MOVING SAANICH FORWARD

DISCUSSION PAPER #3: DRAFT LONG-TERM PLAN

OCTOBER 2017 | DRAFT FOR PUBLIC INPUT

Saanich


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FIGURES + TABLES

PART ONE

INTRODUCTION

INTRODUCTION

The District of Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 110,000 residents, Saanich is the largest of 13 municipalities that make up the CRD. Saanich is a diverse community, home to a variety of unique settings, including a combination of both urban and rural land uses which have shaped the character of the community.

The District is focused on improving walking, cycling and other active mobility options by developing its first-ever Active Transportation Plan – known as Moving Saanich Forward. The Active Transportation Plan will guide the District's investments in active transportation over the next 30 years. The plan will establish a vision, goals, targets and corresponding directions and actions for improving active transportation policies, standards, infrastructure and programs. The Active Transportation Plan will also contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation.

The Active Transportation Plan is being developed over a five phase process that began in late 2016 and will continue until Spring 2018.

This is the third Discussion Paper developed as part of the Active Transportation Plan process. The purpose of this Discussion Paper is to present the draft long-term plan to guide planning and decision-making for active transportation in Saanich over the next 30 years and beyond. The strategies, actions and proposed infrastructure projects outlined in this document will be presented as part of the upcoming public engagement taking place in the Fall of 2017. During this process, we will be asking for input on the level of support of the materials presented and hearing from residents and stakeholders what they like or don't like, what is missing and what should be prioritized. Based on the feedback received the draft strategies, actions and proposed networks will be reviewed and refined and an implementation plan will be adopted. The implementation plan will outline which actions and infrastructure projects will be implemented over the short-, medium- and long-term and which municipal departments and outside agencies will be responsible for implementation. The Final Plan will also include cost estimates for the proposed infrastructure identified in the proposed walking and cycling networks

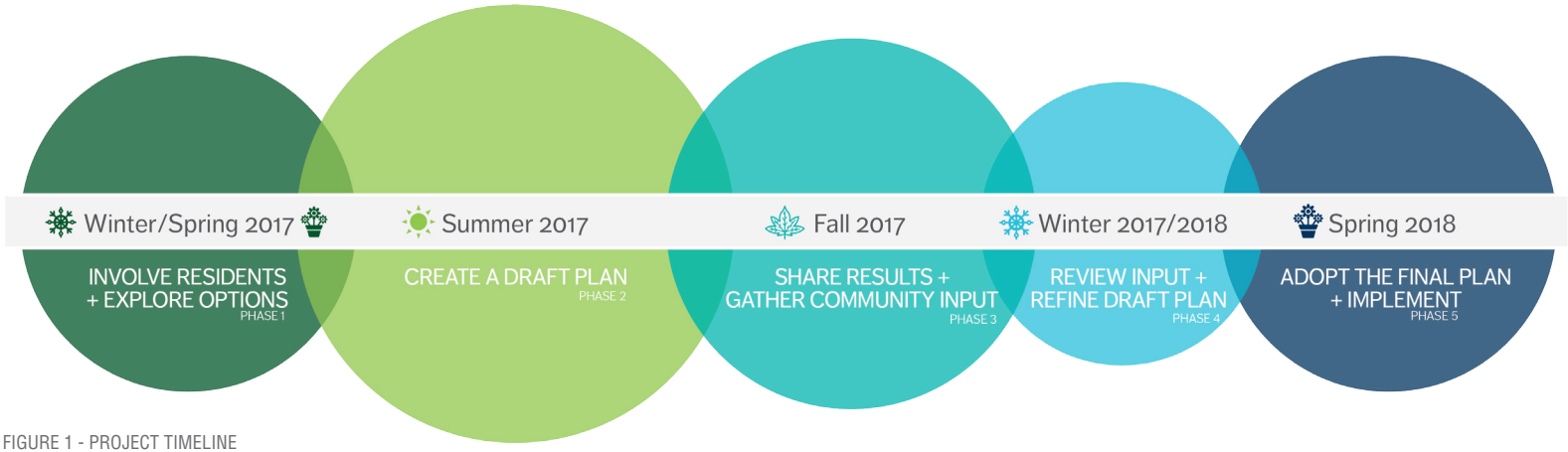


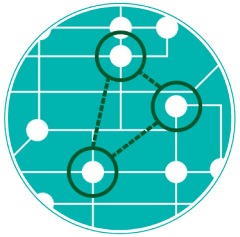
FIGURE 1 - PROJECT TIMELINE

PART TWO

STRATEGIES + ACTIONS

STRATEGIES + ACTIONS

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



CONNECTIONS

CONVENIENCE

CULTURE

This section outlines several strategies and more detailed actions to improve active transportation as it relates to each of these three themes. As identified through community engagement and technical analysis, recommended strategies and action items under each theme address a variety of identified strengths, opportunities, challenges and concerns with active transportation infrastructure, policies, standards and support programs.

The implementation of these strategies and actions will help the District work towards achieving the vision, goals, and targets of the Active Transportation Plan that were presented in **Discussion Paper #2 – Future Directions Report**.

MOVING SAANICH FORWARD STRATEGIES

CONNECTIONS

- 1A: Expand and Enhance the Sidewalk Network
- 1B: Expand and Enhance the Bicycle Network
- 1C: Expand and Enhance Pathways and Trails
- 1D: Improve Intersections and Crossings
- 1E: Encourage Active Transportation in Rural Saanich
- 1F: Improve Regional Connections
- 1G: Improve Transit Access and Experience

CONVENIENCE

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

CULTURE

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

WHAT WE'VE HEARD: CONNECTIONS

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

- Fill in gaps in the sidewalk network and improve the quality of existing sidewalks
- Focus on quiet streets, which can often provide great neighbourhood routes for walking and cycling with improved wayfinding and trail connections
- Build on the existing Regional Pathways (Lochside Trail and Galloping Goose Regional Trail) as the spine of the network and improve connections to these pathways
- Consider ways to reduce traffic volumes and speeds and make walking and cycling more comfortable in rural Saanich
- Expand the bicycle network throughout the District with a focus on facilities that are comfortable for people of all ages and abilities and that connect all major Centres and Villages
- Provide more cycling facilities on major streets to provide direct access to destinations

Further detail and other comments provided through the Active Transportation engagement process can be found in the **Engagement Summary Report #1 and #2**.

2.1 CONNECTIONS

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

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

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

The District can improve connectivity by providing new infrastructure as well as improving existing infrastructure so that is comfortable for people of all ages and abilities. A more well-connected network of both on- and off-street active transportation facilities can significantly improve the ease of moving around Saanich, provide more recreation opportunities, and make traveling by walking and cycling safer and more practical transportation choices. In addition, ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease using active transportation for moving around Saanich.

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

STRATEGY 1A: EXPAND AND ENHANCE THE SIDEWALK NETWORK

Expanding and enhancing the sidewalk network supports the Active Transportation Plan goals of creating more places for walking, making walking safer, and making walking a more convenient and attractive choice for moving around Saanich. The District has an extensive pedestrian network that includes approximately 250 kilometres of sidewalks, as well as a network of paved and unpaved pathways and trails, including the Lochside Trail and Galloping Goose Regional Trail.

However, there are still large areas of the District with no sidewalks, as well as gaps in the sidewalk network. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. This is not only less accessible and desirable, it can also be unsafe. In addition, there are many asphalt sidewalks throughout the District that require upgrading. Connectivity for walking focuses on both expanding the sidewalk network and upgrading the sidewalk network.

ACTION 1A.1
UPDATE SIDEWALK REQUIREMENTS IN THE DISTRICT'S SUBDIVISION BYLAW

The District's Subdivision Bylaw outlines current sidewalk requirements for new roads. The Bylaw states that concrete sidewalks must be provided on new roads in or adjacent to subdivisions, with varying requirements based on the street classification and land use. The width of the sidewalk depends on location. For example, sidewalks in Centres and Villages are required on both sides of the street and are wider than sidewalks in Rural Saanich (**Table 1**).

The following changes to the District's sidewalk requirements are recommended:

- Sidewalks should be generally required on both sides of all rebuilt arterial and collector streets.
- Sidewalks should be required on both sides of all rebuilt local streets within the urban boundary.
- Outside the Urban Boundary, the requirement of sidewalks should be based on the road classification and on the roadway design guidelines outlined in the Rural Saanich Local Area Plan.
- Based on current national guidelines, the minimum sidewalk width should be increased from 1.5 metres to 1.8 metres for separated sidewalks and 2.1 metres for sidewalks right beside the road to ensure sidewalks are accessible.
- Guidelines should be created for retrofitting neighbourhoods with sidewalks and providing interim temporary facilities where funding is not available.

Table 2 summarizes the recommendations for new sidewalk requirements. The District should update their Engineering Specifications to reflect these recommended changes.

TABLE 1 - CURRENT DISTRICT OF SAANICH SIDEWALK STANDARDS

	ARTERIAL			COLLECTOR			RESIDENTIAL		
	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD
Centres and Villages	2	3-5m**	1.5m***	2	3-5m**	1.5m***	1	1.5m	n/a
Within Urban Boundary*	2	2m	1.5m***	2	2m	1.5m***	n/a	n/a	n/a
Outside Urban Boundary*	2	1.5m	1.5m***	1	1.5m	1.5m***	n/a	n/a	n/a

NOTE: The values shown above are contained in the District's draft Subdivision Bylaw, which is currently being amended.

** refers to areas outside of Major Centre, Neighbourhood Centres, and Villages*

*** minimum sidewalks for roads in Major and Neighbourhood Centres and Villages vary based on the specific location and are outlined in the Subdivision Bylaw*

**** where practical*

TABLE 2 - PROPOSED DISTRICT OF SAANICH SIDEWALK STANDARDS

	ARTERIAL			COLLECTOR			RESIDENTIAL		
	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD
Centres and Villages	2	3-6m	1.5m	2	3-6m	1.5m	1	1.8m	1.5m
Within Urban Boundary	2	2m	1.5m	2	2m	1.5m	2	1.8m	1.5m
Outside Urban Boundary	2	1.8m	1.5 m	2	1.8m	1.5m	1	1.8m	n/a

ACTION 1A.2

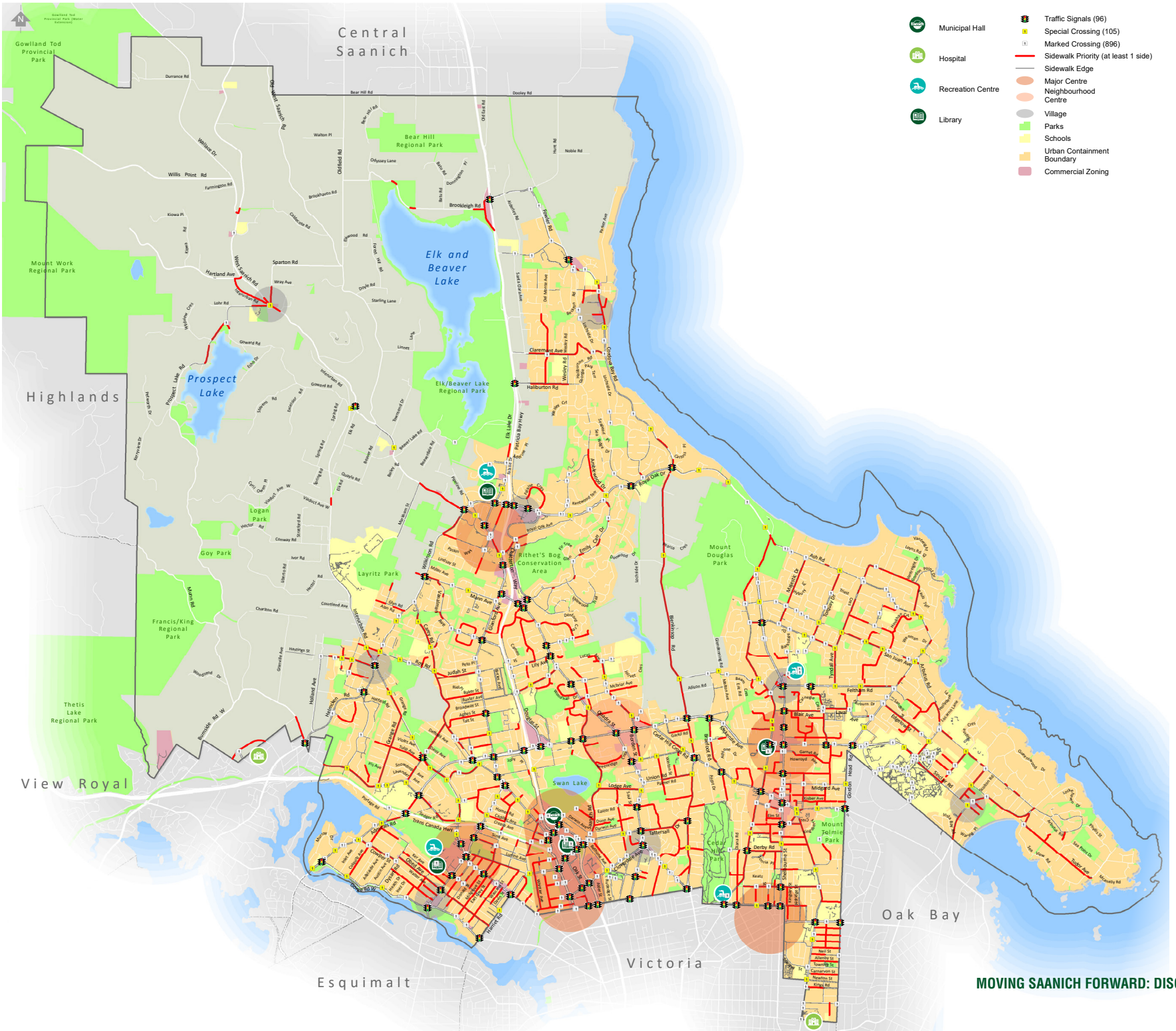
INCREASE SIDEWALK COVERAGE THROUGHOUT THE DISTRICT

Sidewalks form the backbone of a well-connected walking network for all people of all ages and abilities. As noted previously, there are approximately 250 kilometres of sidewalks throughout the District, including streets that have sidewalks on one or both sides of the street; however, there are many streets that do not have any sidewalks at all. The District has an allocated annual capital budget that can be spent on increasing sidewalk coverage. The focus of this action is to increase sidewalk coverage primarily on arterial and collector streets, with specific emphasis within Villages and Neighbourhood Centres. Additional streets have also been identified for increased sidewalk coverage where there is:

- An existing crosswalk or intersection;
- A gap within the existing sidewalk or pathway network;
- The potential to create a connection to a park, school or commercial area;
- A transit route or stop; and
- An opportunity to work with the existing sidewalk and pathway network to provide a shortcut between major roads.

