

**LET'S MOVE
SAANICH!**



#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

MOVING SAANICH FORWARD

DISCUSSION PAPER #1: BASELINE CONDITIONS REPORT

MARCH 2017





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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 114,148 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 committed to sustainability and recognizes the importance of active transportation to enhance community livability. In recent years, Saanich has developed several plans and policies with a strong emphasis on ensuring Saanich continues to grow as a sustainable community.

In 2008, Saanich adopted its current Official Community Plan (OCP) to guide future growth and change. The OCP includes a vision that “Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations.”

The vision goes further, stating that a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and that walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

In addition, one of the key directions in the District’s 2015-2018 Strategic Plan is to ‘develop an Active Transportation Master Plan to serve as a long-term strategic vision for the District that will help guide active transportation decisions and public investments for the years ahead’.

The District is now building on these directions to improve walking, cycling and other active mobility options by developing its first-ever Active Transportation Plan – known as **Moving Saanich Forward**.





WHAT IS ACTIVE TRANSPORTATION?

Active Transportation includes any form of human powered transportation. Walking and cycling are the most popular and well known forms of active transportation. However, the definition extends much further than that – as long as it is ‘active’, you choose the mode – skateboarding, wheeling, pushing a stroller, in-line skating, using a mobility aid, etc.

Active Transportation is any active trip you make to get yourself, or others, from one place to another whether it’s to work, school, the store or to visit with friends and family.



The Active Transportation Plan will guide the District’s investments in active transportation over the next 25 years. The plan will establish a vision, goals, targets and corresponding directions and actions for improving active transportation policies, standards, infrastructure and programs. By developing an Active Transportation Plan and promoting walking and cycling, the District can work to reduce automobile dependence and greenhouse gas (GHG) emissions, increase physical activity and improve public health outcomes, increase social connections, and reduce infrastructure demands.

PLAN PURPOSE + OBJECTIVES

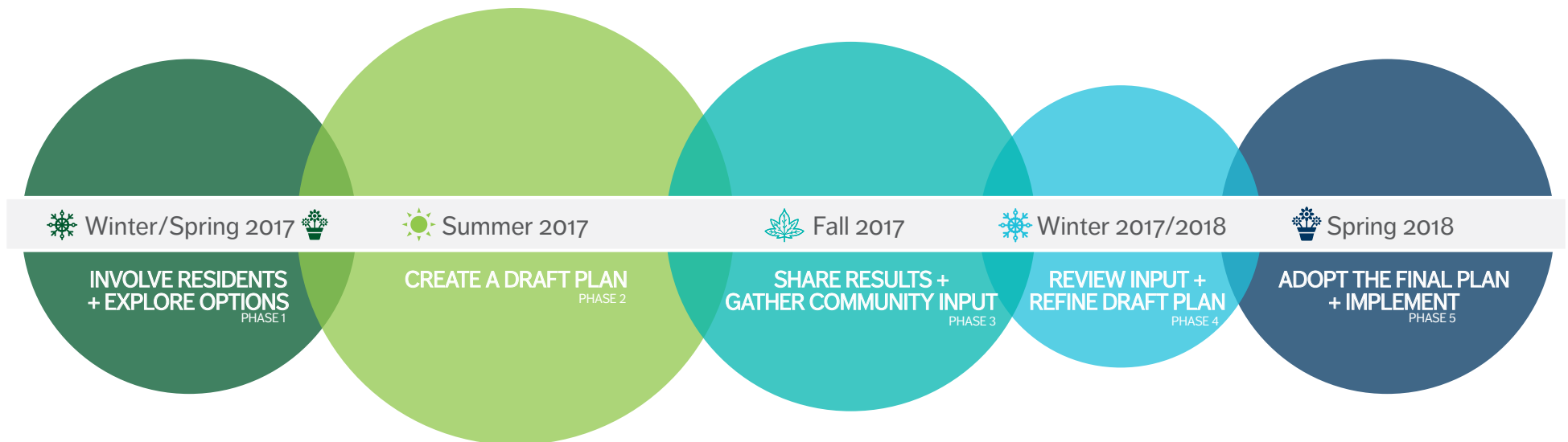
The Active Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation. The purpose of the plan is to provide a vision to guide the development, promotion and implementation of safe, attractive and convenient active transportation choices in Saanich to the year 2038.

- 1 Provide a plan that has been developed through citizen and stakeholder engagement
- 2 Review and update the policy framework for active transportation in Saanich
- 3 Increase awareness of active transportation in Saanich through promotion, education and community outreach
- 4 Improve the quality of active transportation with safe innovative design principles
- 5 Develop a safe and integrated active transportation network plan for Saanich
- 6 Set priorities for construction of active transportation infrastructure
- 7 Measure and track the implementation progress and success of active transportation

PLAN PROCESS

The Active Transportation Plan is being developed over a five phase process over an 18 month period. We are currently in the first phase of the process to understand existing conditions and explore options to improve active transportation in Saanich.

At the end of the process, the District will have an implementable action plan to guide investments in active transportation infrastructure and support programs to help make active mobility options safe, convenient and attractive transportation choices for people of all ages and abilities.



PUBLIC ENGAGEMENT

The Active Transportation Plan is being developed based on extensive input from the public and key stakeholders. Public engagement is, and will be, occurring throughout the development of the Active Transportation Plan. We have already interacted with approximately two thousand Saanich residents through the following engagement activities:

POP-UP ENGAGEMENT

The *Moving Saanich Forward* team set-up pop-up tents in 6 locations throughout the District. Locations were selected based on areas with high foot traffic and a diversity of residents. The pop-ups were used designed to spread awareness for the project and more specifically, the opportunities to provide input. This activity resulted in more than 700 interactions.

INTERACTIVE SURVEY

An interactive survey was available online and through hardcopy for all residents to complete between December 2, 2016 and January 31, 2017. In total, 1376 people completed the survey.

ENGAGEMENT LABS

On January 14, 2017 the District hosted the first open public events for the *Moving Saanich Forward*. Engagement Labs were held at two locations resulting in more than 250 conversations.

WALK BIKE RALLY

On February 7, 2017, 70 invited stakeholders, representing various interest groups, attended a half-day workshop at Cedar Hill Golf Course. The 4-hour session included presentations and rotating group discussions on a variety of topics, including how *Moving Saanich Forward* can help achieve Saanich's strategic goals.

ONLINE ENGAGEMENT

Several online tools were used to enhance the public engagement opportunities, allowing residents to participate at their convenience. A project website, email, facebook and twitter were also used as other components of the online engagement strategy.

A Project Advisory Committee has also been established to assist in the development of the Active Transportation Plan and includes representatives from:

- Ministry of Transportation and Infrastructure
- Camosun College Transportation Services
- UVIC Campus Planning and Sustainability
- Saanich Community Association Network
- Greater Victoria Placemaking Network
- Greater Victoria Cycling Coalition
- CRD Transportation Services
- Capital Region Equestrians
- Seniors Representatives
- Tourism Victoria
- Walk on Victoria
- City of Victoria
- Island Health
- BC Transit
- ICBC





PROJECT BRANDING

To launch the Active Transportation Plan process a project brand was created - *Moving Saanich Forward*. This included a project name, slogan, hashtag and logo. Each element helps to create an identifiable look for the Active Transportation Plan. The project logo was printed on promotional items, such as t-shirts, stickers and water bottles, used as giveaways at public events.



ONGOING AWARENESS RAISING

Several channels were used to promote *Moving Saanich Forward* and its engagement activities, including promotional videos, pop-up booths, personalized stakeholder invitations, media relations and the Saanich Talks event: *Cycling in Canada*.





PART TWO

SETTING THE CONTEXT

SETTING THE CONTEXT

2.1 WHY PROMOTE WALKING AND CYCLING

Investments in walking, cycling and other forms of active transportation results in a more balanced transportation system, one that is more accessible, cost-effective and efficient in terms of infrastructure investments. Increased use of active transportation contributes to a number of the District's strategic goals. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation.



ECONOMIC BENEFITS

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



HEALTH BENEFITS

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



ENVIRONMENTAL BENEFITS

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



SOCIETAL BENEFITS

Active transportation provides practical, everyday opportunities for residents to be physically active, increasing their mental wellness and social interactions. High levels of active transportation in a community is a strong indicator of sustainability and livability. Active transportation facilities provide affordable and accessible transportation choices for people of all ages and abilities. For youth, this also encourages sustainable travel patterns at an early age that can continue later in life.

