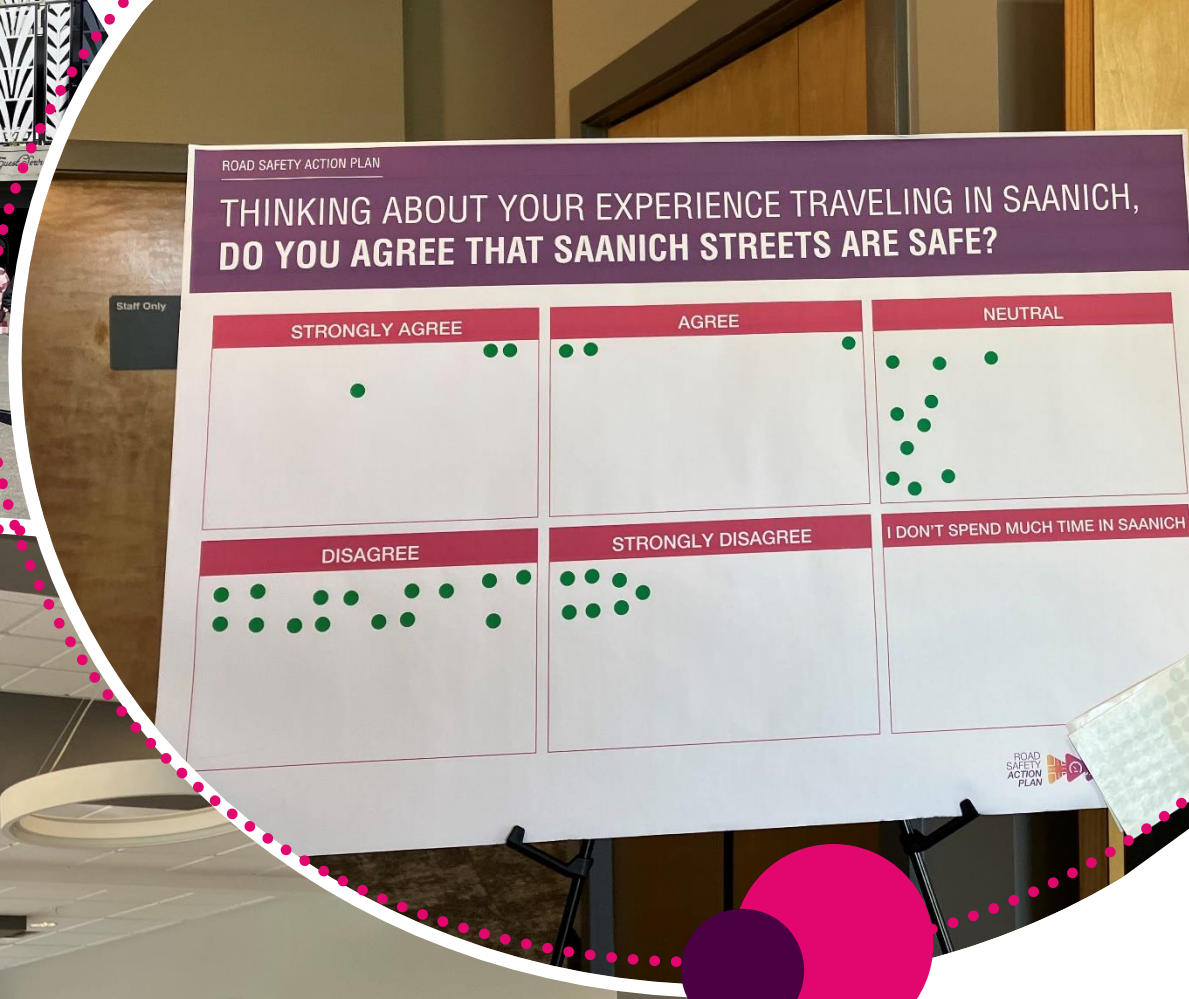
The survey data reflects input from all 12 Saanich neighbourhoods, ensuring that key take-aways reflect the collective thoughts of residents from all corners of the community. The highest response rates were from residents in the Gordon Head (16%), Royal Oak / Broadmead (10%), Tillicum (10%), Carey (8%) and Shelbourne (7%) neighbourhoods. Approximately 11% of survey responses were from people residing in neighbouring municipalities, such as Victoria, Central Saanich, and Oak Bay.

A full summary of survey respondents by neighbourhood is included in **Figure 12**.

Figure 12. SURVEY RESPONDENTS, BY NEIGHBOURHOOD




District of Saanich
District of Saanich


ROAD SAFETY ACTION PLAN
THINKING ABOUT YOUR EXPERIENCE TRAVELING IN SAANICH,
DO YOU AGREE THAT SAANICH STREETS ARE SAFE?
Staff Only
STRONGLY AGREE
AGREE
NEUTRAL
DISAGREE
STRONGLY DISAGREE
I DON'T SPEND MUCH TIME IN SAANICH
ROAD SAFETY ACTION PLAN

6.3 Key Findings

A comprehensive consultation process was undertaken in 2023 and 2024 to gather thoughts, opinions, and ideas from a broad spectrum of Saanich residents on the issues and opportunities for road safety in Saanich. In addition to hosting two online surveys, engagement methods included meetings with partners and discussions with equity-deserving individuals and groups, as well as pop-up events and open houses.

A variety of communication approaches were used to reach residents from across Saanich including print and social media, utility bill inserts, a website with updated project information and videos, email, and promotional cards.

The input we received, including early identification of key issues and articulation of priority actions helped shape the development of this plan.

The following section highlights some of the key findings from the various community engagement events and initiatives that occurred throughout the planning process. Comprehensive engagement summary reports were prepared at the conclusion of each round of engagement and may be referenced for a more complete summary of feedback received.

A lack of safe walking or cycling facilities
and
speeding

were identified by residents as the greatest perceived contributors to injuries or deaths on Saanich roads

Saanich residents were asked…

If there is one thing that would make you feel more comfortable travelling around, what would it be?

The top-5 answers were as follows:

1. **Bike Lanes**
2. **Sidewalks**
3. **Road Improvements**
4. **Enforcement**
5. **Traffic Calming**

Key feedback from the survey on the current state of road safety in Saanich…

84%
Believe it is Important that Saanich Aim for Vision Zero

43%
Disagree or Strongly Disagree that Saanich Streets are Safe

53%
People Who Cycle Feel Somewhat Unsafe or Very Unsafe When Cycling in Saanich

Priority Actions

Survey respondents were asked to rank potential “priority actions” for the RSAP. Responses indicated strong support for improvements in **high-priority locations**, building **multi-modal streets**, **infrastructure solutions** with proven safety benefits and a Saanich-wide **crosswalk safety review**.

Actions to carry out **road safety audits** and **review speed limits** were identified as lower priorities by survey respondents.

Level of Support

Survey respondents were asked to rate overall support for the draft RSAP...

34%
gave a 5-star rating (“very supportive”)

72%
overall support from survey participants

General Themes

The following general themes emerged through conversations with Saanich residents and through community surveys:

Strong Goals + Swift Action

Residents expressed a desire to see strong goals and a commitment from the District and its partners to make progress quickly to implement the RSAP.

Improved Infrastructure

Expanded sidewalk coverage and improved cycling facilities were identified as key opportunities to make people feel safer and more comfortable on Saanich streets. In addition, accessible infrastructure was identified as important.

Safer Speeds

Reduced vehicle speeds and the role of street design and enforcement in managing speeds were noted as key opportunities to both improve safety and enhance livability.

Rural Road Safety

Concerns about the condition and safety of rural roads was raised by participants. Opportunities to improve transit and make walking and cycling safer were identified as possible solutions.

Creating a Culture of Safety

Residents expressed the need to create a culture of safety through education about crossing safety, safe cycling behaviours and the dangers of distracted driving, as examples.


ROAD
SAFETY
ACTION
PLAN
Saanich

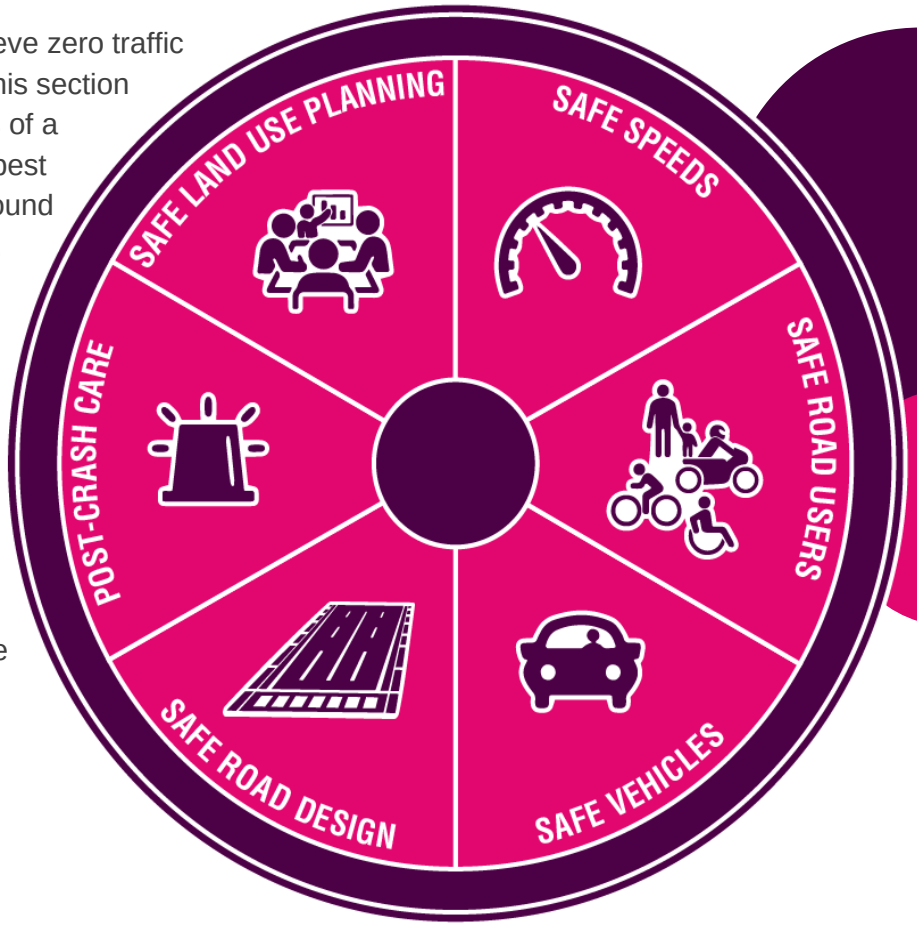
7. Action Plan

7.1 Taking Action to Eliminate Traffic Fatalities and Serious Injuries (Getting to Zero)

Over the next 10 years Saanich will take steps to achieve zero traffic fatalities and serious injuries. The actions outlined in this section are based on an analysis of crash data and the results of a comprehensive Network Screening. They also reflect best practices from leading communities in Canada and around the world, as well as feedback from Saanich residents, and discussions with road safety partners and District staff.