Figure 2 identifies the recommended long-term sidewalk network within the District.

FIGURE 2 - PROPOSED BUILT-OUT SIDEWALK NETWORK



ACTION 1A.3
UPDATE THE PROCESS FOR PRIORITIZING NEW SIDEWALKS BASED ON ROAD CLASSIFICATION AND CONNECTIONS TO KEY DESTINATIONS.

The Pedestrian Priorities Implementation Plan was developed in 2012 to identify sidewalk deficiencies, assess the quality of existing sidewalks, establish priorities for constructing new sidewalks and upgrading existing sidewalks, and prepare an implementation strategy which identifies higher, medium, and lower priority sidewalk improvements. The plan identifies recommended priorities for new sidewalks and upgrades to existing sidewalks.

It is recommended that the District update the process for prioritizing new sidewalks, building off the methodology developed as part of the Pedestrian Priorities Implementation Plan. Prioritization should be based on characteristics such as road classification, locations and connections to key destinations.

ACTION 1A.4
DEVELOP A SIDEWALK IMPROVEMENT PROGRAM TO WIDEN SIDEWALKS THAT DO NOT MEET MINIMUM STANDARDS IN AREAS OF CURRENT OR FUTURE HIGH PEDESTRIAN ACTIVITY.

The District should develop a formal District-wide program to prioritize sidewalk improvements to ensure existing sidewalks meet or exceed the District's minimum width requirements and are in good condition. The sidewalk improvement program should build on the existing Pedestrian Priorities Implementation Plan and prioritize the widening of sidewalks, where feasible, in areas of current or future high pedestrian activity, such as Centres and Villages, community centres, and schools.

ACTION 1A.5
DEVELOP A PROCESS FOR PRIORITIZING UPGRADES OR REPLACEMENTS TO ASPHALT SIDEWALKS THAT NEED CAPITAL RENEWAL.

There are numerous locations throughout Saanich where the space designated for walking currently consists of an asphalt shoulder that is separated from the motor vehicle lane by a concrete curb or painted line. Currently, the District does not have a formal process for prioritizing upgrades or replacements to these asphalt sidewalks, and current issues and repairs are addressed through a complaint based system. The District should work to develop a process for prioritizing these upgrades and replacements that allows the District to address this systematically rather than addressing concerns as they arise. The District should continue to allocate a portion of their capital renewal funds to upgrading and replacing asphalt sidewalks and develop a list of upcoming projects.

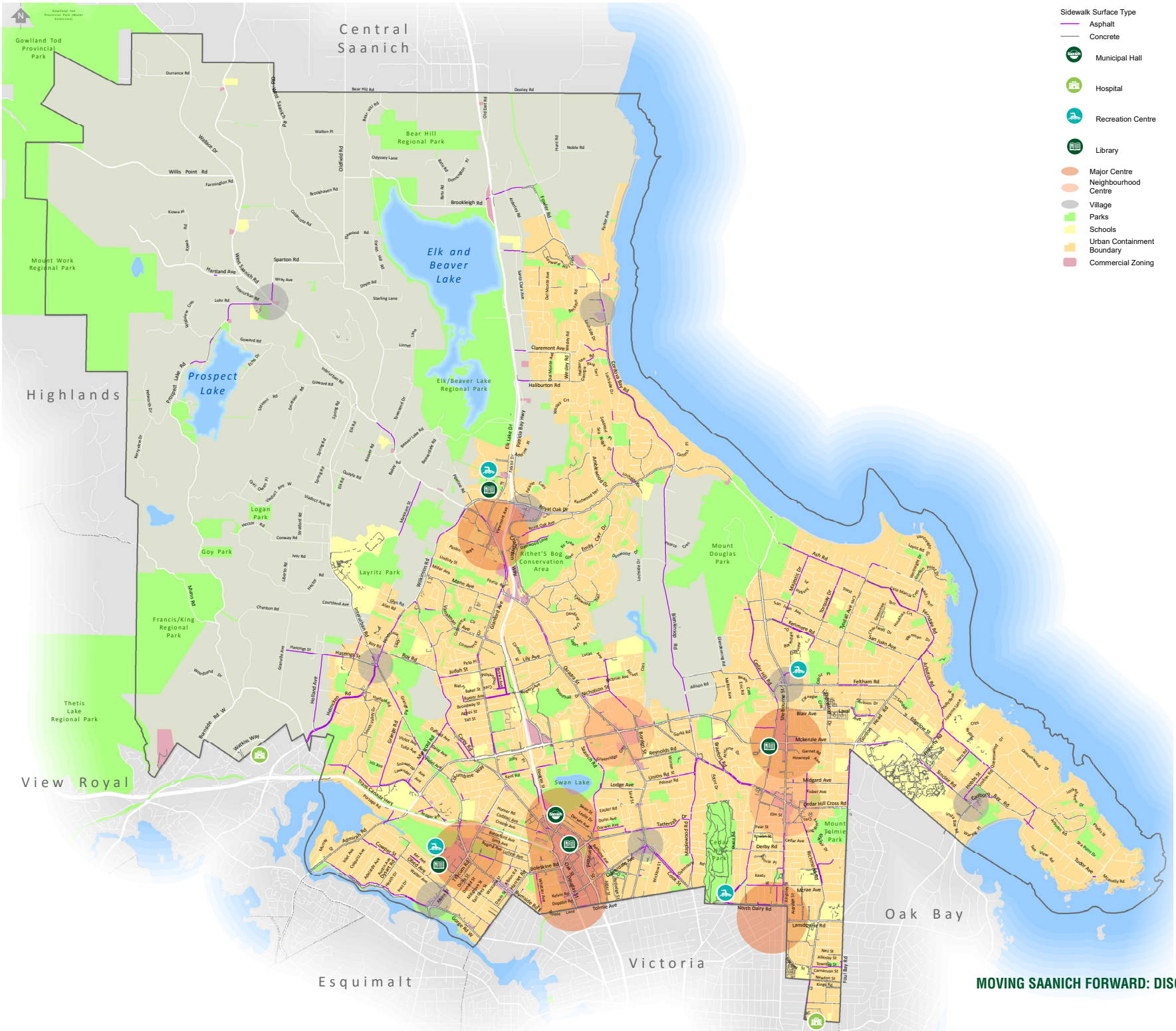
Figure 3 identifies the locations within the District where existing sidewalks are asphalt and require upgrading.

ACTION 1A.6
SEEK OPPORTUNITIES TO IMPLEMENT NEW PEDESTRIAN FACILITIES IN CONJUNCTION WITH OTHER PROJECTS, PLANS, AND DEVELOPMENTS.

The District should ensure that considerations for pedestrian facilities are made through the design and implementation of all infrastructure projects within the District. This will require different District departments and agencies, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan. This goes beyond simply looking at the roadway and consider peripheral features such as vegetation, curb ramps, and damaged sidewalks.

The District should develop a list of criteria to consider and review when reviewing new plans, developments and infrastructure projects.

FIGURE 3 - ASPHALT SIDEWALK



STRATEGY 1B: EXPAND AND ENHANCE THE BICYCLE NETWORK

Providing a complete and interconnected network of bicycle facilities throughout Saanich is critical to supporting and encouraging more cycling. Saanich's existing bicycle network is over 130 kilometres in length and consists of cycle tracks, bicycle lanes, bicycle boulevards, shared use roads, and off-street pathways. However, there are significant gaps in the existing bicycle network as well as many areas with no bicycle facilities.

Providing a complete, comfortable and interconnected network of bicycle routes is critical to supporting and encouraging more cycling. It is important that bicycle routes are direct and provide attractive connections to key community destinations. Providing direct routes will ensure that cycling travel times are competitive with other travel modes. Expanding and enhancing Saanich's bicycle network will require a combination of strategies, from upgrading existing facilities to address safety concerns, ensuring that new neighbourhoods and infill areas have adequate places for cycling and addressing gaps in the existing bicycle network.

ACTION 1B.1
DEVELOP A COMPLETE AND CONNECTED BICYCLE NETWORK FOR ALL AGES AND ABILITIES THROUGHOUT SAANICH.

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

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

- **A Comfortable Network.** The recommended bicycle plan focuses on developing an All Ages and Abilities ("AAA") network. The purpose of an AAA network is to provide an interconnected system of bicycle facilities that are comfortable and attractive for all users. The network should be designed to be suitable for persons aged 8 to 80 years old and to be comfortable for most people cycling, regardless of their cycling ability. Developing an AAA bicycle network was identified by Saanich residents and stakeholders during the Active Transportation Plan engagement process as one of the most important ways to encourage more cycling trips. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: cycle tracks, multi-use pathways, and bicycle boulevards. These facilities, described in further detail below, are the most preferred types of facilities by all users and are proven to be the safest types of facilities. While a major guiding principle of Saanich's planned bicycle network is to provide AAA facilities, it is important to note that there is still a place for complementary, non-AAA facilities such as painted bicycle lanes to support the AAA network.
- **A Complete Network.** The recommended bicycle network should ensure all areas within the urban containment boundary of the District are within a close distance to a designated and complete bicycle route. This involves developing a minimum grid network that ensures that all residents are within 400 metres of a designated bicycle route. The proposed bicycle network for Saanich strives for a minimum network spacing of 400 metres in areas with the highest population and employment density. The minimum grid network includes both the AAA network and the non-AAA network.
- **A Connected Network.** Providing direct AAA routes to the District's Neighbourhood Centres and Villages and other destinations is an important component of making cycling a convenient transportation option. A network of "Active Transportation Spines" has been identified to provide high quality and direct north-south and east-west connections within the District to connect each of the Centres and Villages.

- **An Enhanced Network.** The District has several existing on-street and off-street bicycle facilities. One of the important components of improving the safety, comfort and connectivity of the network is ensuring that these existing facilities are high quality and well integrated into the proposed network. This includes monitoring existing facilities and making spot improvements that can help to improve the comfort, safety and connectivity of the network. Additionally, the District can investigate successes and opportunities from past projects to ensure that new facilities are successful. Careful monitoring and applying 'lessons learned' are also critical to improving existing facilities.