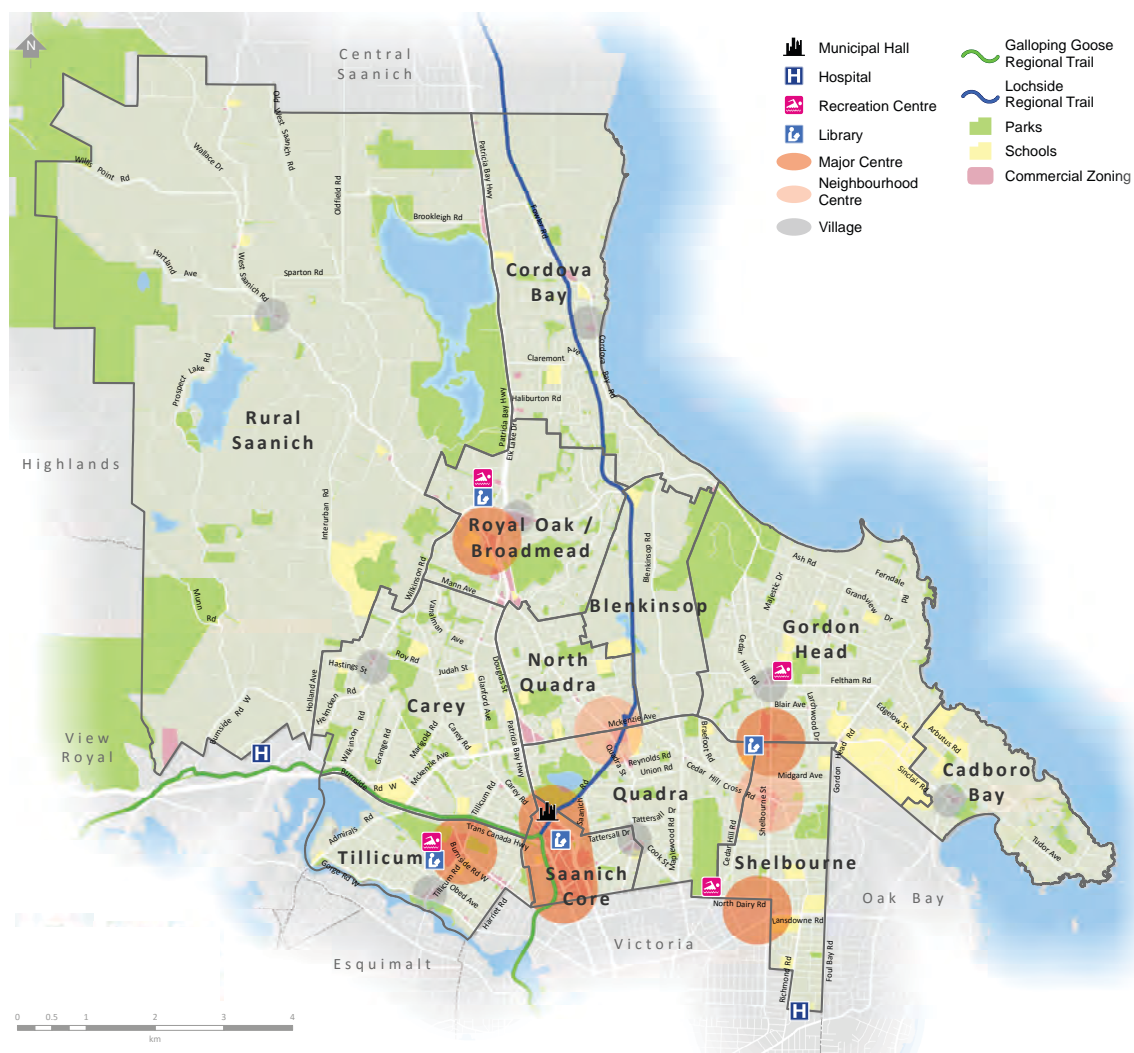
Active transportation encourages social interaction, creating opportunities for face-to-face interactions with members of the community and building trust, respect, understanding and a sense of co-operation among members of the neighbourhood. Studies have shown that social interactions diminish when traffic levels increase and walking infrastructure decreases. These social connections are found to be particularly important for children and older adults.



SAFETY BENEFITS

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

FIGURE 1 - COMMUNITY CONTEXT



2.2 COMMUNITY PROFILE

LAND USE

Saanich's location 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, Vancouver Island Technology Park, and many outdoor and tourism opportunities.

The 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 sustainability by promoting compact development, and making walking, cycling and transit more viable.

NEIGHBOURHOODS

Saanich is made up of diverse neighbourhoods that provide a range of living environments. For the most part, Saanich neighbourhoods are low density, composed predominantly of single family housing. Multiple family developments within neighbourhoods tend to be located along established transportation routes 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 within Saanich

neighbourhood areas, on a more limited scale. A range of housing types within 12 identifiable neighbourhoods (as seen in **Figure 1**) allows residents to age in place, and supports a diversity of local community services. Complete and compact neighbourhoods in turn promote a range of transportation choices for local residents.

CENTRES AND VILLAGES

Existing commercial and multi-family development areas in Saanich have been identified in the OCP as “Centres” and “Villages.” These areas provide a broad range of community and commercial functions, are serviced by public transit and adjacent to one or more major roadways. The “Centre” and “Village” nodes range in character, size, and level of completeness, but they all have the potential to become walkable centres that meet a variety of resident and neighbourhood needs.

The OCP identifies the opportunity to focus new development in “Centres” and “Villages,” in order to meet the objective of becoming a sustainable community, while accommodating new residents and businesses.

Major Centres are intended to meet a broad range of community and regional commercial and service needs. Major Centres are served by two or more bus routes, provide a range of multiple family housing options, and accommodate institutional uses such as a community centre or library.

Neighbourhood Centres are smaller in scale than a Major Centre. They provide a narrower range of commercial and service options and are primarily focused on the needs of the immediate neighbourhood. A Neighbourhood Centre is typically served by at least two bus routes and includes a range of multiple family housing.

Villages are small local nodes with a historical basis. They generally meet local residents’ basic commercial and service needs. Most villages also provide a limited amount of multiple family housing, and are typically serviced by a single bus route.

Rural Villages are small local nodes that acknowledge the unique character of Rural Saanich. A Rural Village serves the basic commercial need of local residents, but does not include multi-family housing.

NEIGHBOURHOODS

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

MAJOR CENTRES

- Uptown Centre
- Hillside Centre
(shared with City of Victoria)
- Royal Oak Centre
- Tillicum Centre
- University Centre

NEIGHBOURHOOD CENTRES

- McKenzie-Quadra Centre – Neighbourhood Centre
- Cedar Hill Centre – Neighbourhood Centre

VILLAGE AREAS

- Broadmead Village
- Cadboro Bay Village
- Cordova Bay Village
- Feltham Village
- Four Corners Village
- Gorge Village

RURAL VILLAGE

- Strawberry Vale
- Prospect Lake Rural

OTHER KEY DESTINATIONS

Saanich is the home of three key knowledge centres and institutions. These institutions help create and sustain a strong economy, society and culture, including the development of local and knowledge-based businesses. Each are significant major employers that generate significant commuter traffic from across Saanich and the region.

The institutions are integral into their neighbourhoods, but new buildings, redevelopment and ongoing traffic generation to and from these centres can have considerable impact on adjacent areas, local roads and traffic flows. Provision of transportation choices for these major employment centres is desirable to ensure sustainable community development in Saanich.

The three knowledge centres are:

- University of Victoria
- Camosun College (two campuses)
- Vancouver Island Technology Park

Saanich has several major community recreation centres that provide accessible, affordable, and inclusive recreation programming. Their service offerings include sports and fitness, arts and cultural activities, multiple special events and community education courses. These facilities provide highly valued opportunities and supports for physical activity, healthy lifestyles and social interaction. Improved transportation options to and from these community centres are a natural extension of Saanich's community and recreational goals for its residents.

The four major community centres are:

- Gordon Head Recreation Centre
- Saanich Commonwealth Place
- Cedar Hill Recreation Centre
- G.R. Pearkes Recreation Centre

2.3 DEMOGRAPHICS

Demographics play a significant role in influencing transportation choices and travel patterns. This section summarizes key demographic characteristics that will be used as a basis to inform the direction of the Active Transportation Plan.