Implementation of the RSAP is centred on the Safe System Approach (SSA) and the 30 actions outlined below will help the Disctrict make progress on the different elements.

A description of each of the elements is provided and information is included on how the actions taken by the District and its partners will help to achieve zero traffic fatalities and serious injuries on Saanich roads.



Safe System Element no.1

Safe Speeds

Research shows that higher speeds increase the risk of a crash and the likelihood that a crash will result in a serious injury or fatality. At higher speeds, drivers have a narrower field of vision, and they have less time to react to unexpected occurrences. Crashes at higher speeds have worse outcomes for people. In addition, the faster a vehicle is moving the longer the stopping distance and the greater the force of impact will be.

In Saanich, excessive speed is the second leading cause of crashes, accounting for over 10% of the total.

Roads with higher posted speed limits are riskier, regardless of whether drivers exceed those limits. Most of the crashes reported in Saanich occur on Major or Collector roads, such as Tillicum Road, Shelbourne Street, McKenzie Avenue, Blanshard Street, and Douglas Street. Notably, several of these roads (or sections of these roads) fall within MOTI's jurisdiction. As well, many of these roads are in or near equity-deserving areas.

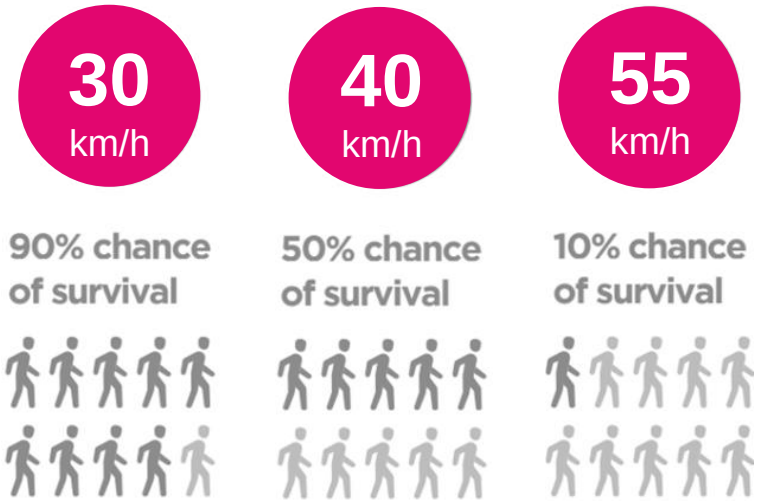
The actions that address safe speeds focus on implementing the *Speed Limit Establishment Policy* and achieving reduced speeds throughout Saanich using speed limit reductions, traffic calming, and enforcement to minimize the risks of speed and allow the safe movement of all road users.

Key Actions for Safe Speeds

Develop a Traffic Calming Policy & Program (Action 5)

Review Speed Limits to Support Reduced Speeds (Action 6)

Risk of pedestrian injury or death during a crash, based on vehicle travel speed *(Vision Zero Surrey)*



Safe System Element no.2

Safe Road Users

Individuals play an important role in road safety. While people may be responsible road users, mistakes happen, and sometimes poor decisions can have devastating consequences. Vision Zero recognizes that human error is inevitable. A focus of the SSA is to identify behaviours that contribute to crashes and enact changes that minimize the consequences of mistakes and poor decisions when they happen.

Being safe road users means individuals doing their part to understand and follow the rules, thinking about safety when they travel, and acting in accordance with their abilities and limitations. Working together to be responsible road users is critical to supporting a culture of safety and building equity within our transportation system. It is also an important step to addressing current road safety challenges.

Safe road users pay attention to their surroundings and travel with care in areas where different modes share the road. In Saanich this may include people walking, rolling, or cycling. In Saanich's rural areas it may also include people riding horses or driving farm equipment.

Actions to encourage safe road users include investments in education to build awareness. They also identify include opportunities to strengthen enforcement of laws to safeguard all road users.

Key Actions for Safe Road Users

Continue to Prioritize Enforcement of Impaired and Distracted Driving Laws (Action 7)

Work with Partners to Implement Intersection Safety Cameras (Action 15)

Safe System Element no.3

Safe Vehicles

Key Actions for Safe Vehicles

Transition to Safer Fleet Vehicles (Action 19)

Prioritize Enforcement to Ensure Vehicles are Roadworthy and Safe to Operate (Action 21)

Advocate for Changes to Support Enhanced Road Safety (Action 29)

The types of vehicles involved in crashes can have a significant impact on the outcomes. While speed is a major factor, other critical factors in crash severity include the size, weight, and design of a vehicle. Current trends are moving towards larger vehicles that are more impactful to pedestrians when they are involved in a crash. Research confirms that vehicles with high front-end heights are responsible for higher pedestrian death rates and implementation of front-end design regulations would help reduce the number of pedestrian deaths[7].

As Saanich moves towards more sustainable transportation, another issue to consider is the weight of electric vehicles, which are heavier due to the batteries required to power them. If vehicle design is regulated and front-end height is reduced, then the impact of vehicle weight may be less important for pedestrian safety[8].

In addition to vehicle design, Saanich will work with partners to advocate to the federal government for other safety features such as autonomous braking, speed limiters, safe exit assist, limited in-vehicle dashboard and entertainment functions, and requisite bumper heights. See **Section 7.3** for the list of advocacy actions.

[7] Tyndall, J. (2024). The effect of front-end vehicle height on pedestrian death risk. Economics of Transportation, *Vol 37,* 1-21. http://www.sciencedirect.com/science/article/pii/S221201222240000177

[8] Tyndall, J. (2024). The effect of front-end vehicle height on pedestrian death risk. Economics of Transportation, *Vol 37,* 1-21. http://www.sciencedirect.com/science/article/pii/S221201222240000177

Safe System Element no.4

Safe Road Design

Key Actions for Safe Road Design

Install Safe Infrastructure at Priority Location Identified by a Network Screening (Action 1)

Build Multi-Modal Streets that Include Transit Priority & Infrastructure for Walking, Rolling and Cycling (Action 2)

Roads should be designed to be forgiving and reduce the severity of crashes when they occur. Interventions that contribute to safe roads include physical infrastructure to separate users and slow travel speeds, removing hazards and improving sight lines and upgrading traffic control.

ICBC data and the results of a Network Screening provide valuable insight into crash conditions and the types of crashes that are most common at different locations. The findings from this data, along with information provided by residents will be used to design infrastructure and implement counter measures to improve safety where needed.

In addition, the focus on equity will allow Saanich to prioritize actions to improve safety through road design in areas where there is a higher need, and the rates of serious injuries and fatalities are highest.

In Saanich's rural areas where the pavement width is narrow and vegetation and topography affect visibility and sightlines in many locations, road design will be an important focus to improve safety.

Action to address safe roads focus on designing and building infrastructure to encourage safe behaviour and reduce conflicts between different users. They also emphasize the need to analyse and modify existing roads and intersections to ensure there are safe travel conditions for everyone, regardless of their travel mode.

Safe System Element no.5

Post-Crash Care

Key Actions for Post-Crash Care

Ensure Emergency Service Facilities are Located to Allow Efficient Response (Action 23)

A key focus of this plan is primary prevention – stopping injuries from happening and minimizing the severity when they do occur. However, providing adequate emergency response treatment can minimize harm. Post-crash care actions include ensuring that when injuries occur on Saanich streets, excellent care is available to the injured, regardless of who they are, the type of road users they might be or where the crash occurs. It also includes efficient movement of injured persons to hospital where they can receive care to improve their long-term outcomes. Research shows that a significant number of fatalities on roads are preventable with improved post-crash care[9]. In Canada, vehicle crashes and the resulting traumas place a significant burden on health care and emergency services and have other societal costs. In 2007, it was estimated that these costs were approximately $100 million per day[10].

By enhancing post-crash care, we can further reduce the risk that crashes will result in serious or life-threatening injuries, thus working towards a safe transportation system. Continuing to improve the emergency response system and engaging with service providers are ways that Saanich can support those who need care, when they need it.

To successfully promote high-quality post-crash care, Saanich will collaborate with health care and emergency service providers to learn and share valuable information that could save time and lives.

Post-crash care actions focus on supporting emergency service providers in providing improved response times and services closer to Primary Growth Areas.