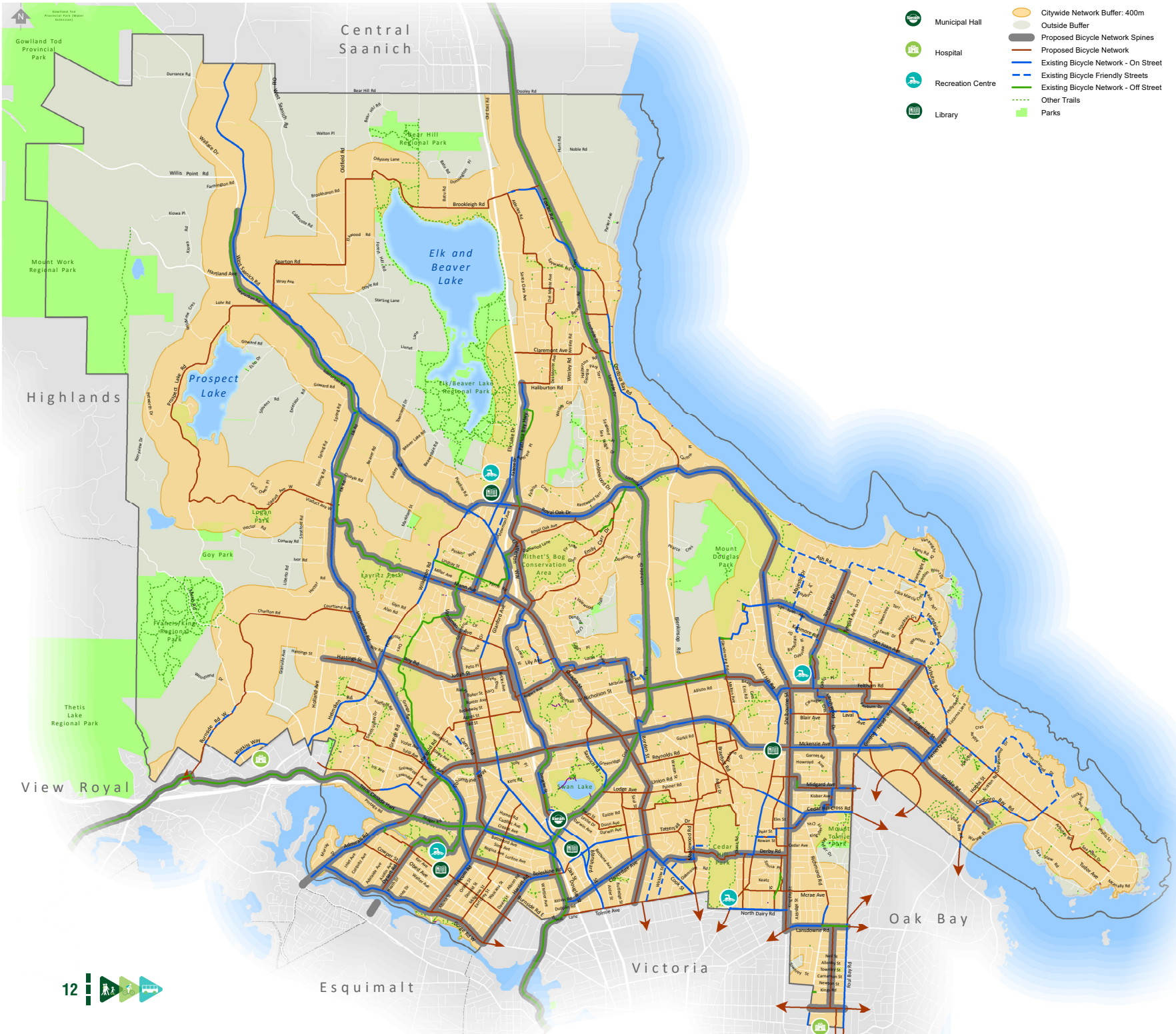
Figure 3 presents the proposed bicycle network, including Spine and Local routes. Design and implementation of each proposed bicycle facility would require a more detailed assessment of facility type and consultation with adjacent land owners. A description of the different types of bicycle facilities and intersection crossings are described in Appendix A.

ACTION 1B.2
DEVELOP STREET DESIGN GUIDELINES FOR INCLUDING IN ENGINEERING SPECIFICATIONS.

The District should develop street design guidelines for bicycle facilities to be included in the Engineering Specifications outlined in Schedule H of the Subdivision Bylaw. These guidelines should be developed based on national and international best practices and focus on providing design standards for high quality bicycle facilities, both on-street and off-street, including facilities for people of all ages and abilities and crossing treatments. The District should install and upgrade designated cycling routes using a consistent standard that meets or exceeds local and national design guidelines as well as design options that have been successfully implemented elsewhere. These guidelines can also include recommendations for facility type selection based on the characteristics and context of a given street.

ACTION 1B.3
CONSIDER THE COORDINATION OF NEW OR UPGRADED BICYCLE FACILITIES WITH ROAD IMPROVEMENTS AND OTHER MAJOR INFRASTRUCTURE PROJECTS.

The District should ensure considerations for bicycle facilities are made through the design and implementation of new and upgraded roads and other infrastructure projects within the District. This will require different District departments and agencies, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan.


Municipal Hall
Hospital
Recreation Centre
Library
Citywide Network Buffer: 400m
Outside Buffer
Proposed Bicycle Network Spines
Proposed Bicycle Network
Existing Bicycle Network - On Street
Existing Bicycle Friendly Streets
Existing Bicycle Network - Off Street
Other Trails
Parks
Central Saanich
Gowland Tod Provincial Park
Mount Work Regional Park
Highlands
Prospect Lake
Elk and Beaver Lake
Elk/Beaver Lake Regional Park
Bear Hill Regional Park
Rithet's Bog Conservation Area
Mount Douglas Park
Layritz Park
Goy Park
Logan Park
Francis/King Regional Park
Thetis Lake Regional Park
View Royal
Swan Lake
Cedar Hill Park
Mount Tolmie Park
Oak Bay
Victoria
Esquimalt

STRATEGY 1C: EXPAND AND ENHANCE PATHWAYS AND TRAILS

Trails and off-street pathways are an important component of Saanich's active transportation network. Existing regional trails form the backbone of the District's active transportation network, and includes approximately 11 kilometres of the Lochside Regional Trail and 4.5 kilometres of the Galloping Goose Regional Trail. These trails connect Saanich north to Swartz Bay and west towards Sooke, respectively. Both trails are key active transportation routes within Saanich and also play a key role for active transportation within the CRD, connecting Saanich to the region.

Additionally, the Centennial Trail connects large areas of Saanich including, Colquitz, Glendale, Interurban, San Juan, Blenkinsop and Royal Oak. Trails also increase an individuals' access to parks, green spaces, and other places for recreation. These facilities are used for both transportation and recreational purposes and provide important connections to the on-street network.

ACTION 1C.1
SUPPORT INITIATIVES BY THE CAPITAL REGIONAL DISTRICT TO WIDEN OR IMPROVE THE SYSTEM OF REGIONAL PATHWAYS

The regional trail network is an important component of Saanich's existing active transportation network. These facilities are used for both transportation and recreational purposes and provide important connections to the network. The CRD has jurisdiction over the regional trail network which includes the Galloping Goose and the Lochside Trail. The District should continue to support regional initiatives identified by the CRD to widen and improve the system of regional pathways.

ACTION 1C.2
IMPROVE CONNECTIONS FROM NEIGHBOURHOODS TO TRAILS AND PATHWAYS.

Accessing existing trails and pathways such as the Galloping Goose from neighbourhood streets has been identified as a challenge by some residents and stakeholders. This can be because of topography, grade separation or limited right-of-way. Providing safe and comfortable connections to off-street trails and pathway can help travelling within Saanich become more convenient and effortless. The District should work to improve connections from neighbourhoods and important destinations to new and existing trails and pathways.

ACTION 1C.3
IMPROVE SAANICH'S TRAILS AND PATHWAYS TO ENSURE THEY ARE ACCESSIBLE AND COMFORTABLE FOR PEOPLE OF ALL AGES AND ABILITIES

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

ACTION 1C.4
PRESERVE, DEVELOP AND ENHANCE STREET-TO-STREET CONNECTIONS ACROSS NEIGHBOURHOODS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

There are many existing pathways through neighbourhoods across the District that are located in the public right of-way and help facilitate walking and cycling. These pathways provide street-to-street connections and add to the

permeability of neighbourhoods by shortening walking distances and providing important connections to destinations. These walkways are an important asset to the active transportation network. They should be preserved and enhanced to ensure they remain accessible and open to the public. The District should avoid closing walkways wherever possible and work to preserve and enhance existing pathways, while seeking opportunities to create new ones as properties redevelop.

ACTION 1C.5
DEVELOP NEW PATHWAYS THROUGH PARKS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

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

ACTION 1C.6
DEVELOP A TRAILS MASTER PLAN, INCLUDING AN INVENTORY AND PRIORITIZED LIST OF PATHWAY AND TRAIL IMPROVEMENT PROJECTS.

The District has identified the need to develop a Trails Master Plan that would focus more specifically on recreational trails that have not been identified as part of the active transportation network through the Active Transportation Plan. The Trails Master Plan should include an inventory and prioritized list of pathways and trail improvement projects to enhance the trail network within the District.

ACTION 1C.7
DEVELOP A DEDICATED FUNDING PROGRAM FOR PARKS TO IMPROVE AND DEVELOP NEW PATHWAYS AND TRAILS.

Through the development of the Active Transportation Plan, the location of new pathways and trails as well as improvements to existing facilities were identified. Many of the existing and future pathways and trails that are located within parks and would be under the District's Parks Department jurisdiction rather than the Engineering Department. As a result, funding improvements to existing and installing new pathways in these locations would be undertaken by the Parks Department. Ensuring the Parks department has a dedicated funding program to make these projects possible will be necessary to ensure the long-term vision for active transportation in the District.

ACTION 1C.8
INVESTIGATE OPPORTUNITIES WITHIN EXISTING UTILITY AND SURPLUS ROAD RIGHTS-OF-WAY TO DEVELOP NEW PATHWAYS.

There may be opportunities for the District to take advantage of existing utility and surplus road right-of-way to develop active transportation pathways. If the rights-of-way can provide an important connection or an alternative route to an on-street active transportation facility, then the District should consider purchasing or holding onto the land. To aid in this decision-making process, the District should develop a formal evaluation process to obtain rights-of-way. In cases of on-street corridors with surplus right-of-way, the District should investigate opportunities to provide off-street active transportation facilities within the right-of-way if the land use and context is appropriate.

STRATEGY 1D: IMPROVE INTERSECTIONS AND CROSSINGS

Barriers such as major intersections, highways, rail corridors, and watercourses can be significant impediments to active transportation. There are many such barriers to safe and convenient use of active transportation in Saanich. Intersections and other street crossings can make using the active transportation network feel uncomfortable, unsafe and inconvenient.

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

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

ACTION 1D.2
IDENTIFY ADDITIONAL PEDESTRIAN CROSSING LOCATIONS WHERE WARRANTED OR WHERE IT CONTRIBUTES TO THE ACTIVE TRANSPORTATION NETWORK.

There are opportunities to increase accommodations for people walking at street crossings to make the environment safe and comfortable and to help encourage more people to walk. The District installs on average two new crosswalks each year. To evaluate the need for new crossings and upgrading existing ones, the District uses guidance from the Transportation Association of Canada's Pedestrian Crossing Control Manual. The District should develop a list of additional crossing locations that are warranted or required to enhance the active transportation network.