A GROWING CITY

Saanich is home to approximately 114,000 residents. Between 2011 and 2016, the District's population grew by 4%, this moderate rate of growth is consistent but slightly slower than what has been seen throughout the CRD. Increasing population growth in Saanich and throughout the CRD will continue to place increasing pressure on the District's transportation system.

A LARGE MUNICIPALITY

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

AGE OF POPULATION

Saanich's median age is 44 years old, slightly older than the provincial average (42) but consistent with the average age in the CRD. Roughly 40% of Saanich's population is under 30 years of age. People in this age group tend to rely more on transit, walking, and cycling to access schools and services. Studies suggest the younger generation - those born between 1981 and 2001 – are a generation where car ownership is declining and higher rates of walking, cycling and transit. Residents over 60 also make up a significant segment of the population, accounting for approximately 25% of the population. The needs and travel patterns of older residents are unique and a range of mobility options is important to ensure that an aging population can participate in their communities at all stages of their lives, regardless of ability.

2.4 POLICY CONTEXT

The Active Transportation Plan is closely linked to, and will be informed by, many of the District's and region's key planning documents that contain pedestrian and cycling-related policies, plans, and goals. Many of these documents and resolutions include broader aspirations for growth and transportation and provide specific directions on how walking and cycling can become an integral part of the District's transportation system. The Active Transportation Plan can reinforce and help further the goals and policies found in other documents.

The following is an overview of two overarching municipal plans that will play a significant role in informing the development of the Active Transportation Plan.

SUSTAINABLE SAANICH OFFICIAL COMMUNITY PLAN (2008)

WHAT IS IT?

Saanich's OCP includes a vision that "Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations." The vision further states that vibrant, distinct neighbourhoods provide a high quality of life for individuals and families; a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

WHY IT IS IMPORTANT?

- The OCP focuses new development in Centres and Villages as a key strategy to becoming a sustainable community by promoting compact development, and making walking, cycling and transit more viable.
- The OCP identifies a number of policies focused on providing more transportation options, by encouraging more walking and cycling.

2015-2018 STRATEGIC PLAN (2015)

WHAT IS IT?

The 2015-2018 Strategic Plan builds on the policies formed in the OCP. The Plan includes initiatives aiming at promoting active transportation. A key initiative in the 2015-2018 Strategic Plan is to "develop an Active Transportation Master Plan to serve as a long-term strategic vision for the District that will help guide active transportation decisions and public investments for the years ahead." The 2015-2018 Strategic Plan also identifies indicators and targets to monitor progress towards achieving the community's vision, including mode share targets.

WHY IT IS IMPORTANT?

One of the six fundamental themes of the Strategic Plan is Balanced Transportation with active transportation goals such as:

- Provide an interconnected and high quality cycling network
- Design and construct "Complete Streets"
- Implement key mobility initiatives from the Shelbourne Valley Action Plan
- Collaborate with BC Transit on transportation initiatives

Other District plans and initiatives in place that will influence the Active Transportation Plan include:

- Uptown – Douglas Corridor Plan (In Development)
- Shelbourne Valley Action Plan (In Development)
- Older Adults Strategy (In Development)
- Youth Development + Implementation Strategy (2015)
- Parks, Recreation + Culture Master Plan (2013)
- Pedestrian Priorities Implementation Plan (2012)
- CRD Regional Transportation Plan (2014)
- CRD Pedestrian + Cycling Masterplan (2011)
- BC Transit Future Transit Plan (2011)
- City of Victoria #Biketoria (2016)



PART THREE

WALKING + CYCLING IN SAANICH TODAY

WALKING + CYCLING IN SAANICH TODAY

3.1 TRAVEL PATTERNS

Saanich has an extensive network of pedestrian and cycling facilities, including more than 130 km of bicycle routes, 250 km of sidewalks and over 100 km of trails. Saanich's active transportation network is largely built around the Galloping Goose and Lochside Regional Trails, which are operated by the CRD and form the backbone of the regional active transportation network.

The District has made significant progress in expanding and improving conditions for walking and cycling in recent years. However, there are still gaps in the network and challenges that have an impact on encouraging more trips by active transportation.

Saanich's 2015 Citizen Satisfaction Survey found that enhancements to the condition, lighting and maintenance of streets and sidewalks was the top priority based on level of importance, while enhancing the ease of travel for people walking was also a high priority. The survey also found that 77% of citizens are very or somewhat satisfied by the ease of traveling by bicycle in the District.

INTEREST IN WALKING AND CYCLING

As noted previously, promoting walking and cycling can help reduce automobile dependence and GHG emissions, increase physical activity and improve public health outcomes, increase social connections, and reduce infrastructure demands.

Results from the interactive survey show that residents of Saanich think active transportation is important for many of these reasons, with health, commuting and the environment being the top reasons why walking and cycling is important to most respondents (**Figure 2**).

FIGURE 2 - REASONS WHY WALKING AND CYCLING IS IMPORTANT



FIGURE 3 - INTEREST IN WALKING AND BIKING IN SAANICH

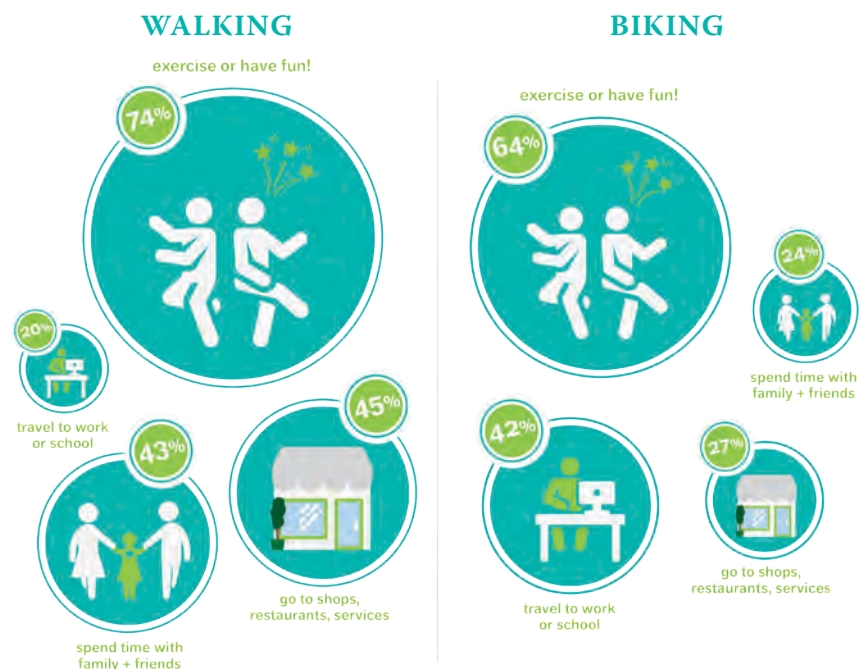


FIGURE 4 - 2011 NATIONAL HOUSEHOLD SURVEY MODE SHARE



Survey respondents also indicated that they are interested in using active forms of transportation for a variety of reasons, with the most common reason being for exercise or to have fun, as shown in **Figure 3**.

MODE SHARE (COMMUTE TRIPS)

According to Statistics Canada's 2011 National Household Survey, over 11% of all trips to work in Saanich are made by walking and cycling. When compared to other peer cities in British Columbia of similar population and physical size, Saanich has the highest bicycle and walking mode share, as seen in **Figure 5**. The number of trips by walking and cycling has seen a steady increase over the last 15 years as the District invests in more walking and cycling infrastructure.

Walking and cycling patterns vary significantly throughout the District. As shown in **Figure 6**, the highest proportion of walking trips to work are found in Cadboro Bay, Saanich Core, Gordon Head, Shelbourne, and Tillicum. As shown in **Figure 7**, the highest proportion of cycling trips to work are found in Quadra, Cadboro Bay, and Gordon Head.