[9] A National Trauma Care System. (2016) Retrieved from: https://nap.nationalacademies.org/catalog/23511/a-national-trauma-care-system-integrating-military-and-civilian-trauma#:~:text=The%20National%20Academies%20of%20Sciences,of%20zero%20preventable%20deaths%20after

[10] Medical interventions to reduce motor vehicle collisions (2014) https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3903738/

Safe System Element no.6

Safe Land Use Planning

Key Actions for Safe Land Use Planning

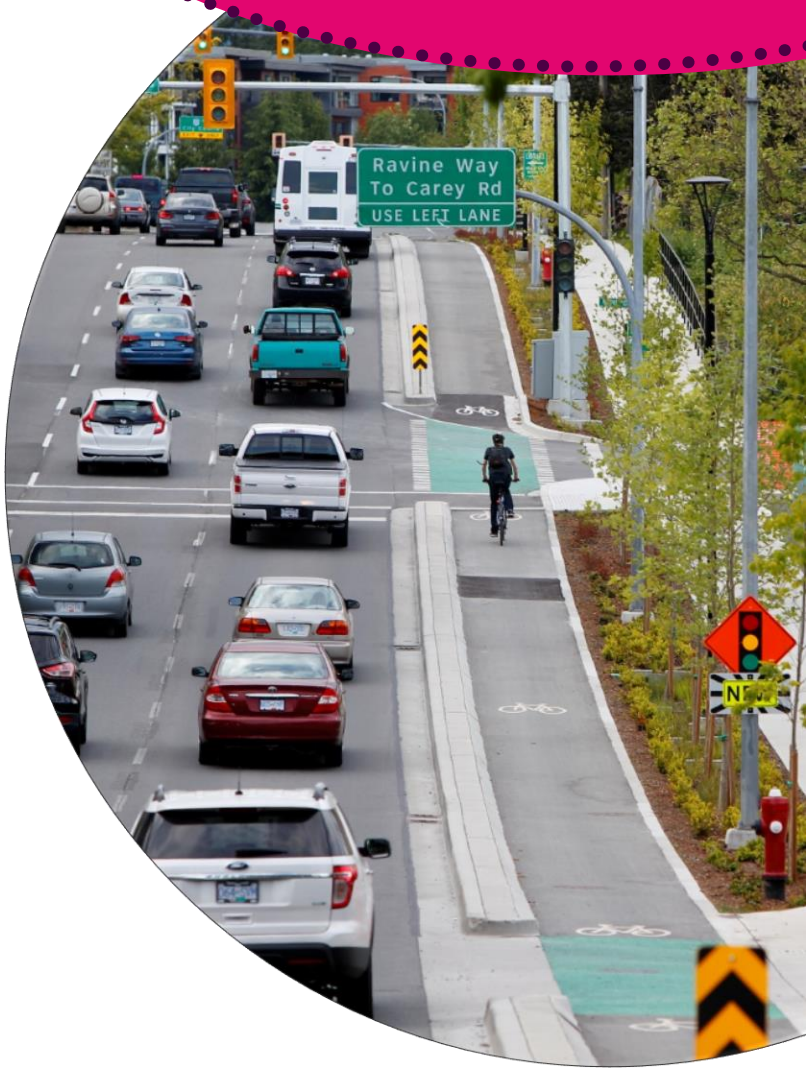
Prioritize Road Safety in Community Plans and Policy Documents (Action 22)

Encourage Increased Transit Ridership to Reduce Private Vehicle Use and VKT (Action 17)

The District's community planning framework supports development along transit corridors and in Centres and Villages inside the Urban Containment Boundary (UCB) where future density is envisioned. In turn, this allows a reduction in the total kilometres travelled by private vehicles, and creates safer conditions for people who walk, roll, and cycle. In addition, transit is the safest mode of travel and planning for a denser form and complete communities supports efficient transit services, which is a key strategy to improve road safety.

An integrated approach to land use and transportation planning is necessary to ensure that future policies, plans, and regulations that guide land development and transportation align with the overarching goal to achieve zero traffic fatalities and serious injuries on Saanich roads. This includes focused consideration during the development of community plans, as well as in the formulation and review of development applications.

The safe land use planning actions focus on reducing conflict between different modes and prioritizing road safety in land use and transportation planning. This includes minimizing the number of driveways on high volume streets, prioritizing road safety as new plans and policies are developed, and working with BC Transit to increase transit ridership.



7.2 Actions

The actions that the District is committed to carrying out over the next ten (10) years are outlined in this section. A series of tables provide guidance with respect to the following:

Priority

The actions are prioritized as primary actions and supporting actions based on the anticipated road safety benefits and potential to support Saanich's goal of zero traffic fatalities and serious injuries:

- Primary Actions are the actions with the greatest potential to achieve Vision Zero. The District is generally responsible for implementing these actions.
- Supporting Actions are actions that are important in the overall pursuit of Vision Zero. These will be implemented by the District and its partners.

It is important to note that these priorities may change over time and if an opportunity arises to implement a supporting action ahead of a primary action through redevelopment or a capital project, Saanich will accelerate the timeline of the supporting action to maximize the opportunity.

It is also important to note that the numbers in tables are for reference purposes only. They do not indicate the order of implementation or priority.

Safe System Element(s)

For each action, the Safe System element(s) it will help achieve has been identified.

Method

A description is provided for each action to identify how it will be implemented. Actions may be implemented as capital projects, through on-going operations and maintenance, as a policy or programming initiatives, as a technical study, or through advocacy done in coordination with road safety partners.

Responsibility

Responsibility (primary or secondary) is assigned to the governments, agencies, organizations, departments, divisions or groups who are working with Saanich to implement this plan. Many actions are the primary responsibility of Saanich (including the Engineering, Planning, and Finance Departments, Communications Division or SPD), while other actions will be led by different road safety partners.

Table 1. Primary Actions

		SSA Elements	Method	Responsibility	
				Primary	Secondary
1. **Install Safe Infrastructure at Priority Locations Identified by a Network Screening**	To develop this plan, a Network Screening process was undertaken using ICBC crash data and factoring for crash severity by accounting for crashes resulting in a fatality and/or involving a VRU. The results were used to identify twenty intersections and corridors with a heightened risk of crashes resulting in serious injury or fatality. These locations (outlined in **Appendix B**) will be the highest priority for future resources and funding by the District.	**1,4**	Capital	Saanich Engineering	Saanich Finance
2. **Build Multi-Modal Streets that Include Transit Priority and Infrastructure for Walking, Rolling, and Cycling**	The District will continue to explore opportunities to reallocate road space to better accommodate a range of travel modes and improve safety for VRUs. This may include transit priority treatments to improve service efficiency and/or active transportation facilities to improve safety for people walking, rolling, and cycling. It may also include consideration of the impacts of climate change such as flooding and extreme heat on active road users. Past examples of multi-modal streets implemented in Saanich include Shelbourne Street, Tillicum Road and Cedar Hill X Road.	**4**	Capital	Saanich Engineering	Saanich Planning
3. **Pursue Infrastructure Solutions with Demonstrated Positive Safety Performance**	Through long-term planning, capital projects, and pro-active changes to standards and guidelines, Saanich will continue to pursue innovative road safety treatments and applications, proven in other communities to reduce crash frequency and severity, and support goals for modal shift. Emphasis will be on the high priority locations identified through a Network Screening. Sample treatments are identified below this action table.	**4**	Capital	Saanich Engineering	MOTI Neighbouring Municipalities

		SSA Elements	Method	Responsibility	
				Primary	Secondary
4. Conduct a Saanich-Wide Crosswalk Safety Review	There are hundreds of crosswalk locations in Saanich with varying treatments in-place to support safe crossings for VRUs. In a pro-active effort to better understand the level of safety at existing crosswalks, the District will conduct a comprehensive review of all mid-block and uncontrolled crosswalk locations to assess any underlying safety concerns and identify enhancements that may provide safer crossing conditions. This may include signs, markings, flashing beacons (including RRFBs), or signals.	**4**	Technical Study	Saanich Engineering	--
5. Develop a Traffic Calming Policy & Program	The District will develop a Traffic Calming Policy and Program, and implement measures proven to lower design speeds on roads. Traffic calming measures may include narrower lane widths, adding bike lanes, smaller curb radii, raised crossings, curb bulb-outs, speed feedback signs, speed humps, speed tables, chicanes, roundabouts, planting trees and/or adding landscaping, and coordinated signal timing.	**1,4**	Policy + Programs	Saanich Engineering	Saanich Communications Community Associations Advocacy Groups
6. Review Speed Limits to Support Reduced Speeds	Research shows that higher speed increases the risk of a crash and the likelihood that a crash will result in a serious injury or fatality. The District will review speed limits annually on approximately 50 kms of roads and speed limit reductions will be implemented, where warranted. Locations in proximity to schools, parks, community centres and seniors' facilities will be prioritized, as will narrow roads where users share the space and in high priority locations identified through a Network Screening process.	**1**	Policy + Programs	Saanich Engineering	--

		SSA Elements	Method	Responsibility	
				Primary	Secondary
7. Continue to Prioritize Enforcement of Impaired and Distracted Driving Laws	Driving while under the influence of alcohol or drugs greatly increased a person's risk of crashing and hurting or killing themselves or others. In BC, on average, 64 people die every year in crashes involving impaired driving. Risky behaviours that result in visual, manual, or cognitive distractions are also significant safety issues. SPD will continue to prioritize enforcement of impaired and distracted driving laws and they will work to increase enforcement of distracted driving in strategic locations. Enforcement will be carried out in combination with awareness and education efforts.	**2**	Policy + Programs	SPD	--
8. Carry Out Road Safety Audits	A road safety audit is an independent review of a proposed transportation project that identifies and addresses potential safety issues that could lead to serious crashes. The District will carry out road safety audits on proposed major transportation projects that are complex and/or involve high volumes of VRUs.	**1**,**4**	Technical Study	Saanich Engineering	ICBC
9. Improve Safety at High Crash Locations on Provincial Highways	Provincial highways, including Highway 1, Highway 17, and sections of McKenzie Avenue are consistently among the highest crash locations in Saanich. To improve safety outcomes at locations under MOTI jurisdiction, Saanich will pro-actively engage with and support MOTI to make investments in infrastructure that improves safety on roads under its authority.	**1**,**4**	Collaboration + Advocacy	MOTI	Saanich Engineering

Safe Street Design Features to Protect All Road Users

Saanich and its partners will continue to pursue infrastructure solutions with demonstrated positive safety performance through long-term planning, capital projects and pro-active changes to standards and guidelines. Below are street design treatments and applications proven to reduce crash frequency and severity that will be pursued in Saanich.