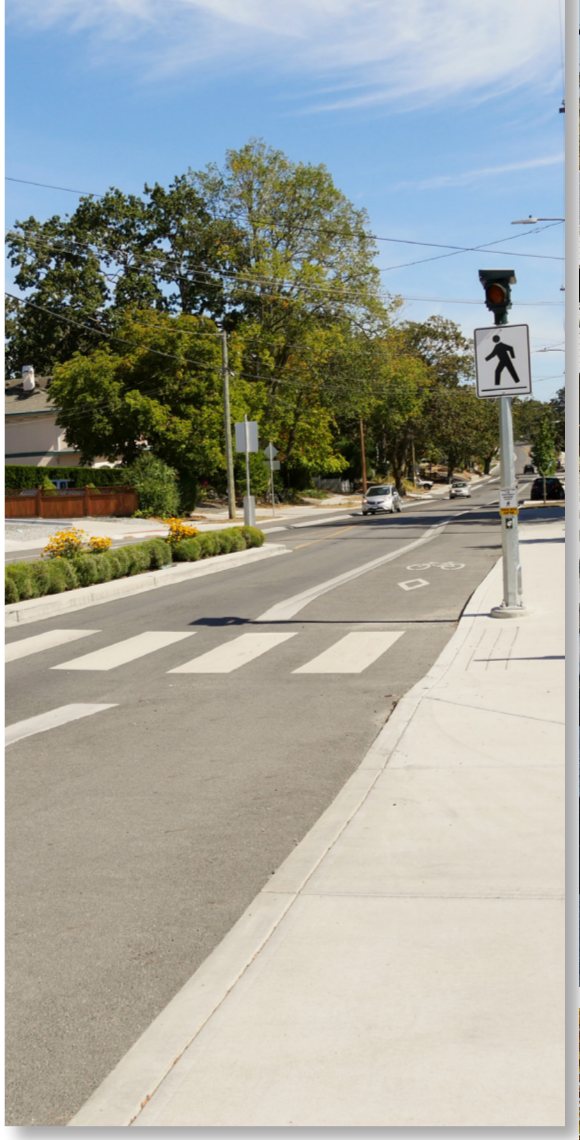
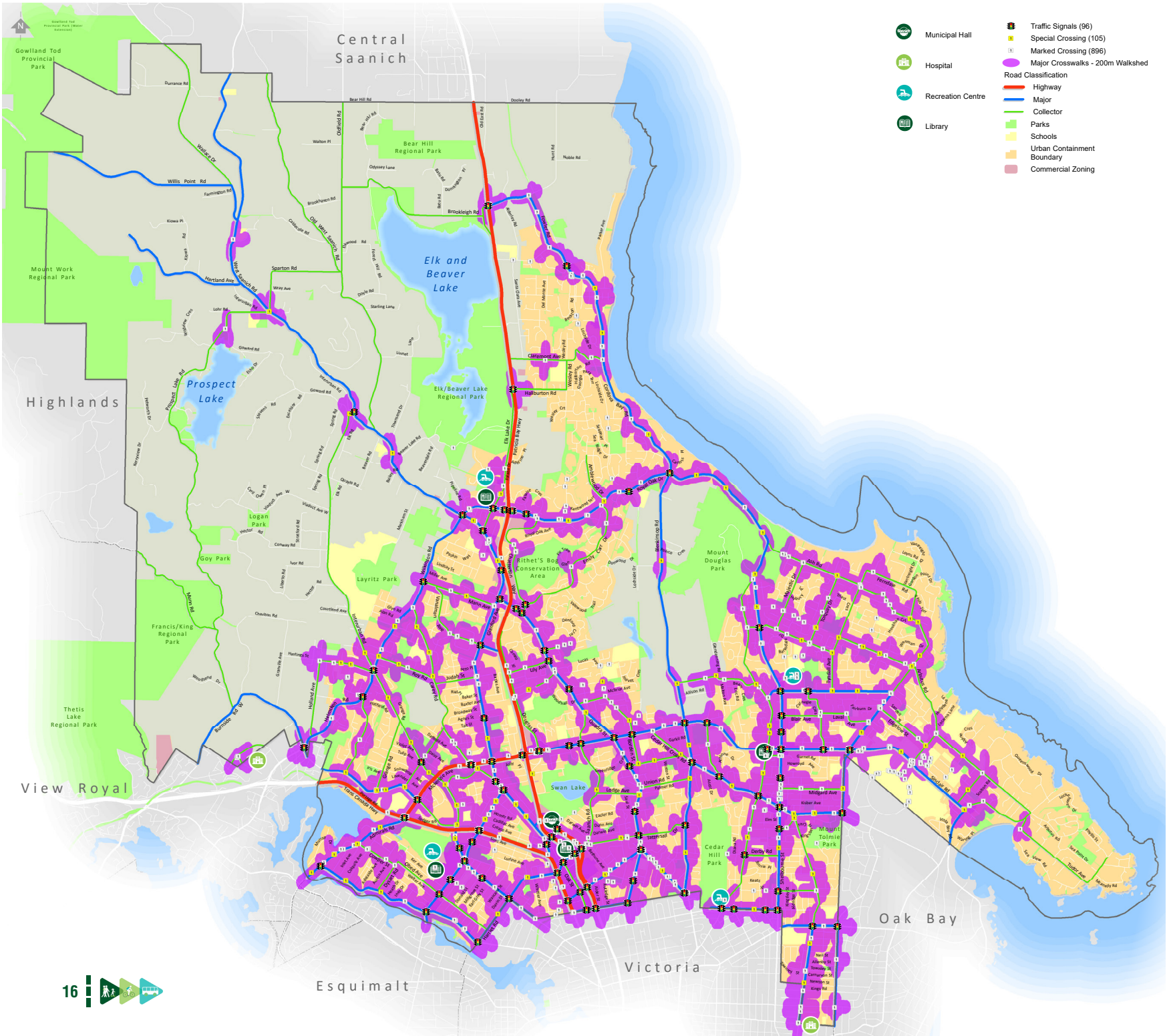


FIGURE 5 - EXISTING CROSSING LOCATIONS



ACTION 1D.3
IMPROVE CROSSING TREATMENTS WHERE MULTI-USE PATHWAYS INTERSECT WITH A ROADWAY IN ACCORDANCE WITH CURRENT BEST PRACTICES.

There are a number of locations throughout the District where off-street pathways intersect roadways. Most of these locations are marked with a zebra crosswalk and bollards, and the motor vehicle driver is required to stop for people in the crosswalk. At locations where new or upgraded facilities have recently been installed, treatments such as green paint and elephant's feet have been used. The District should work to improve crossing treatments at locations where multi-use pathways intersect with roadways in accordance with current best practices. By monitoring ICBC and Saanich Police collision data as well as data available through Bikemaps.org, the District can identify priority locations for improvement.

ACTION 1D.4
REVIEW CURRENT TREATMENTS AND LOCATIONS FOR MID-BLOCK CROSSINGS BY DEVELOPING GUIDELINES, AND UPDATE EXISTING PRACTICES FOR INSTALLING NEW AND UPGRADED MID-BLOCK CROSSINGS IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Mid-block crossings are often used to shorten the distance people are required to travel to access a designated crossing. Mid-block crossings are often used at locations where the block length is long, there are destinations on both sides of the street and pedestrian volumes are high. Currently, the District does not have specific guidelines for installing mid-block crossings. The District should develop guidelines that update existing practices for installing new and upgrading existing mid-block crossings. This would include a review of existing mid-block crossings and the treatments that are being used and reviewing best practices identified in engineering manuals such TAC and NACTO and examples from other municipalities.

ACTION 1D.5
ENSURE ALL NEW OR UPGRADED SIGNALS HAVE PROPER PEDESTRIAN AND BICYCLE DETECTION AND ACTIVATION IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Signal activation and detection for people walking and cycling can help facilitate safer and more convenient crossings at signalized intersections. Pedestrian and bicycle pushbuttons are currently used as one way to activate the change in signal and ensure the pedestrian signal is initiated. Bicycle pushbuttons are particularly important at locations where routes intersect arterial streets. There is existing technology that can automatically detect people cycling and can trigger a signal to change without having to be activated manually. The District should ensure that all new or upgraded signals have pedestrian and bicycle detection and activation that is in accordance with current best practices.

ACTION 1D.6
REVIEW DATA COLLECTED BY ICBC, SAANICH POLICE AND BIKEMAPS.ORG TO MONITOR PEDESTRIAN AND CYCLING HOT SPOT COLLISION LOCATIONS AND IDENTIFY SAFETY MITIGATION MEASURES.

Hot spot collision locations refer to locations with a higher concentration of report collisions or incidents. Hot spots can include corridors as well as specific intersection locations. Through the identification of hot spot collision locations, the District can develop mitigation measures using engineering, education or enforcement. The District should continue to review data collected by ICBC, Saanich Police and BikeMaps.org to monitor active transportation hot spot collision locations and identify safety mitigation measures to improve safety.

ACTION 1D.7
IMPROVE WALKING AND CYCLING CONNECTIONS TO BRIDGES, UNDERPASSES AND OVERPASSES.

Although there are facilities for people walking and biking on many existing bridges, underpasses and overpasses, the active transportation facilities themselves can be challenging to access due to poor connectivity. Recommendations include improving access on existing crossings, providing pavement markings at crossings to make it clear to all road users how to access crossings and making sure crossings are universally accessible.

ACTION 1D.8
PROVIDE SAFER AND MORE CONVENIENT WALKING AND CYCLING FACILITIES ON BRIDGES, UNDERPASSES AND OVERPASSES.

Many existing bridges, underpasses and overpasses have facilities for people walking and cycling; however, they may not necessarily feel comfortable, safe or provide the most direct route. The District should continue to work with its partners to provide safer and more convenient walking and cycling facilities on bridges, underpasses and overpasses. This includes ensuring facilities meet current design standards in terms of width, clearance and appropriate railings.

ACTION 1D.9
WORK WITH PARTNERS TO PROVIDE NEW UNDERPASSES AND OVERPASSES USING DESIGNS THAT CONSIDER BEST PRACTICES TO CREATE CROSSING OPPORTUNITIES OVER BARRIERS SUCH AS HIGHWAYS AND WATERCOURSES.

To enhance the connectivity and convenience of the proposed walking and cycling network, the installation of new underpasses and overpasses may be considered as part of the implementation of the Active Transportation Plan. The District should ensure that the design of these new facilities consider Crime Prevention Through Environment Design principles and existing best practices.

STRATEGY 1E: ENCOURAGE ACTIVE TRANSPORTATION IN RURAL SAANICH

Many rural areas of Saanich have specific issues and opportunities that are unique when compared to other parts of Saanich. Through engagement with residents and stakeholders several issues emerged, including: concerns over motor vehicles speeds, concerns about truck traffic on non-designated truck routes in rural areas, and the importance of spreading education and awareness to all road users that there are people living, walking and cycling along the streets within Rural Saanich. There are also significant gaps in the sidewalk and on-street bicycle networks in Rural Saanich. As a result, people are often using the paved shoulder to walk or bike and more wayfinding is needed.

ACTION 1E.1
ENFORCE EXISTING POSTED SPEED LIMITS.

As the speed of vehicles travelling through Rural Saanich has been identified as a concern by residents and stakeholders, the Saanich Police Department should continue to enforce existing posted speed limits on all streets in the District, including Rural Saanich.

ACTION 1E.2
WORK WITH THE DISTRICT OF CENTRAL SAANICH TO ENSURE CONSISTENT SIGNAGE ACROSS MUNICIPAL BOUNDARIES.

It has been noted by residents that some of the motor vehicles (particularly trucks) travelling through Rural Saanich may be travelling to and from the District of Central Saanich. It is often not always clear when individuals have crossed into another municipality. The District of Saanich should work with the District of Central Saanich to ensure consistent signage is posted across municipal boundaries this includes speed limit, truck route and gateway signage.

ACTION 1E.3
ENFORCE SAANICH'S EXISTING TRUCK ROUTE BYLAW.

The District has a Truck Route Bylaw that regulates which streets trucks can travel on. The District should continue to enforce the existing bylaw to ensure vehicles identified as trucks are using designated routes within the municipality.

ACTION 1E.4
CONSIDER THE ROADWAY DESIGN GUIDELINES OUTLINED IN THE RURAL SAANICH LOCAL AREA PLAN WHEN CONSIDERING PROJECTS IN THE AREA.

The Rural Saanich Local Area Plan was adopted in 2008, and is a detailed Plan that includes guidance on planning within the Rural Saanich area. The Plan includes a section on Mobility, which outlines roadway design guidelines based on road classification. This includes minimum widths for a road right-of-way, vehicle lanes and shoulder and boulevards. When considering installing new and upgrading existing active transportation projects the District should consider the roadway design guidelines outlined in the Rural Saanich Local Area Plan.

ACTION 1E.5
ENHANCE WAYFINDING FOR TRAILS AND PATHWAYS IN RURAL SAANICH.

It was noted through engagement with residents and stakeholders that there are a number of trails and pathways in Rural Saanich that are not well marked or easy to find unless people are familiar with the community. It was recognized that enhanced wayfinding of these trails and pathways would help to make traveling through Rural Saanich by foot and bike more convenient. The District should work to enhance wayfinding for trails and pathways in Rural Saanich.

ACTION 1.E.6
CONSIDER THE NEEDS OF EQUESTRIANS AND OTHER PATHWAY USERS WHEN IMPROVING PATHWAYS IN RURAL SAANICH.

As identified in the Rural Saanich Local Area Plan, the equestrian community is important in Rural Saanich and horse riding is a recreational pursuit for many residents. The Rural Saanich Local Area Plan also identifies equestrian routes in Rural Saanich that have been identified as popular well used routes. The special needs of equestrians and other pathway users should be carefully considered when considering changes to pathways and trails in Rural Saanich improvements.

STRATEGY 1F: IMPROVE REGIONAL CONNECTIONS

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

ACTION 1F.1
CONTINUE TO WORK CLOSELY WITH NEIGHBOURING MUNICIPALITIES, CRD AND THE UNIVERSITY OF VICTORIA TO ENSURE FUTURE ACTIVE TRANSPORTATION CONNECTIONS ARE WELL INTEGRATED.

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

ACTION 1F.2
WORK WITH MOTI TO ENSURE ROADS IN URBAN AREAS UNDER THEIR JURISDICTION HAVE CONTEXT SENSITIVE DESIGNS AND HIGH QUALITY ACTIVE TRANSPORTATION FACILITIES IN ACCORDANCE WITH CURRENT BEST PRACTICE.

There are several major roadways in the District that are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Some of these roadways such as Blanshard Street, Vernon Street, Douglas Street and McKenzie Avenue travel through urban areas of the District and should have a very different look, feel and function than highways and other corridors under MoTI jurisdiction. The District should continue to work with MoTI to ensure that streets in urban areas under their jurisdiction have context sensitive designs that incorporate high quality active transportation facilities in accordance with current best practice.

ACTION 1F.3
WORK WITH MOTI TO ENSURE HIGH QUALITY ACTIVE TRANSPORTATION FACILITIES IN ACCORDANCE WITH CURRENT BEST PRACTICE ARE INCLUDED ON NEW OR IMPROVED MOTI INFRASTRUCTURE PROJECTS.

The District of Saanich has identified the desire to provide, where feasible, an active transportation network of high quality facilities that are comfortable for people of all ages and abilities. The District should work with MoTI as a stakeholder on infrastructure projects under the Province's jurisdiction. The District should continue to work with MoTI to ensure that new or improved infrastructure projects have high quality active transportation facilities such as overpasses and connections are designed in accordance with current best practices.