FIGURE 5 - 2011 NATIONAL HOUSEHOLD SURVEY MODE SHARE

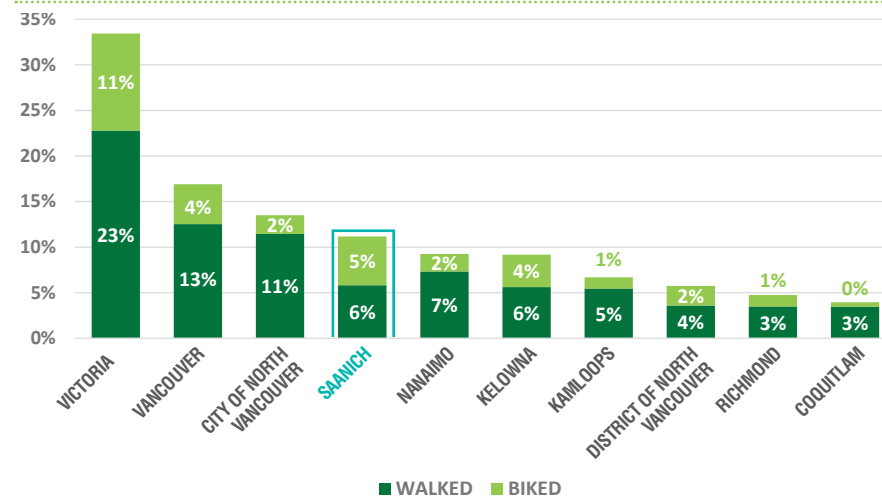


FIGURE 6 - WALKING MODE SHARE BY CENSUS TRACT



Walking Mode Share

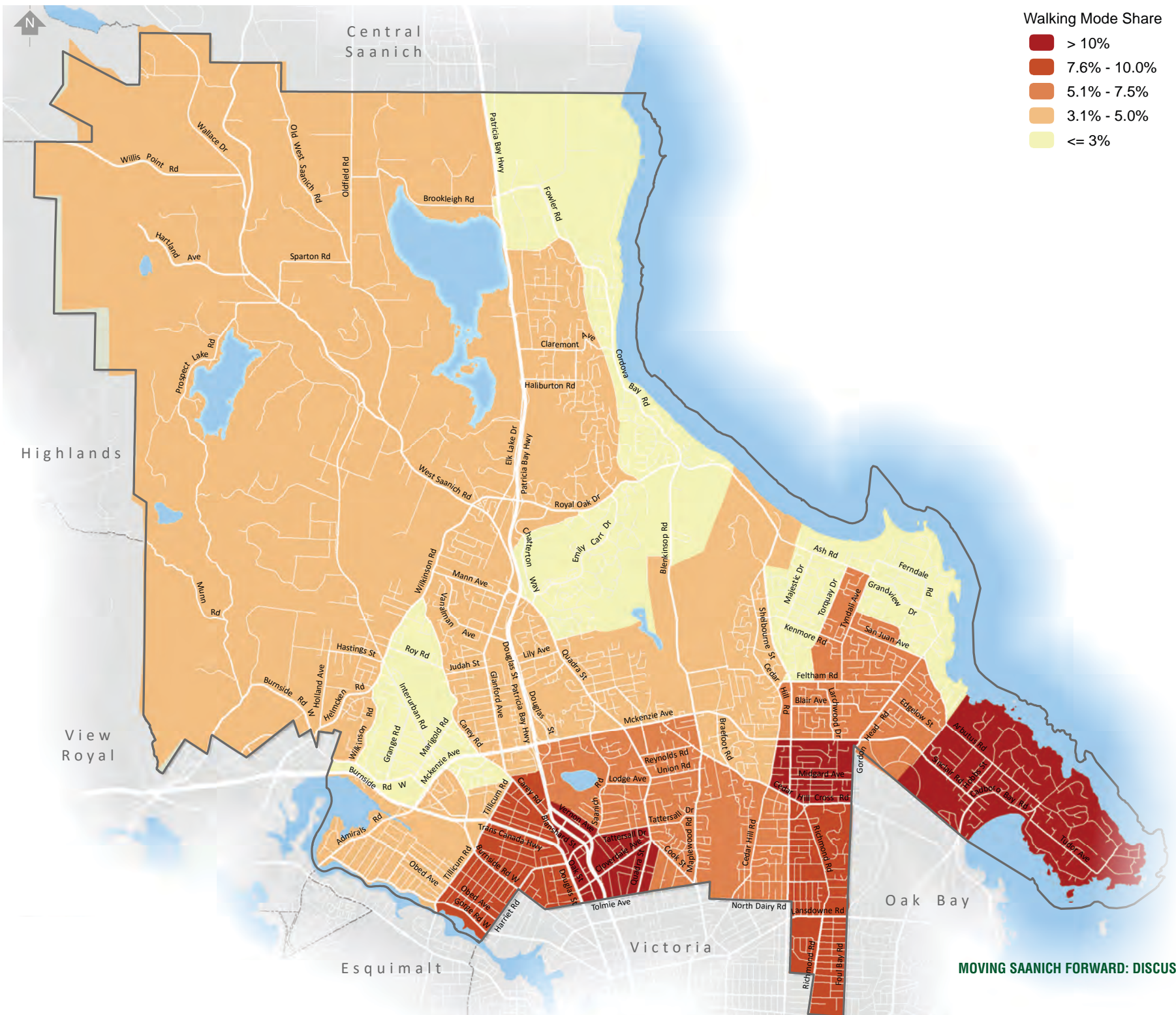
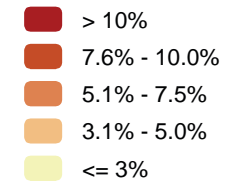
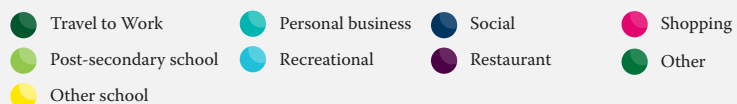
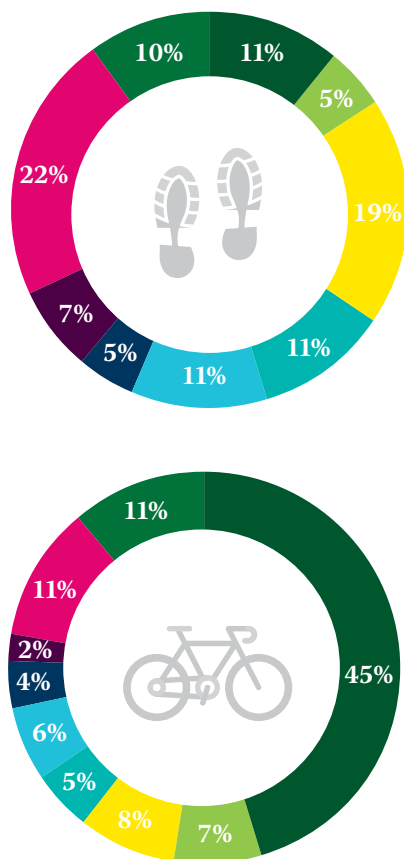




FIGURE 8 - CRD ORIGIN DESTINATION SURVEY 2011- WALKING + BICYCLE DESTINATIONS



MODE SHARE (ALL TRIPS)

In 2011, the CRD conducted an Origin-Destination Household Travel Survey to understand travel patterns throughout the CRD considering all trip types. The survey found that approximately 12% of all trips in Saanich are made by walking and cycling, including 8.5% made by walking and 3.0% made by bicycle.

The difference between Census Canada National Household Survey Data and the CRD Origin-Destination Household Travel Survey is the type of trips that are included. National Household Survey includes only trips to work and school whereas the data collected from the CRD includes all types of trips including walking and cycling trips to shopping, entertainment, recreation and social activities. A comparison of the two data sources indicates that more people are walking for other trip purposes beyond trips to work and school.

DESTINATIONS

Most walking trips are relatively short, and as a result, the majority of walking trips that begin in Saanich remain in Saanich. In contrast, cycling accommodates both short and medium-distance trips, with approximately half of all trips remaining within Saanich, while a quarter of cycling trips are to Victoria.

TRIP PURPOSE

Walking trips are made for a wide variety of reasons, including shopping, eating out at restaurants, and traveling to school and work. The CRD origin destination data shows that 55% of walking trips are for social or recreational purposes (**Figure 8**). In contrast, the majority of cycling trips are for commuting to work or school, with 60% of cycling trips made for this purpose.

The survey results also provide interesting information on the regional destinations of walking and cycling trips. Only half of all bicycle trips are going to destinations within Saanich, while 85% of walking trips stay within Saanich (**Figure 9**).