Protected Intersections

Protected intersections include design features that minimize conflict between drivers and VRUs by separating movements through space and time. Protected intersections include raised corner islands that physically protect cyclists from right-turning vehicles, pedestrian refuge areas, and signal phases for pedestrians and cyclists.

Protected Left-Turns

Protected left-turns occur where a left-turn lane is provided and left-turn movements are made during a protected signal phase to eliminate conflicts with on-coming traffic and crossing pedestrians. The protected left-turn phase may occur first, or it may be delayed to prioritize pedestrians and vehicle through movements.

No Right-Turn on Red

Where right-turns are permitted at a red light, drivers must look for pedestrians crossing and for cyclists approaching from the rear, while simultaneously trying to find a gap in the vehicle and cyclist stream in the intersection. This is a highly complex scenario that leads to potential driver error. By prohibiting right-turns on red light, drivers can only turn right when the light is green. This reduces the likelihood of a conflict.

Roundabouts

Roundabouts are proven to reduce the frequency and severity of crashes compared to stop-controlled and signalized intersections, a result of the reduced number of conflict points and slower entry and circulation speeds. The District will consider roundabouts when intersection redesign occurs and/or when traffic control changes are contemplated.

Removal of Right-Turn Channels

Right-turn channels and multi-lane four-way stops negatively impact safety by facilitating higher-speed right turns and increased pedestrian crossing distances. They also create conflicts and introduce a higher driver workload. The District will continue to prioritize right-turn channel removals as part of street network improvements and replacement efforts.

Narrowed Travel Lanes

Narrower lanes encourage slower travel speeds, increasing the driver margin of error while also making crashes less severe. The District will seek to narrow travel lanes where possible to support slower speeds, while retaining sufficient width for goods movement, transit, and emergency services to operate safely on Saanich streets.

Table 2. Supporting Actions

		SSA Elements	Method	Responsibility	
				Primary	Secondary
10. Improve Regional Trail Crossings	Regional Trail crossings experience some of the highest rates of pedestrian and cyclist crashes in Saanich. To address safety concerns at these locations and continue to support more people using active modes, the District will work with the CRD to improve high crash crossing locations along the Lochside Regional Trail and Galloping Goose Regional Trail.	**4**	Capital	Saanich Engineering	CRD
11. Improve Access to and Safety at Bus Stops	Saanich will proactively engage with BC Transit to identify existing transit stop locations that are operationally unsafe for buses and/or functionally unsafe for transit riders. Saanich will work with BC Transit to improve access to and safety at identified bus stops.	**4**	Policy + Programs Capital	Saanich Engineering	BC Transit
12. Reduce the Density of Driveway Accesses on Major and Collector Roads	Driveways result in increased conflict points for road users and transit. This issue will become more acute as on-street or roadside cycling facilities and bus lanes are installed along more corridors in Saanich. Over time, the District will work to reduce the number and frequency of driveways on Major and Collector roads as corridor improvements are made and/or as land development and lot consolidation occurs. Bylaw updates may be required to facilitate this change.	**4,6**	Policy + Programs	Saanich Engineering	Saanich Planning
13. Improve Sight Lines at Intersections and Driveways	To reduce the risk of conflicts between road users it is important to have a clear view of people, activities, and objects near intersections and driveways. Policy updates, bylaw amendments, and increased enforcement will all be undertaken to address issues of obstructed sight lines.	**4,6**	Policy + Programs	Saanich Engineering	Saanich Planning Saanich Bylaw Enforcement

		SSA Elements	Method	Responsibility	
				Primary	Secondary
14. Require Traffic Management Plans to Reflect Current Provincial Legislation for Worker Safety	Undertaking work on roads puts workers in close contact with vehicles and/or mobile equipment. Saanich will require Traffic Management Plans completed by any authority to meet or exceed current provincial legislation for worker safety.	**2**,**4**	Operations + Maintenance	Saanich Engineering	--
15. Work with Partners to Implement Intersection Safety Cameras	Automated speed enforcement encourages safe speeds and driver behaviours in areas of concern such as high crash intersections, and school and playground zones. Saanich will work with RoadSafetyBC through the Intersection Safety Camera (ISC) program, which supports installing speed and red-light cameras at major intersections and provides funding for these devices across the province.	**1**,**2**	Operations + Maintenance	RoadSafetyBC	Saanich Engineering MOTI CRD
16. Install Dynamic Speed Detection Devices Along High Priority Corridors	Speed detection devices (SDDs) that display and provide feedback to drivers on their travel speeds have been installed in several school zones on Major and Collector roads. SDDs are shown to reduce average speeds in areas where they are installed and are therefore an effective measure to encourage safer speeds. The District will continue to evaluate candidate locations to install new devices for SDDs along high priority corridors identified through a Network Screening process, as well as in proximity to schools, parks, community centres and seniors' facilities. This work will be done in coordination with a future Traffic Calming Policy and Program.	**1**,**2**	Capital	Saanich Engineering	CRD

		SSA Elements	Method	Responsibility	
				Primary	Secondary
17. Encourage Increased Transit Ridership to Reduce Private Vehicle Use and VKT	Transit is a safe travel option for Saanich residents and the District will continue to support transit-oriented land use planning and development, as well as invest in transit priority infrastructure on roads and park and ride facilities in rural areas. Saanich will also work with BC Transit to implement initiatives and programs to encourage increased transit ridership such as a youth pass program, affordable transit options for low-income residents and new Canadians, contactless fare payment systems, and trip-planning software that provides reliable trip information to riders.	**2,3**	Policy + Programs Capital	Saanich Engineering	BC Transit Saanich Planning
18. Explore Legalization of Electric Kick Scooters	Several BC municipalities, including Saanich are currently participating in the Provincial Electric Kick Scooter Pilot Project to test and evaluate the use of e-kick scooters on roads. The pilot will run from April 2024 to April 2028 and the findings will inform possible legalization of electric kick scooters in BC.	**2**	Policy + Programs	Saanich Engineering	Saanich Sustainability
19. Transition to Safer Fleet Vehicles	The District will demonstrate leadership in transitioning to safer fleet vehicles. This includes seeking smaller, lighter vehicles wherever possible, ensuring all mandated safety features are present, and implementing pro-active inspections for any fleet vehicles that are over 10 years old.	**3**	Policy + Programs	Saanich Engineering	--
20. Enforce Laws that Promote Safe Behaviours on Saanich Roads	In addition to on-going enforcement of traffic laws including a focus on impaired and distracted driving, SPD will undertake enforcement of laws that promote safe behaviour for all road users, including drivers, cyclists, pedestrians, people using micromobility devices.	**1,2**	Policy + Programs	SPD	Saanich Engineering ICBC

		SSA Elements	Method	Responsibility	
				Primary	Secondary
21. Prioritize Enforcement to Ensure Vehicles are Roadworthy and Safe to Operate	The SPD will continue their efforts to enforce the relevant provisions of the *Motor Vehicle Act* and *Regulations* to ensure that vehicles on the roads are mechanically fit and in compliance with existing legislation. Enforcing these standards enhances the safety framework of Saanich's transportation infrastructure for all road users.	**3**	Policy + Programs	SPD	Saanich Engineering
22. Prioritize Road Safety in Community Plans and Policy Documents	Vision Zero is a goal to eliminate traffic fatalities and serious injuries for people travelling on Saanich roads. Eliminating the risk to human safety will require a reduction in the total vehicle kilometres travelled (VKT). The principles and actions in this plan align with the District's policies to focus future growth and development along established, high-volume corridors and in areas of existing and future density, including Centres and Villages. Road safety will be a key consideration in future land use and transportation plans, as well as corridor studies and street design policies that focus on shifting travel demand away from private vehicles, towards safer modes such as walking, rolling, biking and transit.	**4,6**	Policy + Programs	Saanich Planning	Saanich Engineering Saanich Sustainability
23. Ensure Emergency Service Facilities are Located to Allow Efficient Response	By reducing travel distances between emergency facilities and high-population areas, emergency response times can be maintained and/or improved, which can lead to better outcomes for victims when crashes occur on Saanich roads. Working with Saanich Fire, SPD, VIHA, and emergency service providers, Saanich will continue to ensure that emergency response time and routes are considered in the location of emergency service facilities, and that consideration is given to facilities in Primary Growth Areas to support future populations.	**5**	Capital Policy + Programs	Saanich Engineering Saanich Planning	Saanich Fire BC Ambulance Service BC Emergency Health Services SPD VIHA