STRATEGY 1G: IMPROVE TRANSIT ACCESS AND EXPERIENCE

There are several reasons why integrating transit with walking and cycling is important, including the fact that most people using transit are accessing it by foot or by bicycle. As a result, improving access and connections to transit for people walking and cycling and improving the customer experience at bus stops and exchanges can help to not only promote transit but also to encourage more walking and cycling. There are several infrastructure treatments and amenities that can improve the transit customer experience including ensuring transit stops are accessible and providing amenities such as shelters, benches, lighting and transit schedule information. In addition, having the ability to bring a bicycle on the bus allows people cycling to include transit in their journey and extend the reach of their trip. It also allows them to more quickly reach destinations that are not immediately adjacent to a transit route.

ACTION 1G.1
PRIORITIZE THE INSTALLATION OF SIDEWALKS AND CROSSINGS ALONG DESIGNATED BUS ROUTES.

The relationship between active transportation and transit is clear as most transit users begin or end their trip by foot or bicycle. Filling gaps in the sidewalk and pedestrian network as well as installing new crossings to provide more direct access to transit stops will be a priority for the District and will be an important principle adopted when developing the implementation plan for installing active transportation infrastructure.

ACTION 1G.2
WORK WITH BC TRANSIT TO INSTALL SECURE BICYCLE PARKING AT HIGH ACTIVITY BUS STOPS AND TRANSIT EXCHANGES.

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

ACTION 1G.3
WORK WITH BC TRANSIT TO ENSURE THE DESIGN OF BICYCLE FACILITIES CONSIDERS THE LOCATION OF AND ACCESS TO BUS STOPS.

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

ACTION 1G.4
WHEN CONSIDERING THE SITE DESIGN OF NEW DEVELOPMENTS, ENSURE THERE ARE CONSIDERATIONS AND SUFFICIENT RIGHT-OF-WAY FOR BC TRANSIT TO INSTALL BUS STOP AMENITIES SUCH AS SHELTERS AND INTEGRATED AWNINGS.

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

ACTION 1G.5
SUPPORT AND FOLLOW DESIGN RECOMMENDATIONS OUTLINED IN BC TRANSIT'S INFRASTRUCTURE DESIGN GUIDELINES, SUCH AS BUS STOP SPACING AND LOCATION GUIDELINES.

BC Transit has established Infrastructure Design Guidelines that relate to the planning and design of transit infrastructure. This includes components of the environment that are occupied and or used by transit patrons waiting to get on and off buses, as well as the roadway used by bus vehicles. The document was developed to promote a more consistent and uniform practice across BC Transit jurisdictions. The document contains guidance on several different planning and design considerations including spacing, placement, and physical design of bus stops among other things. The District should continue to support and follow the design recommendations outlined in these Guidelines.

ACTION 1G.6
EVALUATE NEW ACTIVE TRANSPORTATION INFRASTRUCTURE IN COORDINATION WITH BC TRANSIT TO CONSIDER THEIR NEEDS IN THE DESIGN PROCESS AND DEVELOP MITIGATION STRATEGIES TO ADDRESS POTENTIAL IMPACTS.

As the District moves towards developing the future active transportation networks outlined in the Active Transportation Plan, it will be important to work with BC Transit to consider their needs as part of the design process. For example, working with BC Transit to find ways to ensure bus travel times are not impacted by the installation of new facilities through features such as transit priority lanes and signals at intersections as well as ensuring that lane widths are appropriate for BC Transit bus vehicles.

ACTION 1G.7
IMPROVE THE TRANSIT CUSTOMER EXPERIENCE WITH BUS STOP IMPROVEMENTS, INCLUDING ENSURING THEY ARE ACCESSIBLE AND BY PROVIDING BENCHES, SHELTERS AND NETWORK INFORMATION.

Saanich's transit network contains approximately 700 bus stops, of which approximately 24% have permanent shelters and approximately 45% are accessible for people with limited mobility. Despite this, lack of sidewalk access to bus stops was identified as a key issue in the District. The District is committed to enhancing the transit customer experience by ensuring that all bus stops are accessible and providing more benches, lighting, shelters and network information at stops. Currently, the District of Saanich has committed to work with BC Transit to improve transit amenities by adding 15 new bus shelters annually. The District should continue to work with BC Transit to identify and prioritize bus stop improvements, as well as to seek opportunities to increase the number of improved bus stops each year. Improvements to bus stops should be prioritized at stops with the highest boardings and alightings and those that are in Centres and Villages, located near schools and senior centres.

ACTION 1G.8
WORK WITH BC TRANSIT TO REVIEW OPPORTUNITIES TO EXPAND THE CAPACITY FOR BICYCLES ON BUSES.

All BC Transit buses in Greater Victoria are equipped with bicycle racks with space for two bicycles. Through the public engagement process, it was noted that on busy routes, particularly to and from the BC Ferry Terminal, there is often not enough space for the number of people wanting to load their bicycle onto the bus. The District should work with BC Transit to research opportunities to increase the capacity for bicycles on buses, looking at international examples and different technology. In the meantime, ensuring there is secure bicycle parking options at bus stops can help to make cycling more convenient when bus racks are full.

WHAT WE'VE HEARD: CONVENIENCE

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

- Ensure all bus stops and routes to bus stops are accessible
- Display more information at bus stops
- Provide safe and accessible crossings/sidewalks for seniors/ people with mobility issues
- When approving higher-density, mixed-use developments, work to ensure the proposed design encourages active transportation
- Ensure Centres and Villages have good land use principles offering a diversity of services, are accessible and walkable, provide good access to transit and provide community spaces and parks.
- Provide more bicycle parking at transit locations, public facilities and neighbourhood destinations
- Require bicycle parking for all new developments, such as multi-family and commercial uses
- Look for opportunities to increase the number of bicycles that can be carried on buses

Further detail and other comments provided through the Active Transportation engagement process can be found in the **Engagement Summary Report #1 and #2**.

2.2 CONVENIENCE

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

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

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

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

STRATEGY 2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS

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

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

Action 2A.1
INSTALL AUDIBLE PEDESTRIAN SIGNALS AND COUNTDOWN TIMERS AT ALL TRAFFIC SIGNALS WITHIN THE DISTRICT.

Audible pedestrian signals communicate non-visual information for visually impaired pedestrians at signalized intersections. Countdown timers provide information to people walking about the amount of time left to safely cross the street. There are 79 intersections within the District that have traffic signals 58 (73%) of which are audible and 53 (67%) have countdown timers. The District should work to ensure that all existing and new traffic signals in the District have audible pedestrian signals and count down timers, while prioritizing the installation of such features in Centres and Villages.

Action 2A.2
PROVIDE ACCESSIBLE CURB RAMPS WITH TACTILE FEATURES AT ALL INTERSECTIONS WITHIN THE DISTRICT.

Accessible curb ramps are critical to enable those with visual disabilities, those using mobility aids, and parents with strollers to comfortably navigate the street and sidewalk network. Curb ramps provide access between the sidewalk and the street at intersections. All new or rebuilt sidewalks and intersections should have curb ramps and tactile features. Additionally, the District should also continue to work to ensure that all existing intersections have accessible curb ramps and tactile features. Special considerations should be made to ensure that curb ramps are positioned to provide direct access to the crosswalk and that abrupt lips at the gutter are minimized.

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

The District should ensure that accessible infrastructure is included as integral components and are part of all new or improved roadway projects. This includes ensuring that the District is considering current best practices in accessible infrastructure design and is reviewing existing facilities to ensure they meet the needs of all users. To do this, the District should update its Engineering Specification to ensure that best practices in accessibility are considered in conjunction with all new or improved roadway projects.

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

Signal timing can help ensure that people travelling at slower speeds have time to cross an intersection. This action includes reviewing and, if necessary,

adjusting pedestrian crossing times to ensure people have enough time to cross an intersection before the signal changes. This is particularly important in areas of high concentrations of children, seniors or people with disabilities. The Transportation Association of Canada (TAC) Manual of Uniform Traffic Control Devices for Canada (MUTCDC) provides guidance on determining appropriate crossing times at intersections. Additionally, the District should consider opportunities for protected and advanced signal phasing for people walking, cycling and transit to improve safety and operations of these modes.

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

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

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

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

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

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

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

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

The District's Zoning Bylaw specifies the number of bicycle parking spaces required based on zoning and building size. There are two types of parking facilities:

- **Bicycle Facility – Class I** refers to a secure weather protected bicycle parking facility used to accommodate long-term parking, such as for residents or employees, usually within a room or covered, fenced area.
- **Bicycle Facility – Class II** refers to a short-term visitor bicycle parking facility which may offer some security and be partially protected from the weather. This is often a rack at a building entrance.

The District should review its bicycle parking requirements and ensure that adequate parking is being provided based on best practices in other similar communities and a review of existing utilization. Based on these findings, the District may consider amending existing regulations accordingly. The Zoning Bylaw also has guidelines for change rooms and shower facilities, but does not have regulations or requirements for these facilities. The District should amend the Zoning Bylaw to place requirements on the installation of additional end-of-trip facilities for certain land uses and building sizes.

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

Installing and improving existing bicycle parking and end-of-trip facilities at District owned and operated buildings demonstrates leadership and reinforces to residents, developers and private business owners that bicycle parking is important. Adequate bicycle parking at libraries, recreation centres, and other civic centres will benefit employees, residents and visitors and support access to these facilities using active transportation. Providing bicycle parking and end-of-trip facilities at District sites would require identifying the type and quantity of facilities required and appropriate for each of the buildings. This can include the provision of short-term facilities at locations and buildings that see a lot of visitor activity. Longer-term bicycle parking and other end of trip facilities should be considered at locations where there are high concentrations of employees. Provision of both short- and long-term bicycle parking at civic facilities should be generally consistent with requirements for new developments.

Action 2B.3
DEVELOP A PROGRAM THAT SUPPORTS BUSINESSES AND OTHER PARTNERS TO IMPLEMENT SHORT-TERM BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES WITHIN PUBLIC SPACE.

The District should develop a program to support businesses in existing developments to retrofit existing buildings to provide bicycle parking and other amenities such as storage and change room facilities to support employees' cycling to work year-round. Adding these facilities would likely require a reallocation of existing motor vehicle parking to bicycle parking. There are a number of other North American cities that have implemented these bylaw regulations including San Francisco, Toronto and Minneapolis. The District should examine existing best practices to develop their own program to support businesses to provide bicycle parking and other end-of-trip amenities.

Action 2B.4
WORK WITH PARTNERS TO CONSIDER THE FEASIBILITY OF DEVELOPING AN ON-STREET BICYCLE CORRAL PROGRAM ON COMMERCIAL STREETS WITHIN THE EXISTING RIGHT-OF-WAY.

Bicycle corrals refer to a grouping of bicycle racks located on the street. They are typically located in a parking space that was traditionally allocated to motor

vehicles. Because they are often located within the roadway, bicycle corrals minimize sidewalk clutter, free up space for other uses and increase bicycle parking at locations with high demand. The District should work with businesses and other interested partners to develop an on-street bicycle corral program and look for opportunities to increase on-street parking in strategic locations with bicycle corrals.

Action 2B.5

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

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

Action 2B.6

IMPLEMENT 'BIKE KITCHENS' (BICYCLE REPAIR AND MAINTENANCE STATIONS) AT KEY LOCATIONS THROUGHOUT THE DISTRICT.

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

STRATEGY 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION

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

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

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

At a micro-scale, land use includes urban design as it relates to individual site layout and orientation, the setback and setting of buildings, and the details and materials of streetscaping elements (e.g. trees, seating, lighting, bicycle racks etc.) These elements contribute to creating attractive, comfortable and convenient places for people using active transportation.

Action 2C.1
ENSURE THE ACTIVE TRANSPORTATION NETWORK IS PRIORITIZED TO PROVIDE ACCESS AND CONNECTIONS TO CENTRES AND VILLAGES AND OTHER EMPLOYMENT DESTINATIONS.

The Active Transportation Plan identifies a proposed District-wide active transportation network with a list of priority projects. It is recognized that a key component of expanding and enhancing the active transportation network is to provide access and connections to Centres and Villages within the District as well as other employment destinations, as they are often areas of high activity and are generators of transit, walking and cycling trips. The bicycle routes that connect these destinations have been identified as the "Spine" network and enhancing the sidewalk coverage within proximity of these destinations has been proposed and prioritized. The implementation chapter of the final Active Transportation Plan will outline the priority projects by focusing first and foremost on providing these connections. The District should prioritize infrastructure projects that provide walking and cycling connections to these important destinations.

Action 2C.2
SUPPORT HIGHER DENSITY, MIXED USE DEVELOPMENTS THAT PROMOTE AND ENCOURAGE ACTIVE TRANSPORTATION IN CENTRES AND VILLAGES AND ALONG FREQUENT TRANSIT CORRIDORS.

Higher density and mixed use developments can help support active transportation by providing more destinations within a shorter travel distance. Areas that contain a mix of commercial, institutional, and recreational uses, allow residents the opportunity to 'live, work, and play' in the same area and to move between activities conveniently on-foot, bicycle, or transit. Where space is available and zoning is appropriate, encouraging higher density developments with site specific mixed use options in identified Centres and Villages is recommended to help generate more active trips.

Action 2C.3
CONSIDER THE DEVELOPMENT AN ACTIVE TRANSPORTATION AMENITY FUND TO IMPROVE ACTIVE TRANSPORTATION FACILITIES WITH NEW DEVELOPMENTS.