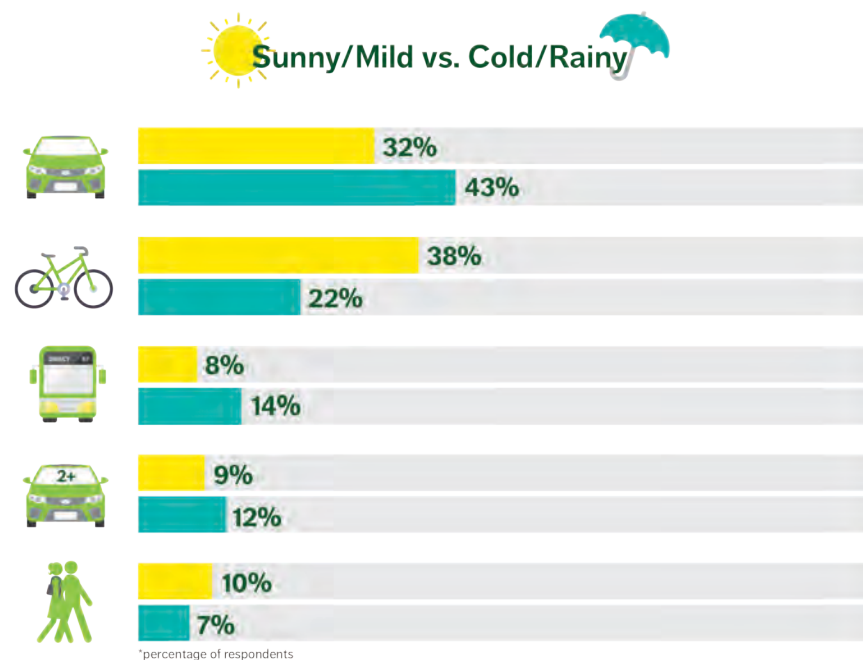
FIGURE 9 - WALKING AND CYCLING DESTINATIONS



WEATHER

Living on the west coast means that residents of Saanich deal with cool and rainy weather many months of the year. Respondents of the interactive survey indicated that they are 16% less likely to use their bicycle when the weather is cold and mild, but are only 3% less likely to walk in the same conditions (Figure 10).

FIGURE 10 - WEATHER CONDITION BASED MODE CHOICE



DESTINATIONS

Respondents to the interactive survey were asked to identify locations they frequently travel to and from for daily tasks such as, grocery shopping or going to work. Mapping the results of this exercise was particularly helpful to understand walking and cycling travel patterns within the District of Saanich. **Figures 11 to 15** show the distribution of these trips.

Some of the key findings show that people are:

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

FIGURE 11 - FREQUENT WORK DESTINATIONS

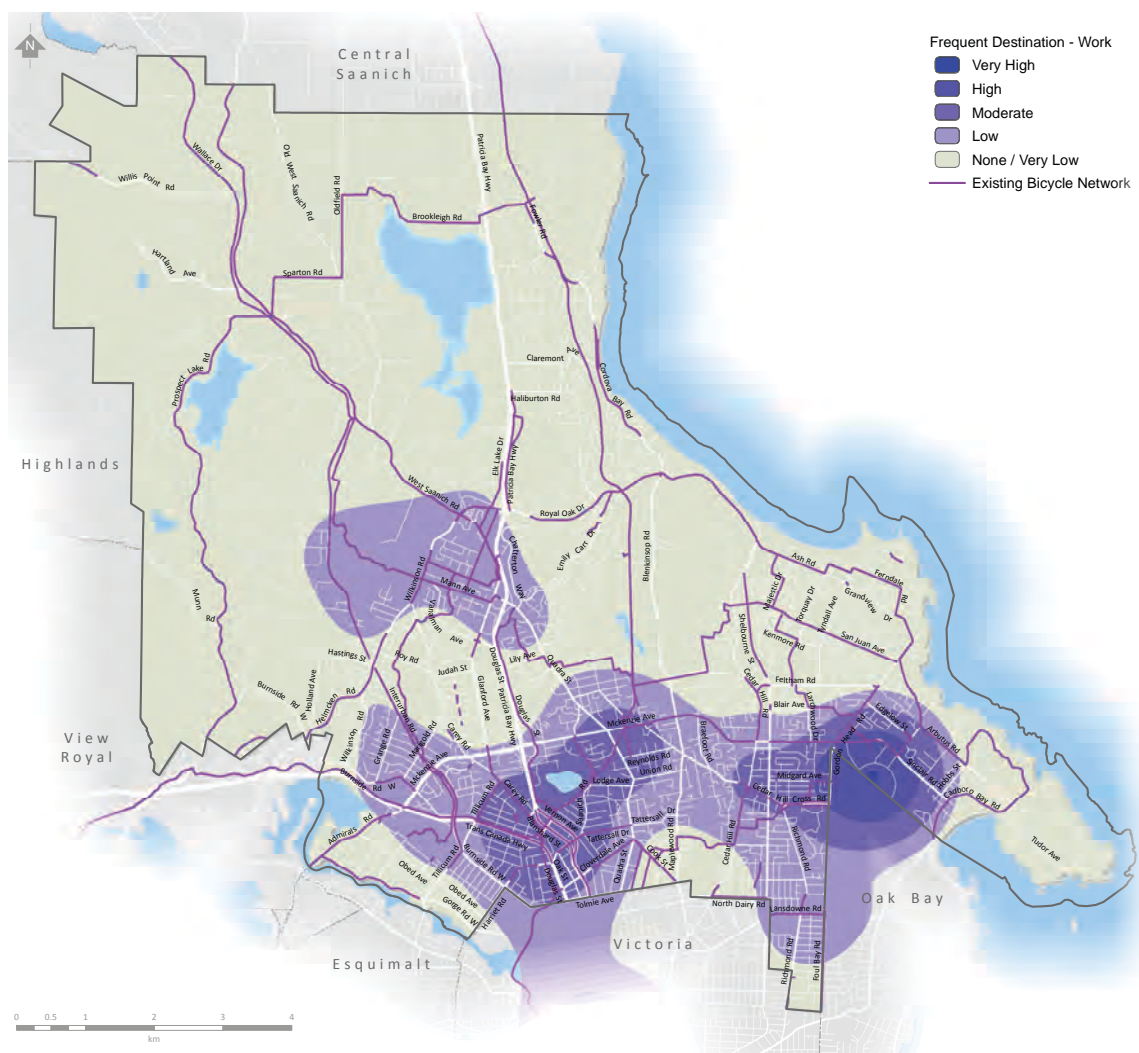


FIGURE 12 - FREQUENT SCHOOL DESTINATIONS

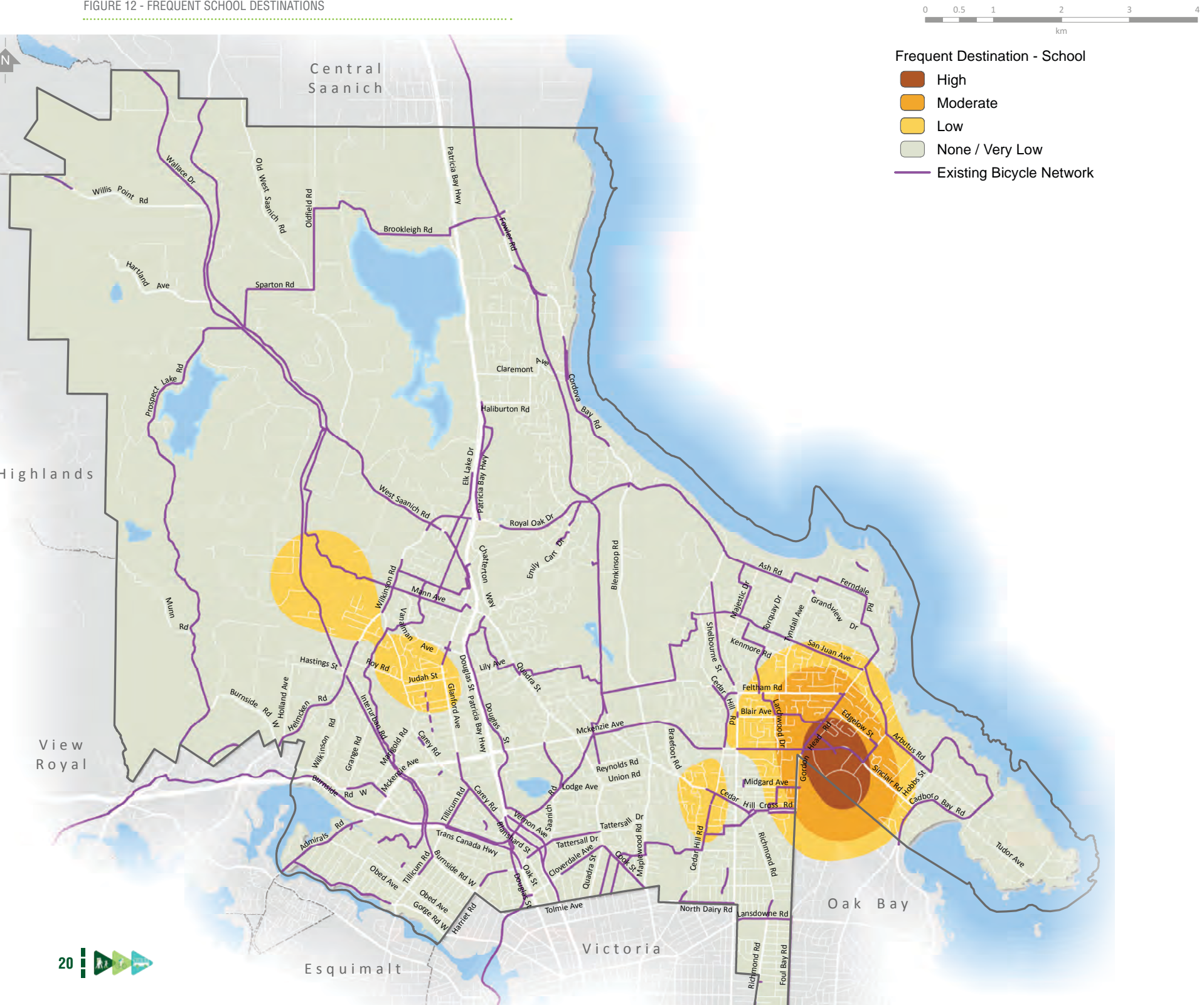
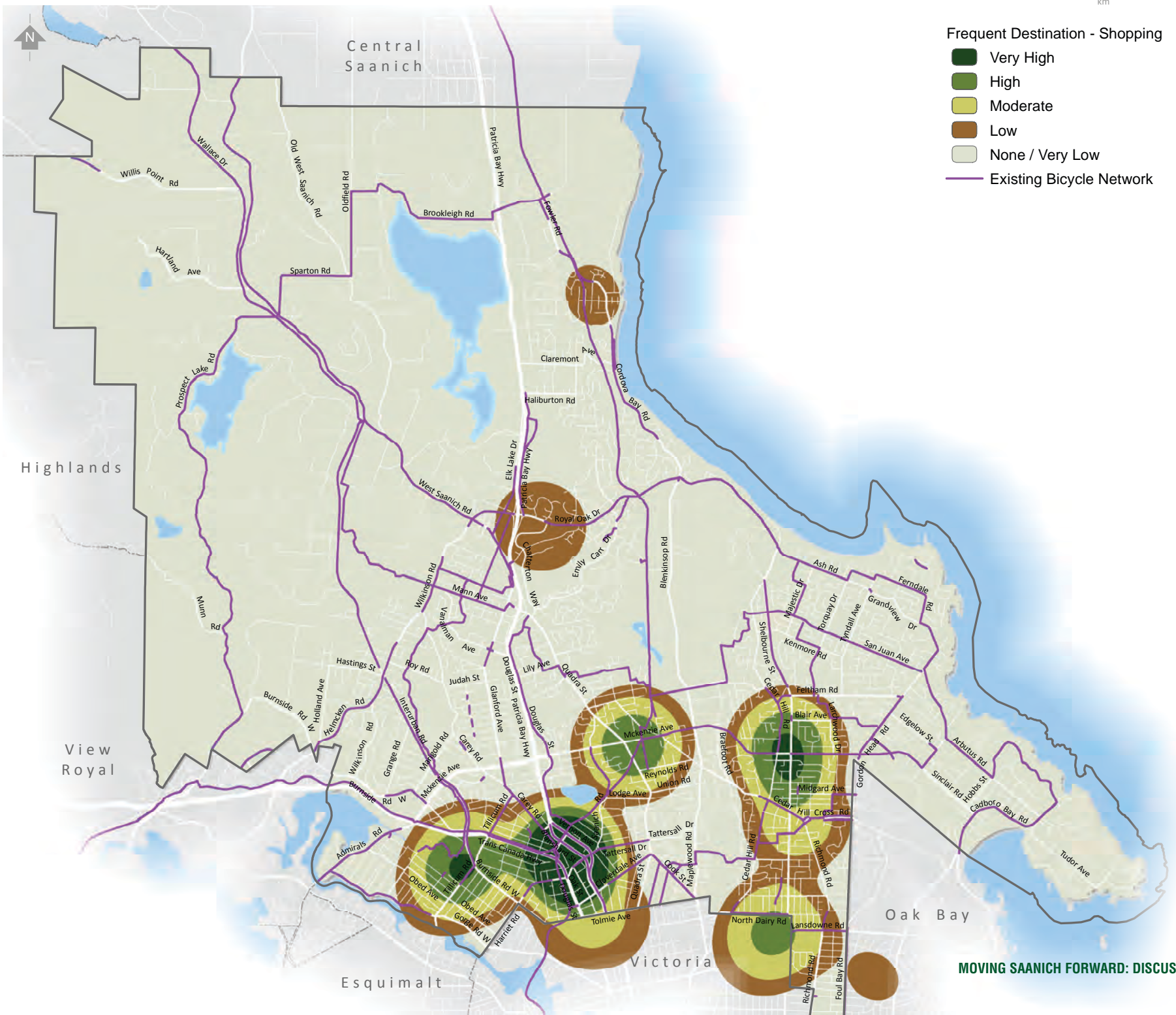