		SSA Elements	Method	Responsibility	
				Primary	Secondary
24. Develop and Implement Awareness and Education Campaigns on Road Safety	Work with road safety partners to develop and implement awareness and education campaigns as part of the Road Safety Campaign Calendar. The campaigns will focus on different topics. Recent examples include distracted driving, high-risk and impaired driving, speeding, and winter driving. Saanich will explore different methods to communicate these messages including social media, radio, bus shelter advertising, print media, and online/website content. Where possible, messages will be designed to reach specific demographics including school-aged kids, youth, young men, and seniors.	**1**,**2**	Policy + Programs	SPD CRD ICBC	Saanich Communications RoadSafety BC
25. Develop and Implement an Education Program Focusing on Transportation Options for Non-Drivers	Saanich has a growing population of older adults who no longer drive or are approaching a time when they will no longer be able to drive. Similarly, newcomers, people with disabilities, youth may be not drive. Saanich will work with partners, including the CRD, SPD and BC Transit to develop and deliver educational programs to support people to move around safely using transit and other active modes.	**2**	Collaboration + Advocacy	CRD	SPD BC Transit Saanich Engineering RoadSafetyBC
26. Develop Strategies to Engage with Equity-Deserving Populations	People have the right to move around safely, yet many people face challenges accessing safe, convenient, and affordable mobility options. As part of Saanich's commitment to improving programs and practices relating to diversity, equity, and inclusion, engagement strategies will be developed that include focused communication methods and tools to allow Staff to reach equity-deserving populations. The goal is to engage more people in discussions about transportation to understand the barriers that different people face and work towards a more equitable transportation system.	**2**	Collaboration + Advocacy	Saanich Engineering	ICBC SPD Saanich Communications

		SSA Elements	Method	Responsibility	
				Primary	Secondary
27. Improve Media Crash Reporting	Using appropriate terminology in road safety communications is critical to ensuring a complete understanding of the impacts of crashes on all road users. The District will work with media partners to build awareness about the importance of using correct terminology and incorporating messaging that aligns with Vision Zero and the SSA in media reporting.	**1**,**2**	Policy + Programs	Saanich Communications	SPD CRD
28. Create a Reporting Format for Road Safety Data Collection and Observations	The District will establish a reporting format to record qualitative and quantitative observations and data related to road safety. A standardized format will ensure a consistent approach that will lead to better data for decision making.	**4**	Policy + Programs	Saanich Engineering	--
29. Advocate for Changes to Support Enhanced Road Safety	The District will work collaboratively with other municipalities and partner agencies to lead and support advocacy efforts for systems changes to achieve improve road safety. Specific opportunities are identified in **Section 7.3** and include advocating for vehicle safety.	**1**,**3**	Collaboration + Advocacy	Saanich Engineering	Other Municipalities Partner Agencies
30. Work with Partners to Improve Crash Data	The RSAP is based on crash data compiled by ICBC, SPD, VIHA, and the Province. Through the analysis of various data sets it became clear that there are gaps and inconsistencies that make it difficult to provide a complete and accurate accounting of crashes in Saanich. For this reason, Saanich will work with its partners to improve the data collected and to address issues of integration across data sets, as well as access to data for municipal governments. Specific opportunities to improve crash data are identified in **Section 7.4**.	**2**,**4**,**5**	Collaboration + Advocacy	Saanich Engineering	SPD ICBC VIHA CRD

7.3 Advocacy

There are several opportunities relating to enforcement and vehicle safety that are not within Saanich's direct control but are necessary to help make progress towards Vision Zero. Working collaboratively with other partners, Saanich will lead and support advocacy efforts for changes to achieve better automated enforcement and safer vehicles. While each item below has been identified as an opportunity to support Saanich's own safety goals and objectives, they will also have broader positive impact for communities in the Capital Region and elsewhere.

Expanded Intersection Safety Camera Program

To reduce the number of fatal and severe injury crashes, the Province in partnership with ICBC and the Royal Canadian Mounted Police (RCMP) has a program to install intersection safety cameras (ISC) at intersections with high crash rates. Saanich is one of many municipalities in the province trying to secure ISCs for different locations of concern, but there is no clear process to do this. In collaboration with municipal and regional government partners, Saanich will advocate to the Union for BC Municipalities (UBCM) for the province and its partners to develop a more transparent process for municipalities to identify new locations and secure new safety cameras at intersections.

Safety Inspections for Older Vehicles

Most vehicles experience decreasing performance in critical safety features as they age, including braking power and responsiveness, and headlights and running lights. To ensure vehicles meet basic safety requirements, Saanich will advocate to the province to establish a program requiring safety inspections for older vehicles.

Mandate Vehicle Safety Features

Saanich will work with partners to advocate to Transport Canada to make proven safety features a requirement for new vehicles in Canada. Desirable safety features will support improved motorist behaviours and compliance with laws. They will also help to reduce crash frequency and severity for vehicle occupants, as well as VRUs.

Desired safety features to be included on new vehicles may include the following (not an exhaustive list):

- Design regulations for lower vehicle front-end heights
- Autonomous braking to avoid impending crashes
- Speed limiters to improve compliance with posted speed limits
- Safe exit assist to sense cyclists and avoid "dooring"
- Limitations on in-vehicle dashboard and entertainment functions
- Requisite bumper heights to improve motorist visibility

7.4 Data

The RSAP was developed using evidence derived from an analysis of available crash data sets. While helpful in understanding the magnitude, nature, and location of crashes occurring in Saanich, the process highlighted several gaps and inconsistencies in the available data. Considering this, Saanich will work closely with SPD, ICBC, VIHA and other partners to expand the types of crash data collected, as well as enhance collection methods, and achieve better integration across data sets to support future RSAP updates and analyses.

Improve Crash Reporting

Enhancements to the data collection form and process completed by SPD when responding to a crash will ensure that more consistent and reliable data is provided on fatal and serious injury crashes, and it will support more robust and accurate analyses in the future. Enhancements may include:

- More spatial data (i.e., coordinates)
- Standardized crash descriptions / descriptors
- Demographic information on people involved in crashes
- Data on micromobility devices involved in crashes

Increase Data on Distracted Drivers & Impaired Driving

Working with SPD, Saanich will seek to increase data collected on distracted and impaired driving. While some information is captured in the current TAS reporting, a more systematic and thorough approach that captures specific instances of distracted and impaired driving will allow for improved technical study and more opportunities for safety improvements.

Improve Data on Crashes Involving Active Transportation

Crashes involving pedestrians and cyclists are currently under-represented in crash data. The District will work with VIHA and other partners to collect crash data for crashes involving pedestrians and cyclists. Saanich will also work with VIHA to include specific reference to crashes involving micromobility users to provide insight into the rate of crashes, as well as locations, and the individuals involved.

Integrate Crash Data + Make Available to Municipalities

ICBC, SPD, and VIHA all maintain separate datasets that serve the mandate of the organizations collecting the information, but they include different crash and post-crash information making it challenging to analyse factors among the different datasets.

In an effort to make better use of available data for future analyses, the District will collaborate with SPD, ICBC, VIHA, and other partners to identify opportunities to integrate the various crash datasets, as well as make the resulting information more readily available to local governments to support road safety initiatives and decision making.

Refine the Approach for Collecting and Distributing Traffic Volume and Speed Data, as well as Use Data

Data on traffic volumes, speeds, and use is currently collected on roads throughout the District. Opportunities to refine the approach to collecting this data will be explored to improve consistency and make it easier to compare data year over year. As well, opportunities to improve the way the data is displayed and shared with the public will also be explored.

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8. Implementation

Vision Zero is a priority for Saanich and this RSAP represents the District's commitment to address key safety issues with the goal of eliminating traffic fatalities and serious injuries over time. Effective and timely implementation of the actions in this plan will require focused effort, and partnerships and collaboration. It will also require support from Saanich Council and input from the residents of Saanich.

Other steps essential to implementation of the RSAP include securing funding and continued work with advisory committees, including the Transportation Advisory Committee.

Consideration will be given to the fair distribution of transportation resources through implementation. Prioritization of projects will be informed by this plan, as well as other transportation plans and initiatives including the ATP, the speed limit reduction program, and a future traffic calming policy. The scope and budget of road safety improvement projects, as well as opportunities to coordinate with other planned improvements, and the geographic locations of projects in relation to key community destinations will also be considered in the prioritization process.

The nine primary actions, which have the greatest potential to achieve Vision Zero will be implemented first. The 21 supporting actions, which are also important to Vision Zero, but will require more collaboration with partners, will be implemented over ten years.

The steps that Saanich will take to ensure accountability and track progress towards Vision Zero are discussed in **Section 8.2**.

8.1 How Will We Implement the RSAP?

Realizing the vision of the RSAP will be an ambitious pursuit that will require a dedicated approach to implementation. This includes the allocation of funding and staff time to carry out capital improvements, as well as support new programs and study. It will also require successful collaborations with the District's road safety partners. The following is an overview of the primary ways that the RSAP will be implemented.

Dedicated Funding

District staff will work to secure funding to support the timely and effective implementation of infrastructure, programs, and supporting activities identified in the RSAP. External funding from different levels of government, partnerships with other organizations and the development industry, as well as the integration of road safety improvements with other plans and projects are some of the ways that funding will be sought to support implementation.

Funding to support new dedicated road safety staff positions will also be essential to ensuring accountability for implementation of the RSAP.

Collaboration with Partners and Committees

Collaboration with road safety partners will be key to implementation of the RSAP. Other Saanich departments, as well as different levels of government, outside agencies and organizations, and the community will all play a role in implementation. Relationships that were established through the development of this plan will be maintained and strengthened as part of implementation.

Input from advisory committees, such as the TAC will continue to be sought through implementation. The committee provides a consistent forum for dialogue with a diversity of community representatives and their advice will help shape the current and future directions of the RSAP.