Local governments are able to create unique reserve funds by bylaw for 'transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation' (LGA 906 (7)). For example, municipalities can leverage funds collected through new developments to help fund new and improvements to existing active transportation infrastructure. By developing a specific fund, the District will be able to collect funds from developers and use them in parts of the District that have the greatest need and where infrastructure improvements have been prioritized.

Action 2C.4
UPDATE GUIDELINES AND STANDARDS FOR NEW DEVELOPMENTS TO INCORPORATE ACTIVE TRANSPORTATION FACILITIES WITHIN AND ADJACENT TO DEVELOPMENT SITES.

To ensure new developments incorporate active transportation facilities within and adjacent to development sites the District should amend the subdivision bylaw and update the engineering specifications for developers to follow. The guidelines can include requirements such as landscaping, sidewalk and pathway widths, as well as references to the transit and bicycle networks. Road design typologies can be specified as is currently done or references to current best practices can be made to ensure the specifications remain current.

Action 2C.5
ENSURE ACCESS TO THE DISTRICT'S ACTIVE TRANSPORTATION NETWORK IS CONSIDERED WITH ALL NEW DEVELOPMENTS.

Access points that provide connections to adjacent streets and developments support direct and short walking and cycling trips and maximize transit route coverage and directness. It is important that new developments are integrated and well connected with the existing and proposed active transportation network to ensure there is a comfortable and accessible way to access developments by these modes to help encourage more walking, cycling and transit trips. The District should review all development applications and consider if active transportation connections have been considered and work with developers to find opportunities to enhance connectivity.

Action 2C.6
DEVELOP A CHECKLIST THAT PROVIDES LAND DEVELOPMENT GUIDANCE SPECIFIC TO WALKING, CYCLING AND TRANSIT SUPPORTIVE SITE PLANNING.

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

STRATEGY 2D: CREATE GREAT PLACES AND STREETS

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

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

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

Action 2D.2
PROVIDE LANDSCAPING AND PUBLIC ART IN THE RIGHT-OF-WAY.

Streetscape enhancements such as plants, trees, street banners and public art are esthetically appealing and can improve the look and feel of a public space making it more inviting for residents and visitors to travel through. The District currently has a Comprehensive Arts Policy where 1% of the value of capital budgets for above ground projects, municipal building/renovation projects or parks development/redevelopment projects goes towards commissioning new and maintaining existing public art pieces. The District should continue to provide streetscape enhancements where space is available within the public right-of-way.

Action 2D.3
EXPLORE THE DEVELOPMENT OF A PARKLET/STREATERIES PROGRAM.

Parklets and Streateries are extensions of the public realm that create designated spaces for people to rest, gather and socialize. Parklets are typically installed in the road right-of-way by converting motor vehicle parking spaces. Streateries allow restaurants to offer table service in their parklets during business hours. Where appropriate, such as in Centers and Villages the District should consider working with interested businesses and other stakeholders to explore the development of a Parklet/Streateries program

Action 2D.4
WORK WITH PARTNERS SUCH AS GREATER VICTORIA PLACEMAKING NETWORK TO DEVELOP A REIMAGINED STREETS PROGRAM.

The Greater Victoria Placemaking Network is a volunteer, non-profit group of Greater Victoria residents focused on enhancing shared spaces within the Capital Regional District. They focus on making public spaces such as parks, green spaces and streets great places to come together. The District should work with partners such as the Greater Victoria Placemaking Network to develop a

Reimagined Street Program. This program would outline cost-effective strategies to experiment with developing new public spaces and street improvements to energize the public realm such as pilot projects and temporary installations.

Action 2D.5
EXPLORE OPPORTUNITIES TO CREATE PEDESTRIAN-ONLY STREETS EITHER TEMPORARILY, SEASONALLY, OR PERMANENTLY.

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

STRATEGY 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK

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

Action 2E.1
DEVELOP A SIDEWALK AND PATHWAY ASSESSMENT PROGRAM TO IDENTIFY ACTIVE TRANSPORTATION INFRASTRUCTURE IN NEED OF UPGRADE.

Currently, the District does not have a defined process for assessing existing sidewalk and pathway infrastructure to determine when it needs to be upgraded. The District receives most of its input on facility quality from residents and addresses maintenance issues through a complaint-based system. By developing a sidewalk and pathway assessment program that includes an annual or bi-annual formal assessment and maintenance program, the District should develop a more objective and systematic process to identify infrastructure improvements.

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

It is important to ensure that painted crosswalks are visible and well maintained, with high-visibility pavement markings, appropriate lighting and clear sightlines.

The District should consider developing a program to inspect and inventory crosswalks throughout Saanich to ensure the current inspection process reflects best practice.

Action 2E.3
REVIEW AND UPDATE CURRENT MAINTENANCE AND ICE/SNOW REMOVAL REQUIREMENTS FOR ACTIVE TRANSPORTATION INFRASTRUCTURE INCLUDING SIDEWALKS, BIKE LANES AND PATHWAYS.

Currently, maintenance issues are addressed based largely on a complaint-based system. The District has limited requirements for debris and ice/snow removal on bicycle routes. Snow clearing is prioritized on major and collector streets, transit routes, designated Snow Emergency Routes and hilly residential streets and bridges. The District should review existing debris, ice, and snow removal requirements for walking and cycling infrastructure and provide additional guidance specific to on-street bicycle facilities. This could include re-prioritizing streets that are identified as part of the "Spine" network within the district-wide bicycle network as well as areas such as bridges where icing may be more likely.

Action 2E.4
ENSURE THE DISTRICT HAS THE APPROPRIATELY SIZED EQUIPMENT AND OPERATING FUNDING TO MAINTAIN ALL TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE.

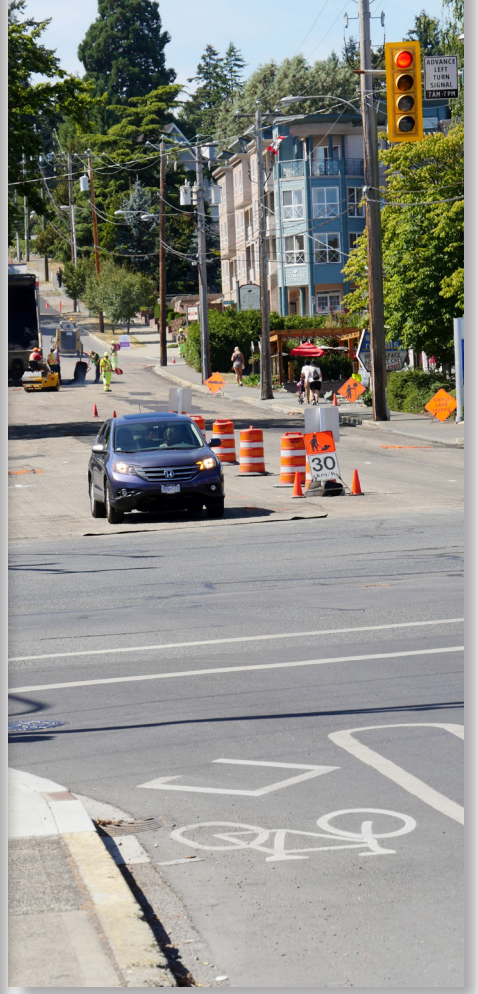
Protected or separated bicycle lanes along existing roadways have been found to increase safety for people cycling, which can result in an increase in ridership. However, these facilities can present challenges related to maintenance, especially if appropriate funding and equipment to maintain the protected network is not available. The District should examine current maintenance funding and equipment levels required to maintain all planned and existing types of active transportation infrastructure as more walking and cycling facilitates are installed it will be important to ensure the amount of funding available grows in accordance to the amount of infrastructure being added to the network.

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

The District should review and update current operating procedures for maintenance and snow removal on active transportation infrastructure, including departmental responsibilities, employed contractors and its existing fleet of machinery. In addition, there may be a need to review current Bylaw enforcement procedures for addressing property owners who fail to clear their sidewalk of snow and ice.

Action 2E.6
DESIGN BICYCLE ROUTES TO FACILITATE DRAINAGE, SNOW REMOVAL AND SNOW STORAGE.

One of the best ways to facilitate the removal of snow from bicycle routes is thoughtful roadway and bicycle facility design. Unfortunately, conventional bicycle lanes at the edge of the roadway often becoming the area for snow storage and can accumulate debris and gravel. The District should update its Engineering Specifications to account for snow/ice removal as well as other maintenance activities.



Action 2E.7

ENSURE ACCESSIBLE DETOURS ARE PROVIDED FOR PEOPLE WALKING AND CYCLING DURING CONSTRUCTION AND MAINTENANCE.

Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk or bicycle lane is closed and providing adequate detour information to bypass the construction zone. Signage should also display alternate routes and dates of closure. The District can require contractors to establish temporary paths where necessary and implement a penalty structure for those who do not comply. Detours should be provided for all users, including people using mobility aids. The District should review its current construction detour policies and develop new guidelines for contractors and District departments to ensure that they represent best practice for accommodating all active transportation users.

2.2 CULTURE

Although 'hard' measures are critical, a range of 'soft' support measures are also important to encourage people to use active forms of transportation in Saanich. These 'soft' measures can help to provide education and raise awareness about active transportation in Saanich, and will help to achieve Goal #1 of the Active Transportation Plan: building a culture of active transportation in Saanich. The theme of developing a culture of active transportation in Saanich includes a range of strategies and actions that address support measures such as education, encouragement and awareness raising.

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

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

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

WHAT WE'VE HEARD: CULTURE

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

- Provide easy to access to information on walking and cycling routes.
- Promote road user etiquette and common courtesy to change the attitudes and behaviours of all road users.
- Offer more cycling education in schools.
- Make more information available to the public and ensure that it is user friendly, consistent, and is repeated and ongoing.
- Make connections between active transportation and tourism as well as economic and health benefits for residents and visitors
- Actively involve health care partners to promote walking, cycling and getting out of the car.

Further detail and other comments provided through the Active Transportation engagement process can be found in the **Engagement Summary Report #1 and #2**.

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

Targeting walking and cycling education, encouragement and other support programs to people of all ages and abilities – including children, youth and seniors – can lead to significant community-wide benefits. The Actions under this Strategy include working with these groups directly as part of on-going targeted engagement to understand their issues and barriers to walking and cycling in more detail in order to collaboratively develop targeted strategies to increase walking and cycling among all residents. The District should also work with its partners, including advocacy groups, non-profit associations and other government agencies, to develop and deliver targeted outreach programs.

Action 3A.1
PARTNER WITH BIKE TO WORK SOCIETY, GVCC, CRD, AND OTHERS TO SUPPORT THE PROVISION OF ADULT EDUCATION AND CYCLING SKILLS TRAINING THROUGHOUT THE DISTRICT YEAR-ROUND.

In the past, the CRD and the Greater Victoria Bike to Work Society have partnered to offer cycling skills courses and workshops for adults through a program called Ride On! These courses and workshops recognize that cycling education in adults as well as children and youth is an important component of encouraging individuals who may be interested in cycling but do not feel confident to make it a part of their everyday lives. The District of Saanich should continue to partner with these groups and others to support adult education and cycling skills training on an on-going basis throughout Saanich and encourage District workplaces and the public to participate.

Action 3A.2
SUPPORT THE ACTIVE AND SAFE ROUTES TO SCHOOL PROGRAM TO ENCOURAGE WALKING AND CYCLING TO SCHOOL AND TO SPREAD AWARENESS ABOUT WALKING AND CYCLING SKILLS AND THE BENEFITS OF WALKING AND CYCLING.

Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation for daily trips by children to and from school. This program is currently organized by the CRD throughout the region. Active and Safe Routes to School programs typically focuses on the 5 E's: engineering, education, encouragement, enforcement and evaluation. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary school students support active transportation education and uptake among students. Of the 32 public schools in the District, 21 have completed the Active and Safe Routes to School Program and five more are planned for this year. The District should continue to support the Active and Safe Routes to School program.

Action 3A.3
WORK WITH PARTNERS TO PROVIDE BICYCLE EDUCATION AND SKILLS TRAINING FOR STUDENTS IN ELEMENTARY, MIDDLE AND SECONDARY SCHOOLS.

Hands-on bike skills courses offered at schools, including those participating in Active and Safe Routes to School programs, help students gain the confidence and skills to ride to school. These courses are primarily offered through the CRD or the individual schools. The District should work with partners to provide bicycle education and skills training for all students attending elementary, middle and secondary schools within the District.

Action 3A.4:
SUPPORT AND ENCOURAGE TARGETED COMMUNITY OUTREACH PROGRAMS FOR OLDER ADULTS.

Throughout the development of the Active Transportation Plan, engagement with many groups – including seniors – has been an important component of the planning process. In 2017, the District finalized its Older Adults Strategy, which was endorsed by Council. Through the development of the Older Adults Strategy, the District has focused on understanding the programs, facilities and services required of the Saanich Parks and Recreation department for the older adult population. Through the development of the Strategy, the District has engaged with older adults on a variety of topics including active transportation. Building on the relationships developed through this process and by continuing to focus communication efforts on seniors, the District should encourage active transportation for older adults.