FIGURE 13 - FREQUENT SHOPPING DESTINATIONS



Frequent Destination - Shopping

- Very High
- High
- Moderate
- Low
- None / Very Low
- Existing Bicycle Network



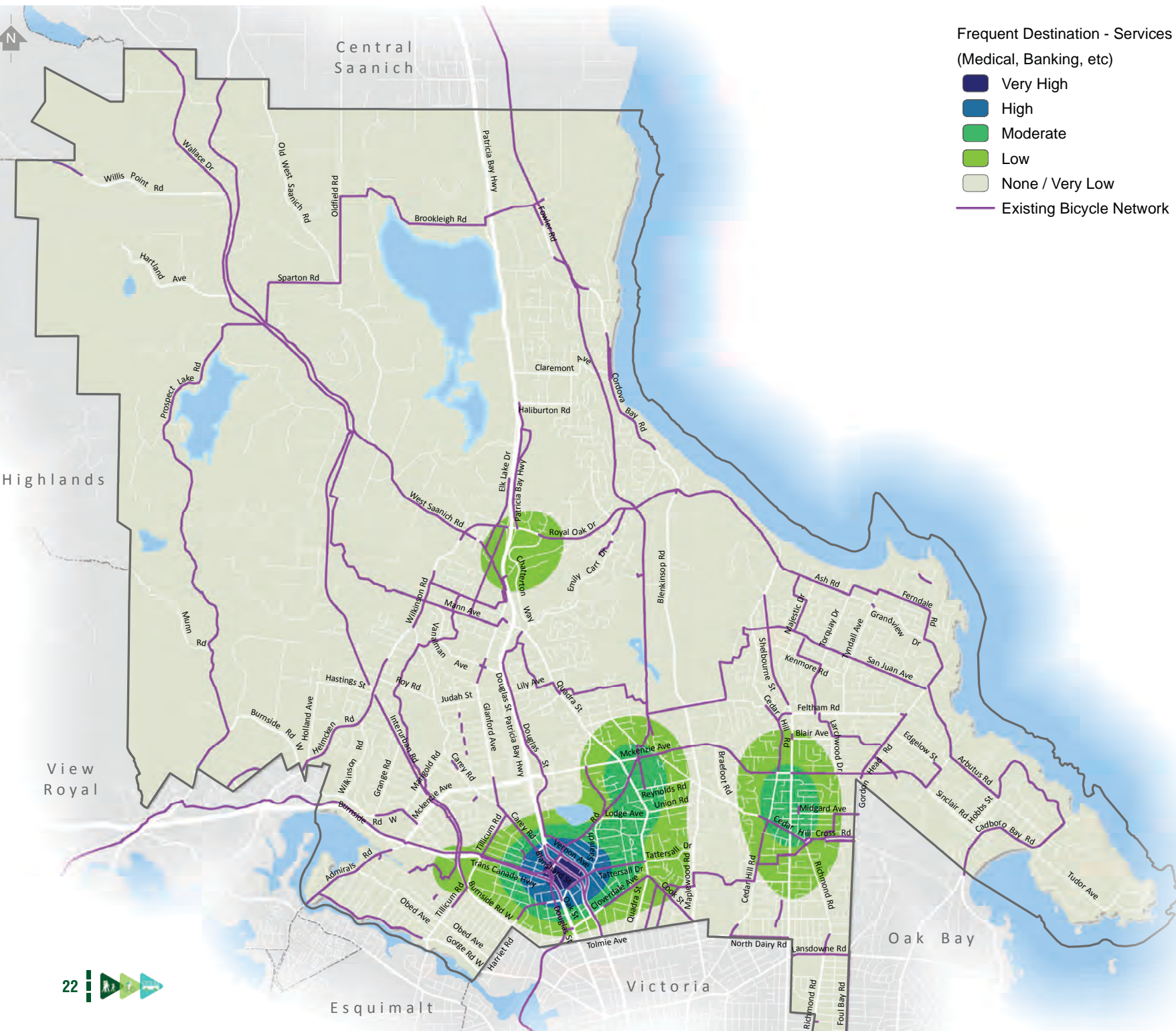
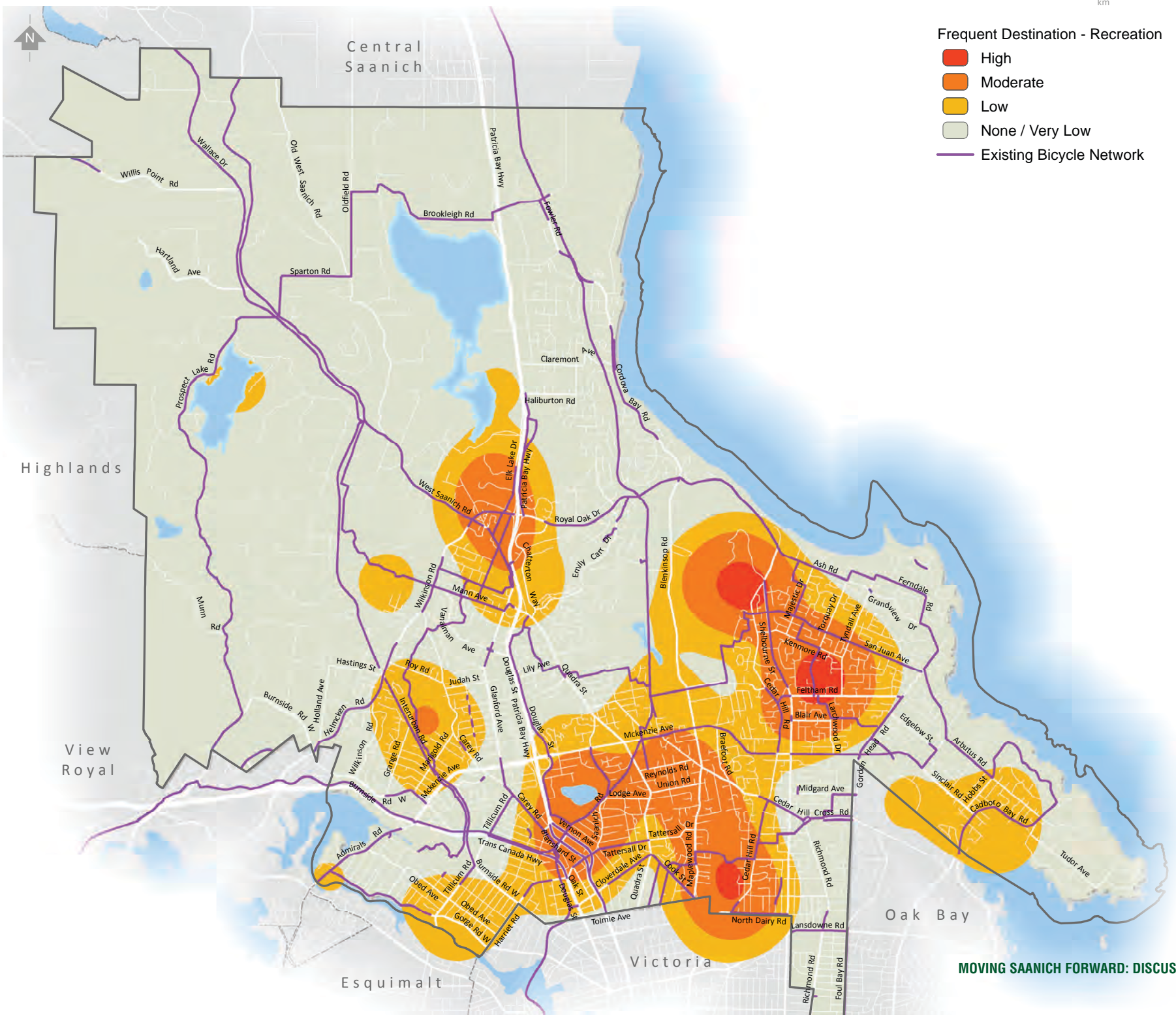