8.2 Monitoring

Saanich is committed to implementing the RSAP over a 10-year timeframe. The following steps will be taken to monitor progress with implementation.

Annual Reporting

Saanich will report annually on progress made on the actions identified in the RSAP. Reporting will include progress towards zero traffic fatalities and serious injuries, as well as and an assessment of residents' perceptions of safety on Saanich roads using different modes. It may also include updates on capital investments in road safety, policy and program initiatives, technical studies, and partnerships, and collaborations.

Progress Reporting

A five-year review of the RSAP will be undertaken to identify completed actions, prioritize remaining actions, and assess the overall success and impact of progress to-date. Updates to the RSAP and course corrections may be pursued to ensure Saanich remains on-track to complete the RSAP action items and achieve the Vision Zero target in 10years.


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9. Conclusions

Everyday the lives of Saanich residents are forever impacted by crashes on our roads. The RSAP is the roadmap to achieving our goal of Vision Zero, which seeks to eliminate all traffic fatalities and serious injuries while promoting safe, healthy, and equitable mobility for everyone. It is a statement that one traffic fatality or serious injury is too many.

The vision for the RSAP is as follows:

> ***Saanich is leading the way as a community with a safe and accessible transportation system for all our residents and visitors, free of transportation-related fatalities and serious injuries.***

Saanich residents, elected officials, staff and various road safety partners have contributed to this plan. Their perspectives and broad representation reflect the importance of improving road safety and a collective desire to achieve Vision Zero.

The BC Road Safety Strategy 2025 creates a collaborative framework for making B.C. a better and safer place to live. It is only by working together as a sector and inspiring safer choices on the road that B.C. will realize the continuous downward trend in fatalities and serious injuries that will lead to our success in reducing road traffic deaths and injuries by 50% by 2030. Together, we can make progress toward the vision of eliminating crash fatalities and serious injuries in B.C.

We know that there is overall support for the RSAP and we are committed to implementing the actions in the plan as efficiently as possible, over the next ten (10) years. Successful implementation will take dedication and funding to support a positive change. Not only will this help address road safety, but it will also support other District objectives to create an equitable and inclusive community, facilitate more people to travel using sustainable transportation options, and to encourage a greater sense of community and personal well-being.

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Acronyms

AAA	All Ages & Abilities
AADT	Average Annual Daily Traffic
ATP	Active Transportation Plan
CRD	Capital Regional District
EV	Electric Vehicle
ICBC	Insurance Corporation of British Columbia
IRSU	CRD Integrated Road Safety Unit
MOTI	Ministry of Transportation & Infrastructure
MVA	Motor Vehicle Act
OCP	Official Community Plan
RRFB	Rectangular Rapid Flashing Beacon
RSAP	Road Safety Action Plan
SPD	Saanich Police Department
SSA	Safe System Approach
TAC	Transportation Association of Canada
TAS	Traffic Accident System
TDM	Transportation Demand Management
TWSI	Tactile Warning Surface Indicator
UCB	Urban Containment Boundary
VIHA	Vancouver Island Health Authority
VKT	Vehicle Kilometres Travelled
VRU	Vulnerable Road User

Terminology

Countermeasure	A physical measure that can be implemented at a location to counter the risk of crashes on the road network.
Crash	A road incident in which injury or property damage is sustained. Crashes usually involve one vehicle colliding with a second vehicle or another road user but can also involve a vehicle colliding with a fixed object or a roadside feature.
Correctability Analysis	A technical study undertaken to review the characteristics of a specific road location to identify potential improvements to safety performance.
Driver Inattentive	Conditions where a driver is distracted from operating their vehicle that may include internal or external distractions such as the use of communication or video equipment.
Excessive Speed	When a vehicle is driven by 40 km/h or more over the speed posted on a speed limit sign.
Fatality	When a road user dies within 30 days of sustaining an injury in a crash.
Micromobility	Micromobility refers to human-powered (e.g., bicycles, skateboards, etc.) and electric assist mobility devices (e.g., e-bikes, electric kick scooters, etc.). Micromobility is a sustainable alternative to driving that provides public health benefits and helps reduce traffic congestion and greenhouse gas emissions.

Network Screening	A process undertaken to identify crash-prone locations within the transportation network. Several approaches may be used to complete this process, including accounting for the number and severity of crashes and other factors. The end goal is to identify where additional analysis is needed and develop solutions to improve road safety performance.
Serious Injury	An injury sustained by a road user that is reported by the SPD and requires the road user to be admitted to hospital.
Traffic Calming	Physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.
Transportation Demand Management (TDM)	Initiatives that reduce emissions and other negative impacts of vehicle travel by encouraging use of other modes, reducing the number and length of vehicle trips, and shifting trips to less congested times and routes.
Vehicle Kilometres Travelled (VKT)	The total number of kilometres travelled by a vehicle or group of vehicles over a defined period of time.
Vulnerable Road User (VRU)	A road user that is more prone to sustaining injury by not having the benefit of protective features around them. Practically speaking, vulnerable users include pedestrians, cyclists, motorcyclists, and users of other mobility devices.

APPENDIX A.

Road Safety Context

Road Safety in Context

In 2020, the UN General Assembly proclaimed 2021-2030 the Decade of Action for Road Safety and established the target of preventing at least 50% of road traffic deaths and injuries by 2030. The World Health Organization (WHO) and the UN developed a *Global Plan for the Decade of Action for Road Safety 2021-2030.*

The Global Plan emphasizes the importance of a holistic approach to road safety and calls for improvements in road and vehicle design; enhancement of laws and enforcement; and provision of timely, life-saving emergency care, while also promoting walking, cycling, and public transport as inherently healthy and sustainable.

Canada's Road Safety Strategy 2025 (CRSS 2025) presents a national framework for reducing traffic injuries and fatalities. The long-term vision of "making Canada's roads the safest in the world" builds upon previous iterations of the strategy. This vision will persist beyond the Strategy's timelines and highlights the desire for optimal road safety outcomes across Canada. Building on this vision, RSS 2025's principles are aligned with international best practices in road safety, including the adoption of the SSA and a 10-year time frame. The strategy continues to be flexible which allows Canadian jurisdictions to implement road safety programs that meet their own specific needs.

British Columbia's Road Safety Strategy 2025: A Collaborative Framework for Road Safety (BCRSS 2025) provides a provincial structure for achieving road safety goals. The strategy is also guided by Vision Zero and targets continuous downward trends in fatalities and serious injuries across B.C. and supports the global goal to reduce road traffic deaths and injuries by 50% by 2030. BCRSS 2025 emphasizes the need to work collaboratively to achieve these goals, integrating enforcement, infrastructure, data, and other tools, and changing behaviours through education and information.

The RSAP aims to align with this global, national, and provincial direction to make sure Saanich is doing its part to create safer transportation for all.

Policy Framework

The RSAP is informed by a broad policy framework that applies to all of Saanich. To realize the goal of Vision Zero, there must be alignment between the RSAP and the broader policy context. A summary of the policy documents that have helped shape this plan and will inform its implementation is provided below.

Official Community Plan	The *Official Community Plan* (OCP) is the principal legislative tool to guide growth and change in Saanich. It expresses community values and includes policy directions on a variety of topics including land use and sustainable transportation, road safety, GHG reductions, and community well-being and livability.
Strategic Plan (2023-2027)	The *Strategic Plan* prioritizes long-term planning, strengthening road safety, and promoting active transportation to create a convenient, affordable, accessible, and efficient transportation system.
Centre, Corridor, and Village (CCV) Plans & Action Plans	The *Uptown-Douglas Plan* was completed in 2022 and work is currently underway on a Centre, Corridor, and Village (CCV) Plan for the Quadra-McKenzie Area. The *Shelbourne Valley Action Plan* was adopted in 2017 and the *Tillicum-Burnside Action Plan* was endorsed by Council in 2005. Collectively, these plans contain policies for specific neighbourhoods or areas that relate to land use, transportation and mobility, sustainability, and safety.
Climate Plan	Transportation is the largest source of greenhouse gas emissions in Saanich. The *2020 Climate Plan* establishes targets of 22% of trips to be completed by active modes by 2030 and 30% by 2050, and it highlights active travel and transit-supportive strategies to reduce GHG emissions and combat climate change. Making transit a priority and ensuring active transportation facilities are safe, connected, and physically separated from vehicles will be key to shifting mode share and meeting targets.
E-Mobility Strategy	The *E-Mobility Strategy* supports e-bikes but recognizes safety is a major barrier to widespread adoption.

Active Transportation Plan	The *Active Transportation Plan* is a 30-year plan to guide investment in active transportation policy, programs, and infrastructure. The vision and goals in the plan align with Saanich's commitment to Vision Zero and implementation of the ATP will be key to improving safety and eliminating deaths and serious injuries on roads.
Speed Limit Establishment Policy	The *Speed Limit Establishment Policy* outlines the process to establish appropriate speed limits on all roads in Saanich. Implementation of speed reductions supports a safer and more equitable transportation system.
Urban Forest Strategy	The urban forest is a major component of Saanich's green infrastructure and natural areas. It supports biodiversity, clean air and water, and improved quality and livability in neighbourhoods. The *Urban Forest Strategy* is the guiding document for management of the urban forest over time in the context of other important District priorities such as active transportation.
Local Area Plans (LAPs)	Local area plans for Cordova Bay and Cadboro Bay were updated in the last two years. All other LAPs are not currently being updated. The LAPs contain policies for land use, environment, transportation and mobility, parks, open spaces, and trails, social and cultural well-being and economic vibrancy.

APPENDIX B.

Network Screening Overview

Overview

What is a Network Screening?