Action 3A.5
WORK WITH CHILDREN, YOUTH AND PEOPLE WITH PHYSICAL DISABILITIES TO UNDERSTAND THEIR KEY ISSUES WITH ACTIVE TRANSPORTATION IN SAANICH.

The District recognizes that children, youth and people with physical disabilities may face different barriers within the transportation network, that they are often more likely to walk, bike or take transit, and that they are less likely to have access to a motor vehicle. These groups are also often identified as more vulnerable road users when it comes to safety. Though the development of Plans and Strategies such as, the Youth Development Strategy, the District has had opportunities to engage with members of these groups to understand the challenges and opportunities for walking and cycling in Saanich from their perspective. The District should continue to work with these groups to understand their key issues with active transportation and identify opportunities to promote more walking and cycling among these groups.

STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING

The connection between active transportation and public health has increasingly been researched and promoted by those in the health field and within municipalities. There is an understanding that increasing the number of trips an individual makes by foot or bike increases levels of physical activity and in turn promotes a healthier lifestyle.

Action 3B.1
CONDUCT TARGETED COMMUNICATION AND ENGAGEMENT WITH VULNERABLE AND UNDER-REPRESENTED GROUPS TO IDENTIFY UNIQUE NEEDS.

Groups of residents such as those with physical and cognitive conditions are often under represented through the public engagement process, but have unique needs that can make travelling through communities challenging. The District should conduct targeted communication and engagement with vulnerable and under-represented groups to better understand and address barriers that prevent these groups from walking and cycling, while also identifying the best forums for participation and opportunities to encourage active transportation.

Action 3B.2
WORK WITH PARTNERS TO DEVELOP AND DELIVER INFORMATION MATERIALS OUTLINING THE HEALTH BENEFITS OF WALKING AND CYCLING.

Significant research is being conducted across the region and around the world to better understand the health benefits of walking and cycling. The District should continue to work with partners to ensure this information is made accessible to Saanich residents. Using infographics and headline findings, the sharing of these benefits can help promote active transportation throughout the community.

Action 3B.3
COLLABORATE WITH RESEARCHERS AND INITIATIVES THAT ARE STUDYING THE RELATIONSHIP BETWEEN HEALTH AND ACTIVE LIVING.

The District should continue to look for opportunities to collaborate with researchers such as Island Health and the University of Victoria's Medical Faculty studying the relationship between health and active living. There are examples of studies in other municipalities that look at the health benefits of new active transportation infrastructure on community residents. Looking for opportunities to collaborate on these types of studies can help to demonstrate and report out on local examples of the benefits of active transportation infrastructure.

STRATEGY 3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING

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

Current wayfinding, signage and trip planning measures in Saanich are primarily focused on bicycles and vehicles and situated along designated bicycle routes. Saanich's website includes webpages dedicated to walking and cycling, which provide information on the existing networks, maps, upcoming projects, and information on how infrastructure projects are selected. Building on and expanding existing wayfinding, signage and trip planning tools enables people walking and cycling to identify facilities and destinations District-wide.

Action 3C.1
ENHANCE AND EXPAND PEDESTRIAN WAYFINDING INFORMATION IN THE DISTRICT'S CENTRES AND VILLAGES.

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

Action 3C.2
DEVELOP LOCAL BICYCLE AND WAYFINDING SPECIFICATIONS WHICH CONSIDER THE CRD'S PEDESTRIAN AND CYCLING WAYFINDING GUIDELINES WHILE BALANCING LOCAL INTERESTS.

In 2014, the CRD published the Cycling Destination Wayfinding Guidelines as a tool for municipalities to use when developing plans for cyclist wayfinding. Within the District of Saanich, there is some existing wayfinding for cycling routes on some of the Local Connectors. The District should develop local bicycle and wayfinding specifications which balance existing wayfinding standards and practices with what is currently being done throughout the region to ensure a consistent approach in order to seamlessly navigate the bicycle network across municipal boundaries.

Action 3C.3
SUPPORT THE ON-GOING DEVELOPMENT OF AN UPDATED REGIONAL CYCLING NETWORK MAP, INCLUDING HARD COPY AND DIGITAL FORMATS THAT CONSIDER EMERGING TECHNOLOGIES.

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

Action 3C.4
WORK WITH PARTNERS TO DEVELOP NEIGHBOURHOOD-BASED WALKING AND CYCLING MAPS.

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

Action 3C.5
DEVELOP GUIDELINES FOR THE INSTALLATION OF NEIGHBOURHOOD ENTRY OR GATEWAY SIGNS.

Neighbourhood entry or gateway signage can help inform individuals that they are entering a different neighbourhood, Centre, or Village within the District of Saanich. They can help to promote branding, serve as a navigation tool, and help to remind road users that they are entering a neighbourhood where there may be people crossing and using the street. For example, Gateway signage was identified as something that could be installed along streets within Rural Saanich to inform road users they are travelling on a residential road or a new neighbourhood. The District should develop guidelines for the installation of neighbourhood entry or gateway signage to determine messaging, branding and appropriate locations.

STRATEGY 3D: IMPROVE EDUCATION AND AWARENESS

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

Action 3D.1
WORK WITH PARTNERS TO ENSURE SUSTAINABLE TRIP PLANNING INFORMATION IS WIDELY ACCESSIBLE THROUGH AN INTEGRATED TRANSPORTATION DATA SYSTEM AND INNOVATIVE MOBILE APPLICATIONS.

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

Action 3D.2
CELEBRATE THE INSTALLATION OF WALKING AND CYCLING FACILITIES WITH GRAND OPENINGS AND EVENTS THROUGHOUT THE YEAR.

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

Action 3D.3
ENSURE A PORTION OF PROJECT FUNDING IS ALLOCATED TO EDUCATION, AWARENESS AND ENCOURAGEMENT.

An important component of installing new infrastructure projects is ensuring that residents are aware of new investments and are familiar with how to use the facilities. Promotion of new infrastructure projects helps to build education and share safety information specific to new facilities that may be unfamiliar. For previous projects, the District has created videos promoting the opening of new active transportation facilities. The videos are used to help promote the project and raise awareness of new signals, signage and changes to travel patterns. The District should continue to produce videos, accessible through the District's website and social media to educate all road users on how to use new and existing infrastructure and how to share the road. To ensure appropriate funds are available for education, awareness and encouragement, a portion of every active transportation project's budget should be allocated to education, awareness and encouragement.

Action 3D.4
PARTNER WITH ICBC, POLICE AND THE CRD IN THE DEVELOPMENT OF ROAD SAFETY AWARENESS CAMPAIGNS FOR ALL ROAD USERS.

Road safety campaigns can be critical to raising awareness of common behaviours that can cause serious injuries and potentially fatal consequences for all road users. Road safety campaigns can focus on common behaviours identified through a review of collision and safety data. The program should be targeted not only to people walking and cycling, but also to motorists. These campaigns can be developed in partnership with other agencies such as ICBC and Island Health.

Action 3D.5
ENSURE DISTRICT BYLAWS AND POSTED SPEED LIMITS ARE ENFORCED.

A review of District Bylaws demonstrates that there are already significant regulations that support walking and cycling in the district. This includes snow removal and prohibiting the obstruction of sidewalks and bicycle lanes. It is important that these Bylaws are enforced by the District. This includes responding to public complaints and prioritizing the enforcement of the Bylaws through regular patrols. To ensure that Bylaws are enforced the District should consider allocating additional resources to Police and Bylaw enforcement including hiring additional staff. To enforce posted vehicle speeds in locations residents have identified as experiencing higher motor vehicle speeds, Saanich Police should continue to monitor these locations.

STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS

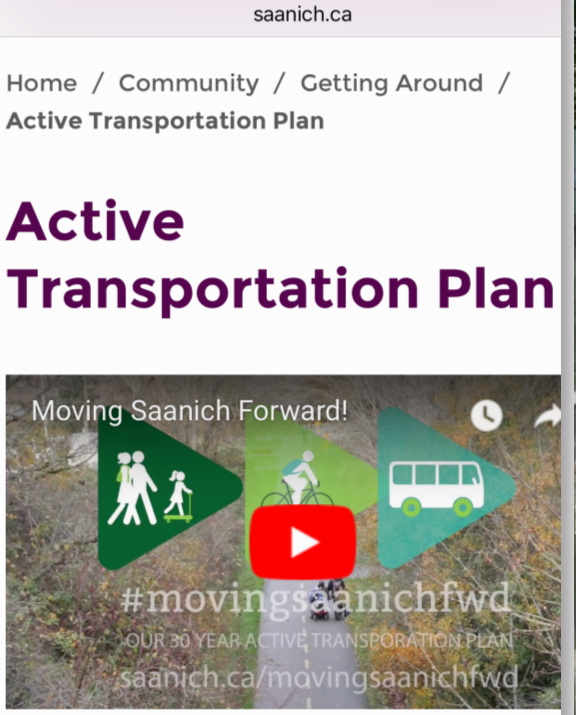
District-wide communications and marketing of active transportation by use of radio advertisements, transit shelter advertisements, and website and social media content can be effective tools for reaching out to residents, increasing awareness and interest in active transportation.

Action 3E.1
USE THE #MOVINGSAANICHFWD BRAND AS A RECOGNIZABLE VISUAL IDENTITY AND EXPAND INFORMATION ON WEBSITE.

A comprehensive branding strategy and/or a visual identity can be used to market educational material and spread awareness about active transportation programs, policies and standards and facilities. This can be important, particularly as more events, construction, and news pertaining to walking and cycling are available. Currently there is a #movingsaanichfwd webpage on Saanich's website along with separate walking and cycling pages. These pages should be combined to provide all information that provides information about walking, cycling and other forms of active transportation in Saanich.

Action 3E.2
USE DISTRICT-WIDE CAMPAIGNS TO DELIVER POSITIVE MESSAGING TO PROMOTE ACTIVE TRANSPORTATION.

Campaigns and District-wide communications through various forums such as social media, radio advertisements, bus shelter advertisements, online/website content and others can be effective tools for reaching out to Saanich residents, increasing awareness and interest in active transportation. The District already has a website dedicated to active transportation, and should ensure that the content on this website is regularly updated with news updates, project information and other materials and resources.



'PEOPLE ON BIKES' MARKETING CAMPAIGN, GREENVILLE, SOUTH CAROLINA, USA, SOURCE: WALL-TO-WALL STUDIOS

SOURCE: CITY OF TORONTO

Action 3E.3
WORK WITH PARTNERS TO DEVELOP COMMUNITY BASED TRAVEL MARKETING PROGRAMS TO ENCOURAGE PEOPLE TO WALK, BIKE AND USE TRANSIT.

Communities around the world have focused on promoting active transportation positively through marketing and communications. Campaigns help break down myths and misconceptions regarding perceived barriers to active transportation, namely perceptions about lack of time, health issues, weather, safety and security, age and the feeling that active transportation is impractical. The District should work with partners to improve education and awareness as a cost-effective approach to encouraging active transportation.

Action 3E.4
REPORT BACK ON ACTIVE TRANSPORTATION STATISTICS AND TRENDS.

The District should report back on active transportation statistics and trends to residents as well as through reports to Municipal Council. This information can be shared through various means including social media and future Transportation Report Cards. The District should develop a program for reporting back information to ensure updates and important announcements are shared.

Action 3E.5
SUPPORT EVENTS AND FESTIVALS THAT ENCOURAGE WALKING AND CYCLING.

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

STRATEGY 3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM

Active transportation can contribute to the development of a healthy and diverse economy. Walking and bicycle-supportive neighbourhoods, employers and other destinations throughout Saanich can encourage residents to support local businesses. Neighbourhoods and destinations that are accessible and attractive for active transportation users can attract more visitors, who will in turn be patrons of local services and amenities. For employment areas, active transportation provides more choice for people travelling to work, which is essential for lower income individuals, youth, seniors and others who may not have access to a vehicle. Furthermore, having options that support residents who use active forms of transportation in their neighbourhoods and to other destinations can decrease traffic congestion and increase the attractiveness and vibrancy of the area for both locals and visitors. Active transportation can also support and encourage tourism

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

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

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

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

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

There are various municipalities, agencies and organizations that have been researching or are interested in furthering research on the economic impact that investments in active transportation infrastructure have on local businesses. For example, the CRD study, Bikenomics: The Economic Impact of Cycling in Greater Victoria, examines how cycling affects the local economy, from boosting tourism and helping attract top tech talent to helping retail business flourish, providing jobs and more. The District of Saanich should find opportunities to work with partners to research and evaluate the local economic benefits within Saanich of walking and cycling infrastructure. The results should also be shared to encourage business to be friendly towards walking and cycling.

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

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

Action 3G.1
DEVELOP A TRANSPORTATION MONITORING PROGRAM.