A Network Screening is a process undertaken to identify crash-prone locations in the transportation network by considering the number and severity of crashes and accounting for other factors that may be contributing to crashes. An objective of a Network Screening is to identify locations where further analysis is warranted to understand the issues and develop solutions to improve road safety performance. Conducting a Network Screening was critical in the development of the RSAP and it will play a key role in implementation of the plan.

Purpose

The Network Screening enables the District to:

- Identify high-priority and candidate locations for the infrastructure investment and supporting actions for inclusion in the RSAP;
- Identify locations for detailed in-service road safety reviews as a key action in the RSAP; and
- Monitor progress towards zero serious injuries and fatalities on a location-by-location basis in support of the RSAP.

Methodology

Overview / Assumptions

- ICBC claims data for a five-year period (2017-2021) was the basis for the analysis (total of approximately 4,500 crashes).
- Only crashes that occurred on public roadways were considered. Crashes on private property including in parking lots were removed from consideration.
- Only crashes that resulted in an injury or fatality were included in the analysis and ultimately, they were used to determine locations were review and improvement are needed to support Vision Zero.
- Only road segments and intersection under District of Saanich jurisdiction were considered. MOTI roads including Highway 1, Highway 17, and sections of McKenzie Ave were not considered.
- A data cleaning process was undertaken to attribute locational data where not provided. The process also captured all crashes involving people walking and cycling (a deficiency in the 2021 data) and excluded crashes incorrectly logged outside Saanich.

Spatial Analysis

A GIS-based mapping exercise was undertaken to understand the locations of crashes. Every intersection and corridor in Saanich was demarcated and an offset was established (typically 30 m for intersections and 10 m for corridors), within which any logged crash was associated with a corridor or intersection.

Weightings

Weightings were established and applied to each crash occurrence to reflect the severity of the crash and the District's priority on protecting VRUs. The following weightings were applied:

Fatality
Crashes resulting in a fatality were weighted by a **factor of ten (10**); and

Vulnerable Road User (VRU)
Crashes involving a person walking, cycling or using a motorcycle were weighted by a **factor of five (5)**.

Normalization (Corridors Only)

An additional step was applied to all corridor locations to normalize the number of crashes occurring based on the total length of the segment (expressed as a function of total weighted crashes per 100 m). This helped account for the varying lengths of the individual corridor segments considered in the network screening so that each can be compared at a standard distance.

Preliminary Results + Refinement

The top-40 locations were identified for Major / Collector and Residential intersections and corridors. The project team undertook a process to refine the preliminary results based on the following criteria:

- Locations with recent infrastructure or operations improvements (past three years) were removed, with a recommendation to monitor over the next five years to determine the impact of recent improvements;
- Locations identified as priority in the ATP that will be a focus for investment over the next ten (10) years were removed from consideration for investment through the network screening and correctability analysis;
- Identified locations were filtered to align with the level of effort for further analysis (e.g., a corridor segment between 500 m and 1,000 m is equivalent to one major intersection); and
- Residential locations generally did not emerge as top priorities and were excluded, to be given further consideration through the District's future Traffic Calming Policy.

Recommended Locations for Further Analysis

Applying the process above, a list of recommended locations for further analysis was refined to 20 locations and confirmed through conversations with District staff. The top-20 locations (13 intersections and 7 corridors) that will be analysed further and will be the focus of the District's investments in infrastructure to improve road safety are summarized in Tables 3 and 4 below.

Summary of Top-20 Locations for Further Analysis

Table 3. Intersections

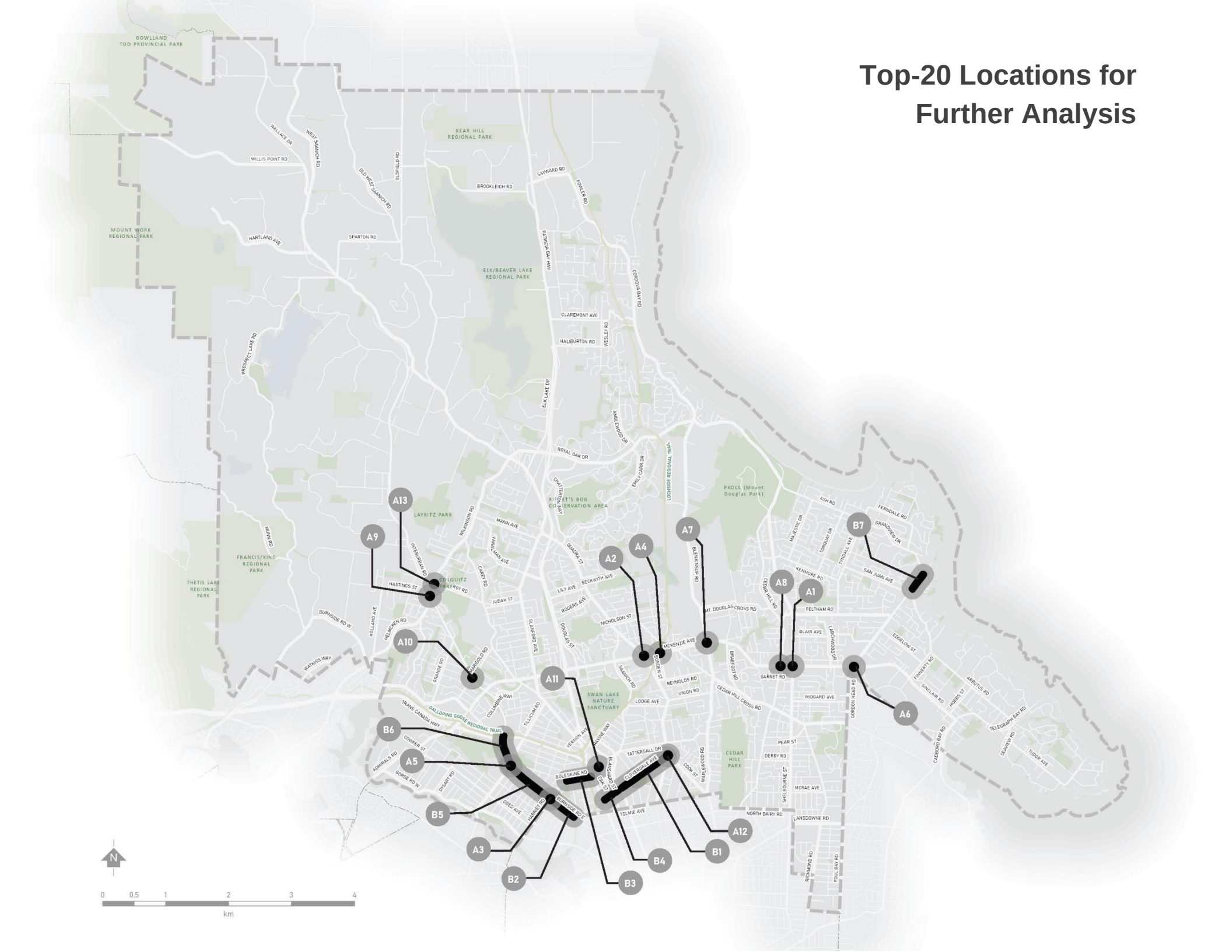
	Crashes		Geographic Equity Score	Crash Trend
	Total	Weighted		
A1. McKenzie / Shelbourne	71	176	Moderate/High	Single vehicle and right turn are common crash types High number of crashes in wet conditions
A2. McKenzie / Quadra	99	124	Moderate/High	Rear-end is the most common crash type High speeds noted on southbound Quadra Street approach (58 km/h 85th% speed)
A3. Burnside / Harriet	60	110	High	Side swipe and right angle are common crash types High speeds noted on southbound Harriet Road approach (57 km/h 85th% speed)
A4. McKenzie / Borden	48	98	Low/High	Side swipe and right turn rear-end are common crash types High speeds on westbound McKenzie Avenue approach (60 km/h 85th% speed) High number of crashes in wet conditions
A5. Tillicum / Burnside	65	95	Moderate/High	Rear-end is the most common crash type High number of crashes in wet conditions
A6. McKenzie / Gordon Head	45	90	Moderate	Rear-end and left-turn are common crash types High number of crashes (50%) at dawn or in dark conditions
A7. McKenzie / Blenkinsop	45	85	Moderate/High	Right turn rear-end and side swipe are common crash types High speeds on Blenkinsop Road (northbound and southbound approach, 58-60 km/h 85th% speed)

A8. McKenzie / Cedar Hill	39	84	Moderate/High	Head-on, right angle and single vehicle are common crash types High number of crashes (50%) at dawn or in dark conditions
A9. Wilkinson / Interurban	62	82	Low/Moderate	Head-on, rear-end and right angle are common crash types Large number of crashes (50%) at dawn or in dark conditions High speeds on Interurban Road (northbound and southbound approach, 57-61 km/h 85th% speed)
A10. Interurban / Marigold	31	71	Moderate	Single vehicle and right-angle are common crash types
A11. Saanich / Oak	48	68	High	Side swipe, rear-end and left turn are common crash types High number of crashes in wet conditions
A12. Quadra / Cloverdale	35	50	Moderate	Side impact, side swipe, head-on and left turn / head-on are common crash types
A13. Wilkinson / Roy	39	44	Low/Moderate	Side swipe and right-angle are common crash types

Table 4. Corridors

Location	Street Class	Length	Crashes		Geographic Equity Score	Crash Trends
			Total	Weighted		
B1. Cloverdale Avenue Inverness Road – Douglas Street	Major	600m	54	89	High	Side swipe, side impact and single vehicle are common crash types
B2. Burnside Road E Victoria Border – Harriet Road	Major	450m	35	45	High	Side impact and side swipe are common crash types
B3. Boleskine Road Douglas Street – Harriet Road	Major	450m	13	43	High	Side impact is the most common crash type 85th percentile speed (51 km/h) higher than posted 40 km/h speed limit
B4. Cloverdale Avenue Inverness Road – Quadra Street	Major	600m	13	43	High	Side impact, single vehicle and side swipe are common crash types
B5. Burnside Road W Harriet Road - Tillicum Road	Major	800m	42	47	High	Rear-end is the most common crash type
B6. Burnside Road W Tillicum Road – Interurban Road	Major	500m	13	23	Moderate	Side impact and side swipe are common crash types
B7. Gordon Head Road San Juan Avenue – Ferndale Road	Collector	300m	3	18	Low/Moderate	All recorded crashes were single vehicle incidents High speeds noted (57 km/h 85th% speed)

Top-20 Locations for Further Analysis



APPENDIX C.

Community Equity Analysis

Overview

A fundamental assumption of Vision Zero is that people have the right travel safely in Saanich regardless of their age, ability, background and/or identity. Transportation resources have not always been distributed fairly to all parts of Saanich and not all people are starting from the same place when it comes to accessing different modes of travel. In addition, exclusion from systems of power has meant that the needs of disadvantaged and marginalized people have been overlooked in past decisions. Transportation equity is focused on seeking fairness in the transportation system and through the RSAP, Saanich is working towards a system that allows all people to travel with relative ease and efficiency, regardless of who they are or what mode they use.

Who is equity deserving in Saanich?

Equity-deserving refers to a person or group of people who, because of systemic discrimination, face barriers that prevent them from having the same access to resources and opportunities that are available to other members of society, and that are necessary for them to attain just outcomes[11].

Equity-deserving groups in Saanich include:

- Racialized people
- Indigenous people
- Children and youth
- People with low income
- Gender Diverse People
- LGBTQ2S+ people
- People with disability
- Older adults
- Immigrants
- People who speak a minority language
- Rent-burdened households
- Single parent households

It is also important to note that these groups are not necessarily exclusive, meaning that people may belong to more than one equity-deserving group (intersectionality). Also, the above list is not an exhaustive accounting of those who may identify as equity-deserving populations.

[11] *Guide to Equity, Diversity, and Inclusion Terminology.* (2024-03-27). Government of Canada. Retrieved April 19, 2024.

Equity Analysis

A quantitative analysis was undertaken for Saanich based on similar analyses undertaken in other jurisdictions. Using sociodemographic data from the 2021 Census, nine (9) variables generally representing equity-deserving populations were identified (see Table 5). The variables were applied to 23 Census tracts in Saanich and an overall score (reflecting the scoring across all populations) was established for each tract. The equity scores were then mapped to show the distribution of equity populations across the District.

It is important to note that people with disabilities, gender diverse people, and LGBTQ2S+ people are not well-represented in the available Census data and were, therefore, not included in the analysis. While gender is an important consideration in transportation planning it does not typically exhibit spatial variation like other demographics. As a result, gender was also not included in the analysis. Individuals may identify with multiple socio-economic variables, but we were not able to account for overlap among the different populations based on the available census data.

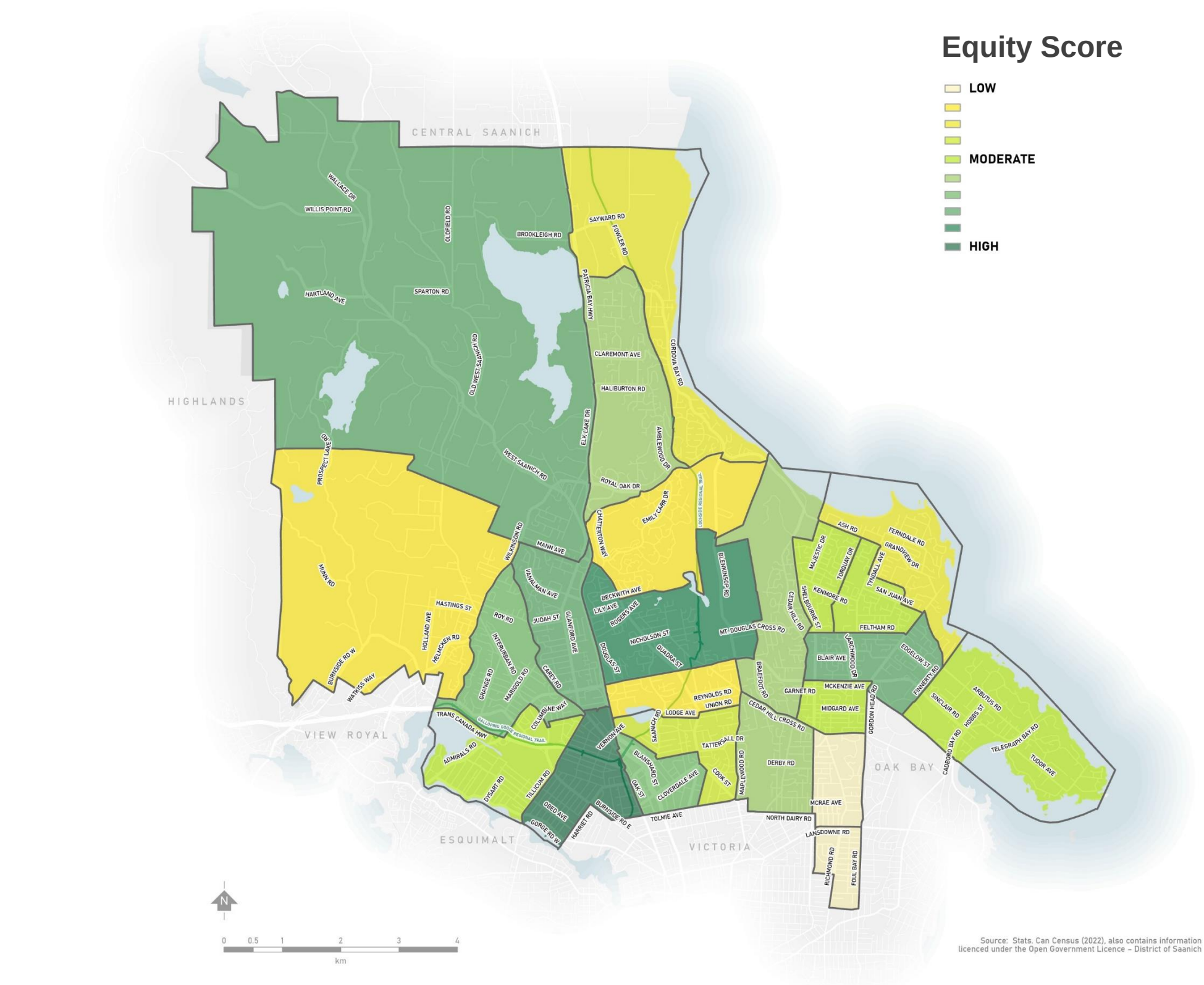
When reviewed in the context of ICBC crash data, it is possible to see the distribution of crashes in or near equity-deserving areas. However, it is important to note that demographic information on victims involved in crashes is not available in the crash data compiled by ICBC and SPD, so it cannot be determined if crashes in equity-deserving areas involve people who identify as equity-deserving.

The analysis informed the engagement approach for the RSAP by helping to identify event locations that were accessible and convenient for different people, including individuals who are equity-deserving. It also informed aspects of the plan including the actions identified in Section 7 and locations for further analysis in the Network Screening process (**Appendix B**).

Using quantitative data to analyse the distribution of equity-deserving groups across Saanich is one way to learn more about where equity-deserving populations live and where they likely travel and spend time, but the needs and challenges of any given population cannot be captured using this approach. Therefore, focused engagement was necessary to understand different peoples' experiences using the transportation system. Engagement with equity-deserving groups was a priority in the development of this plan and it is identified as an on-going action to be addressed through implementation.

Table 5. Populations Identified in the Equity Analysis

Cohort	Census Characteristic	Census Description
Visible Minorities	Total Visible Minority Population	(118): In 2021 Census analytical and communications products, the term "visible minority" has been replaced by the terms "racialized population" or "racialized groups", reflecting the increased use of these terms in the public sphere.
Indigenous People	Indigenous Identity	Indigenous Identity (45): This category includes persons who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit) and/or those who report being Registered or Treaty Indians (that is, registered under the *Indian Act* of Canada), and/or those who report having membership in a First Nation or Indian band.
Youth	People Ages 0 to 14 Years	Age Characteristics (4): Total - Age groups and average age of the population - 100% data
Low Household Income	Prevalence of Low Income based on the Low-income Measure After Tax (LIM-AT)	Income of Households: Total - Household after-tax income groups in 2020 for private households - 100% data
Seniors	People Aged 65 Years and Over	Age Characteristics (4): Total - Age groups and average age of the population - 100% data
Recent Immigrants	Immigrant Status and Period of Immigration is 2016-2021	Immigrants (2016-2011) (82): Includes immigrants who were admitted to Canada on or prior to May 11, 2021.
People with Limited Knowledge of English	Knowledge of Official Languages is Neither French nor English or French Only	Knowledge of Official Languages (36): Knowledge of official languages refers to whether the person can conduct a conversation in English only, French only, in both or in neither language. For a child who has not yet learned to speak, this includes languages that the child is learning to speak at home.
Rent-Burdened Households	Average Percent of Household Income Spent on Shelter	Household Characteristics: % of owner households spending 30% or more of its income on shelter costs
Single Parent Households	Total Lone-parent Census Families in Private Households	Household Type: One-parent-family households



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

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