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

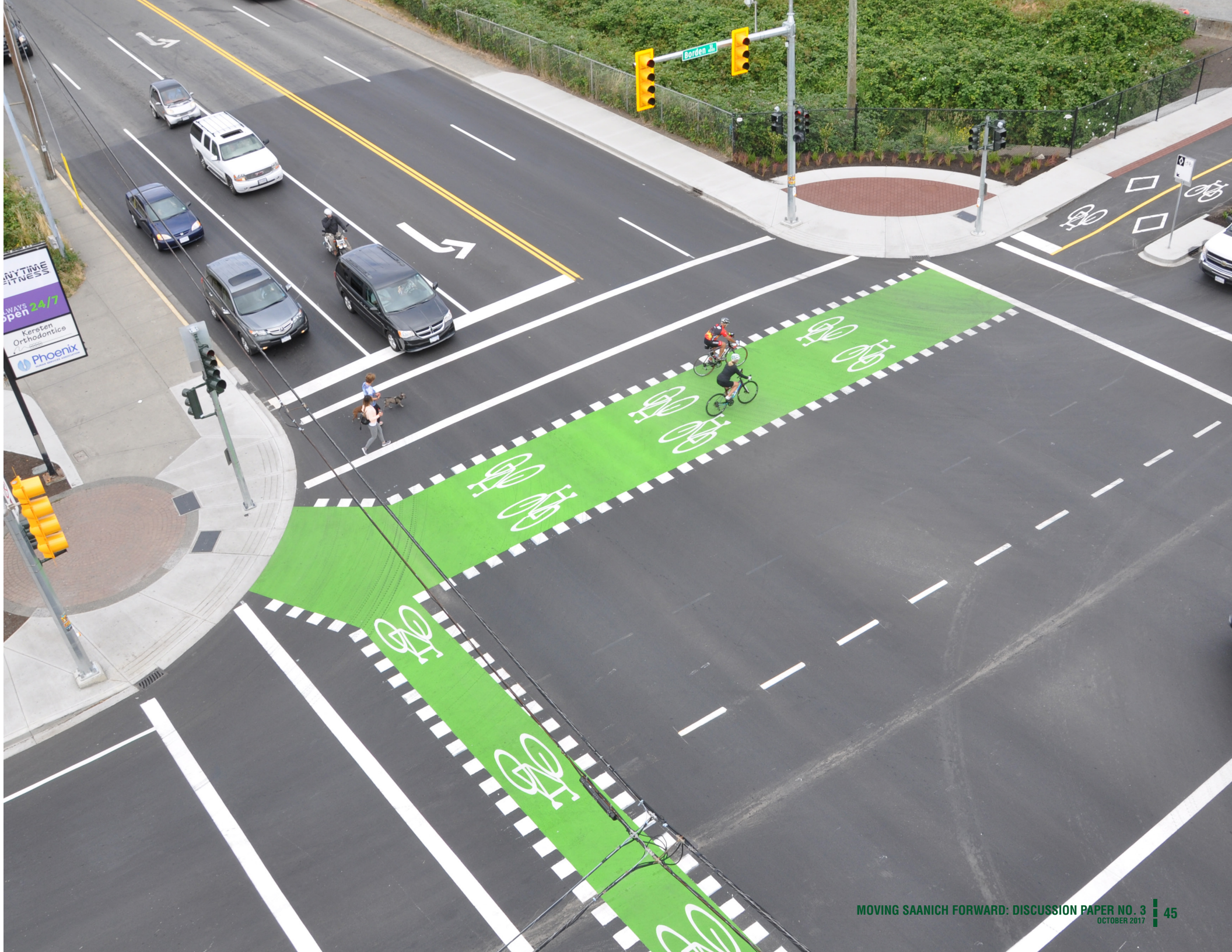
The District should communicate the results through a 'Transportation Report Card'. A Transportation Report Card is a tool to monitor the development of walking, cycling and transit activity in a community on a regular basis and is used to assess whether a community is achieving its cycling and walking vision, goals, targets and strategies. These types of documents typically report on public input, which can be incorporated into the bicycle and pedestrian planning process, for the development of project, policies and standards, programs and other initiatives. The Transportation Report Card can also be used as a community-wide marketing tool to promote and encourage walking, cycling and transit.

Action 3G.2
REVIEW THE EXISTING COUNCIL COMMITTEE STRUCTURE AND CONSIDER THE DEVELOPMENT OF AN ACTIVE TRANSPORTATION COMMITTEE

Through the Moving Saanich Forward process, a Project Advisory Committee was created to help steer the direction of the Plan. The Committee was made up of representatives from several existing groups, agencies and committees. The District should review the existing Council Committee structure and consider the development of an Active Transportation Committee to advise on proposed projects, policies and standards, programs, events and other initiatives undertaken to implement the Active Transportation Plan. The updated Committee should include representatives from key stakeholder groups and residents.

Action 3G.3
DEVELOP A FOUR-YEAR PLAN THAT IS UPDATED ANNUALLY WHICH OUTLINES THE DISTRICT'S ACTIVE TRANSPORTATION PRIORITY PROJECTS.

The District should develop a four-year Active Transportation Action Plan that aligns with Municipal Council's priorities and terms in office. This implementation plan will be updated as part of the annual budgeting process to identify upcoming projects, initiatives, funding sources and implementation partners as part of its efforts to prioritize the implementation of Active Transportation actions, monitor and communicate successes and to keep the Active Transportation Plan a living document. The four-year Plan should be reported back to the public to ensure awareness for current planned projects and investments in active transportation.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PART THREE

SUMMARY + NEXT STEPS

SUMMARY + NEXT STEPS

This Discussion Paper summarizes the draft long-term Active Transportation Plan for Saanich, including the proposed strategies, actions and proposed infrastructure projects. The Discussion Paper summarizes the strategies and actions for each of three overarching themes to support the achievement of the goals and targets developed as part of the planning process and to guide Saanich's policy, planning and capital investment decisions as well as on-going operations and maintenance activities in support of active transportation over the next 30 years.

The strategies, actions and proposed infrastructure projects outlined in this document will be presented as part of the upcoming public engagement taking place in the Fall of 2017. During this process, we will be asking for input on the level of support of the materials presented and hearing from residents and stakeholders what they like or don't like, what is missing and what should be prioritized. Based on the feedback received the draft strategies, actions and proposed networks will be reviewed and refined and an implementation plan will be adopted.

While the Active Transportation Plan has been developed as a long-term plan, it will require significant additional financial investment, staff resources and an implementation strategy to prioritize improvements over the short-, medium-, and long-term. Final Active Transportation Plan will include an implementation and phasing strategy, including prioritization of the Plan's actions and network improvements and cost estimates. This will also include a number of 'quick win' initiatives that the District should begin within the next two years as well as a funding and leverage strategy. The Final Active Transportation Plan will also include a monitoring strategy to ensure the Plan is implemented as intended and making progress towards the vision statement, targets and goals.

APPENDIX A

BICYCLE FACILITY TYPE + CROSSING TREATMENTS

The following section outlines the different existing and proposed bicycle facility types in the District and some examples of crossing treatments that can be incorporated along bicycle routes.

AAA BICYCLE CORRIDOR TREATMENTS

- **Off-Street Pathways (Municipal and Regional)** are physically separated from motor vehicles by an open space or a barrier, depending on the application. In areas of high demand and activity, separate pedestrian and bicycle paths should be provided. In areas of lower demand activity, multi-use pathways can provide sufficient width and supporting facilities to be used by people walking, cycling, and other forms of active transportation like inline skating and joggers. Multi-use pathways can have paved or unpaved surfaces. Paved or firm surfaces are often preferable for people cycling and people with mobility aids or strollers.

  Multi-use pathways are an effective facility on roads or off-street locations where right-of-way is available. They can be installed parallel to a major roadway, within a park or along a utility corridor.

- **Cycle Tracks** are physically separated from motor vehicle travel lanes but are located on-street within the roadway surface. Cycle Tracks combine the benefits of increased comfort offered by multi-use pathways due to their separation from motor vehicle traffic, with the benefits of route directness provided by on-street facilities. They also provide separation between people walking and people cycling.

  There are many types of cycle tracks, offering varying types of treatments to provide protection. Types of separation include: concrete barriers, elevation, bollards, parked cars, visual surface treatments such as pavers, and painted buffers.

  The increased comfort offered by cycle tracks plays a significant role in increasing bicycle ridership, particularly among the interested but concerned demographic. They are an effective way to have people of all ages and

abilities cycle on busier streets and have been proven to increase bicycle ridership in other cities.

Cycle tracks are usually located in locations with high cycling demand and potential, such as within Centres and Villages or routes that provide direct connections to important destinations. They are often located on streets where motor vehicle volumes and speeds are higher.

- **Bicycle Boulevards** are shared bicycle routes located on streets with low traffic volumes and speeds. These streets have been optimized to varying degrees to prioritize bicycle traffic. Bicycle Boulevards are often found on low volume streets that run parallel to major roads or within neighbourhoods on residential streets connecting existing trails and pathways.

  In cases where the existing streets have relatively low traffic volumes and speeds, the only improvements required may be signage and pavement markings identifying the road as a bicycle route, and enhancements to crossings where the bicycle boulevard intersects with major roads. However, they can and should be further enhanced with traffic calming measures such as traffic circles and traffic diverters if volumes and speeds are high.

  The critical locations on bicycle boulevards are where these facilities intersect major roads. Crossing treatments can be used to assist cyclists, pedestrians and others in crossing major roads, and to minimize potential conflicts with motor vehicles. The range of crossing treatments that are typically considered where bicycle boulevards intersect major roads are median islands, curb extensions, improved sight lines, flashing beacons, or traffic signals.

NON AAA CORRIDOR TREATMENTS

- **Painted Bicycle Lanes** are designated exclusively for bicycle travel. Bicycle lanes help to define the road space for bicyclists and motorists. Bicycle lanes are generally suitable on streets with moderate traffic volumes.

  Bicycle lanes can also have a painted buffer, which can be located between the bicycle lane and other traffic lanes. Buffered bicycle lanes are more comfortable than conventional painted bicycle lanes as there is a spatial separation between people cycling and adjacent traffic lanes. Buffered bicycle lanes are distinguished from cycle tracks, as the former does not provide a physical barrier, such as bollards, curbs or planters. In Saanich's long term bicycle network, bicycle lanes will likely make up secondary routes that provide connections through neighbourhoods.

- **Shared Use Lanes** using 'sharrow' pavement markings indicate a shared space for bicycles and other vehicles. These are not a suitable facility for increasing the comfort or safety of the bicycle network and are not recommended to be used in the bicycle network plan, except in circumstances where they may provide increased wayfinding and education.

- **Shoulder Bikeways** can be used in rural areas to provide a dedicated space for people cycling on rural roads and highways, they are located on streets without a curb.

- **Local Connectors** are currently in place on a number of local streets within Saanich and are generally used as touring routes. Local connectors are part of the proposed bicycle network, although further improvements are not identified for these streets.

CROSSING TREATMENTS

Special considerations are needed when designing and installing crossing treatments at locations where bicycle routes intersect other streets, especially at major streets. These areas need treatments that make people cycling clearly visible to motorists at intersections. As an intersection is the connection point between people driving, riding transit, walking and cycling, it is important to have treatments to reduce conflicts between road users. Treatments should serve to increase the level of visibility, denote clear right-of-way and facilitate eye contact and awareness with other modes. Intersection treatments can improve cyclist movements and can be coordinated with timed or specialized signals. Crossing treatments to improve safety at an intersection for people cycling can include elements such as colour, signage, medians, signal detection and pavement markings. The type of treatment required depends on the bicycle facility, whether there are intersecting bicycle routes, street classification, and land use. Some examples of crossing treatments that can be used throughout Saanich include:

- **Coloured Conflict Zone Markings** have been used at several locations in the District. Green markings have commonly been used in North America as a recommended treatment to designate conflict zones and areas where people cycling are travelling. They provide a visual reminder of the presence of people on bikes.
- **Dashed Bicycle Lane Markings** through intersections serve to position people cycling appropriately as they travel through the intersection. They also make other road users aware of the presence of people on bikes.
- **Bicycle Boxes** provide a space for people cycling to wait to cross the intersection. They are often located in advance of the automobile stop line and provide the person cycling with a “head start” and make them more visible. Bicycle boxes also provide space to connect intersecting bicycle routes, allowing for hook or indirect left-turns.
- **Enhanced Bicycle Signal Crossings** can include a variety of signal treatments including full signals as well as pedestrian and bicycle activated signals. These signals can be activated by people cycling using a range of technologies, such as bicycle loop detectors, bicycle pushbuttons, or other technologies such as video, infrared, or pressurized mats. Dedicated bicycle signal heads can also be considered.
- **Two-Stage Median Crossings**, also referred to as a refuge island, are positioned in the middle of the roadway allowing people cycling to cross the road in two stages instead of one providing them with a space to wait before making the second stage of their crossing.
- **Crossbikes** (multi-use crosswalks) are pavement markings that are used to indicate that people cycling are permitted to use the crosswalk and do not need to dismount. These pavement markings may be combined with a pedestrian crosswalk or may be used on their own to indicate a separated bicycle crossing.
- **Protected Intersections** incorporate a combination of bicycle signal phasing, design elements and space allocation that help protect people cycling from turning cars.

#moving saanich fwd

OUR 30 YEAR ACTIVE TRANSPORTATION PLAN