FIGURE 15 - FREQUENT RECREATION DESTINATIONS



Frequent Destination - Recreation

- High
- Moderate
- Low
- None / Very Low
- Existing Bicycle Network



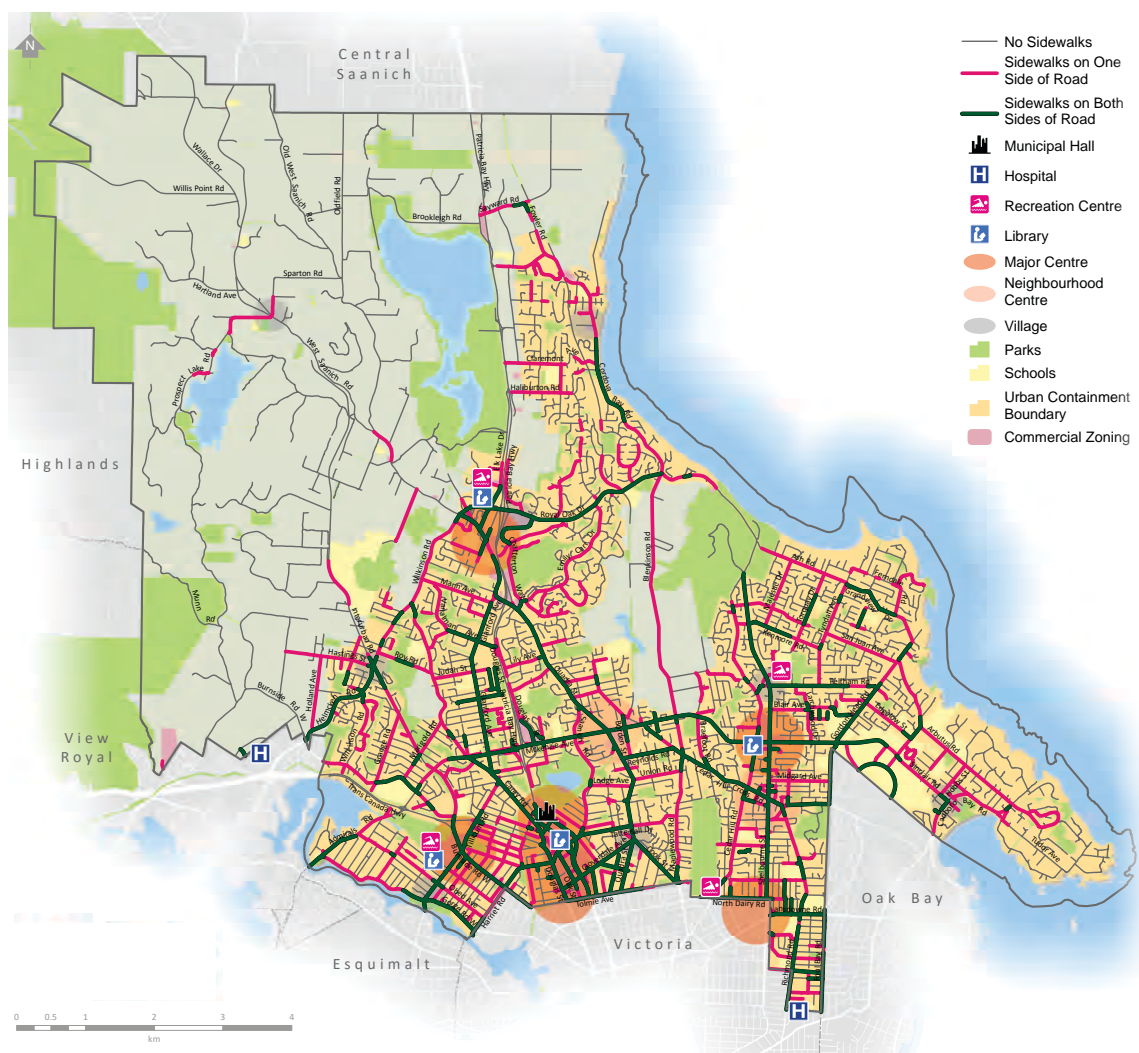
3.2 WALKING IN SAANICH

Walking is the most common form of transportation, as every trip begins and ends by foot. When a suitable network exists within a community – such as having a complete and connected sidewalk network, safe crossings, and major destination close to where people live – walking can be a practical and attractive form of transportation for almost all short trips throughout the year. One of the key components of the Active Transportation Plan will be to outline the District of Saanich's next steps for improving the environment for walking, including enhancing safety, creating and connecting walkable neighbourhoods, and promoting walking as part of an everyday routine. The following sections summarize key facts and observations for walking in Saanich.

EXISTING WALKING FACILITIES

Sidewalks form the backbone of a well-connected walking network for all users of all ages and abilities. There are approximately 250 km of sidewalks within the District. As shown in **Figure 16**, sidewalks are located on one or both sides of many streets within the District. A large percentage of major roads (80%) and collector (67%) roads in the District have sidewalks on one or both sides of the road. This can be compared to the percentage local roads (15%) that have sidewalks on one or both sides of the street.

FIGURE 16 - EXISTING SIDEWALK NETWORK



Saanich has an extensive network of trails, including approximately 11 km of the Lochside Trail and 4.5 km of the Galloping Goose. These trails connect Saanich north to Swartz Bay and west towards Sooke, respectively. Both trails are key active transportation routes within Saanich but also play a key role for active transportation within the CRD, connecting Saanich to the region. Additionally, within Saanich 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. They are often considered more of a destination than a transportation route.

The walking network also includes countdown timers at intersections, accommodations for people walking on overpasses and at underpasses, and accessible infrastructure at many intersections.

TABLE 1 - 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

SIDEWALK REQUIREMENTS

Based on the District's requirements, concrete sidewalks must be provided on roads in or adjacent to subdivisions. 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 (**Table1**).

There are several different types of sidewalks and walking facilities that offer a range of comfort Saanich, as shown in **Figure 17**. These can range from pedestrian only off street pathways and multi-use pathways which provide physical separation from moving vehicles. Other types of walking infrastructure include unpaved pathways located at the side of the street and paved shoulders, some of which include a white curb to provide separation from vehicle traffic.

FIGURE 17 - CONTINUUM OF PEDESTRIAN FACILITIES



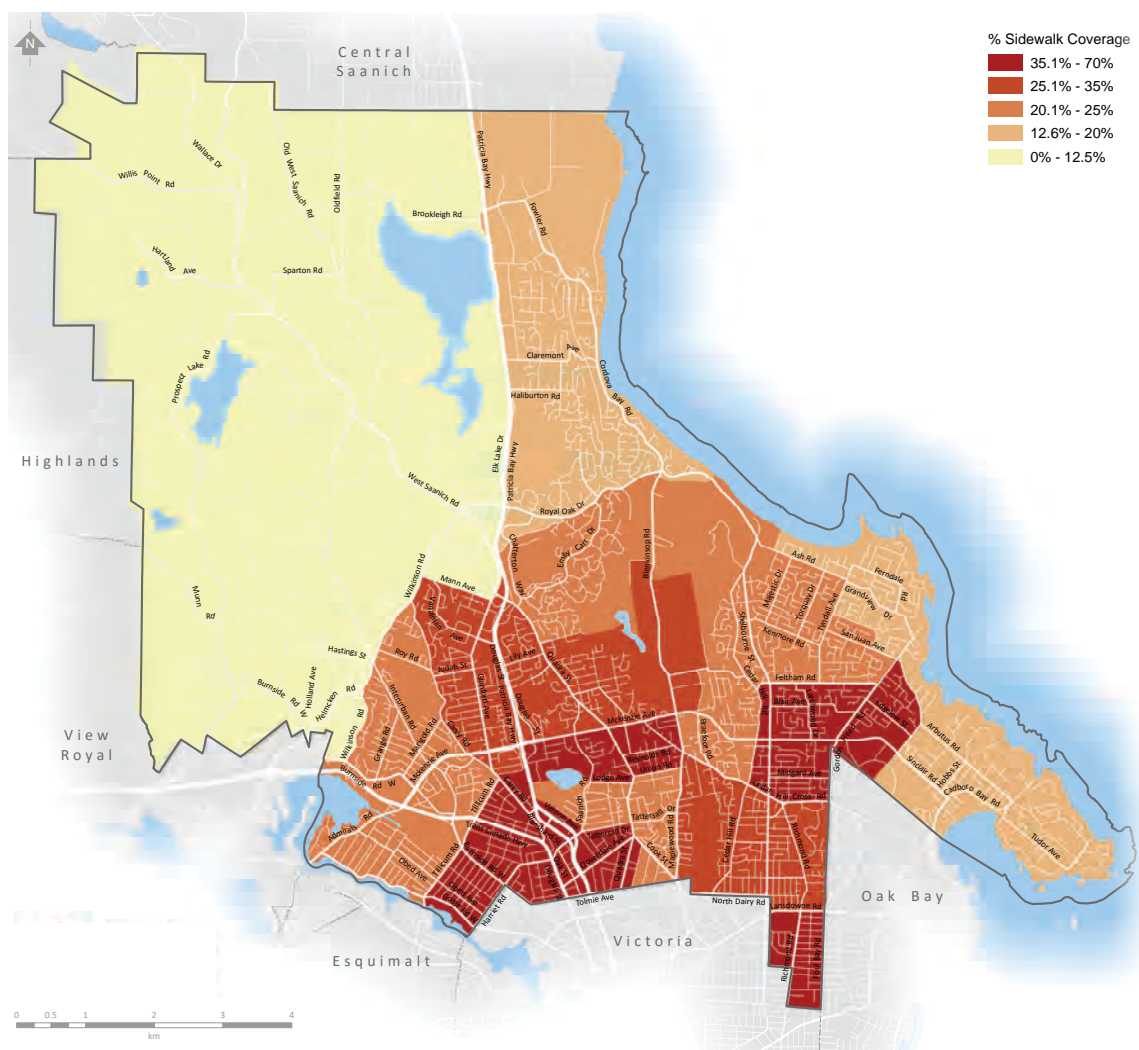
Sidewalks within the District of Saanich are made mainly of concrete and many of the sidewalks are in good condition; however, there are some locations where the sidewalks are not well maintained and are poor quality as identified in the Pedestrian Priorities Implementation Plan.

SIDEWALK ASSESSMENT

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 that will be reviewed through the Active Transportation Plan.

An assessment of the concentration of sidewalks by Census Tract can be seen in **Figure 18**. This shows the highest concentration of sidewalks are in the neighbourhoods of Tillicum, Quadra, Saanich Core and Gordon Head. In contrast, Rural Saanich, Cordova Bay and Cadboro Bay have some of the lowest concentrations of sidewalks.

FIGURE 18 - CONCENTRATION OF SIDEWALKS BY CENSUS TRACT



CROSSINGS

Crossing treatments allow people walking to confidently and safely cross busy roads and play an important role in creating facilities that are accessible for people of all abilities. There are over 800 locations within the District of Saanich that have marked crosswalks. These include both intersection and mid-block crossings. There are also several over and underpasses in the District which accommodate people walking and cycling.

AMENITIES

Amenities improve the comfort and usability for people walking by providing places to stop and rest, see interesting views, and create an environment where people want to stay for a bit. These types of amenities exist throughout the District in the form of benches, street art, garbage bins, water fountains, public washrooms and other fixtures. These amenities are typically concentrated in areas with high numbers of people walking such as, parks and along the Regional Trails, Centennial Trails and other neighbourhood trails.

The District has installed 50 interpretive signs, maintains and cleans over 300 litter bins, operates seven year-round washrooms and numerous seasonal washrooms and portable washrooms.



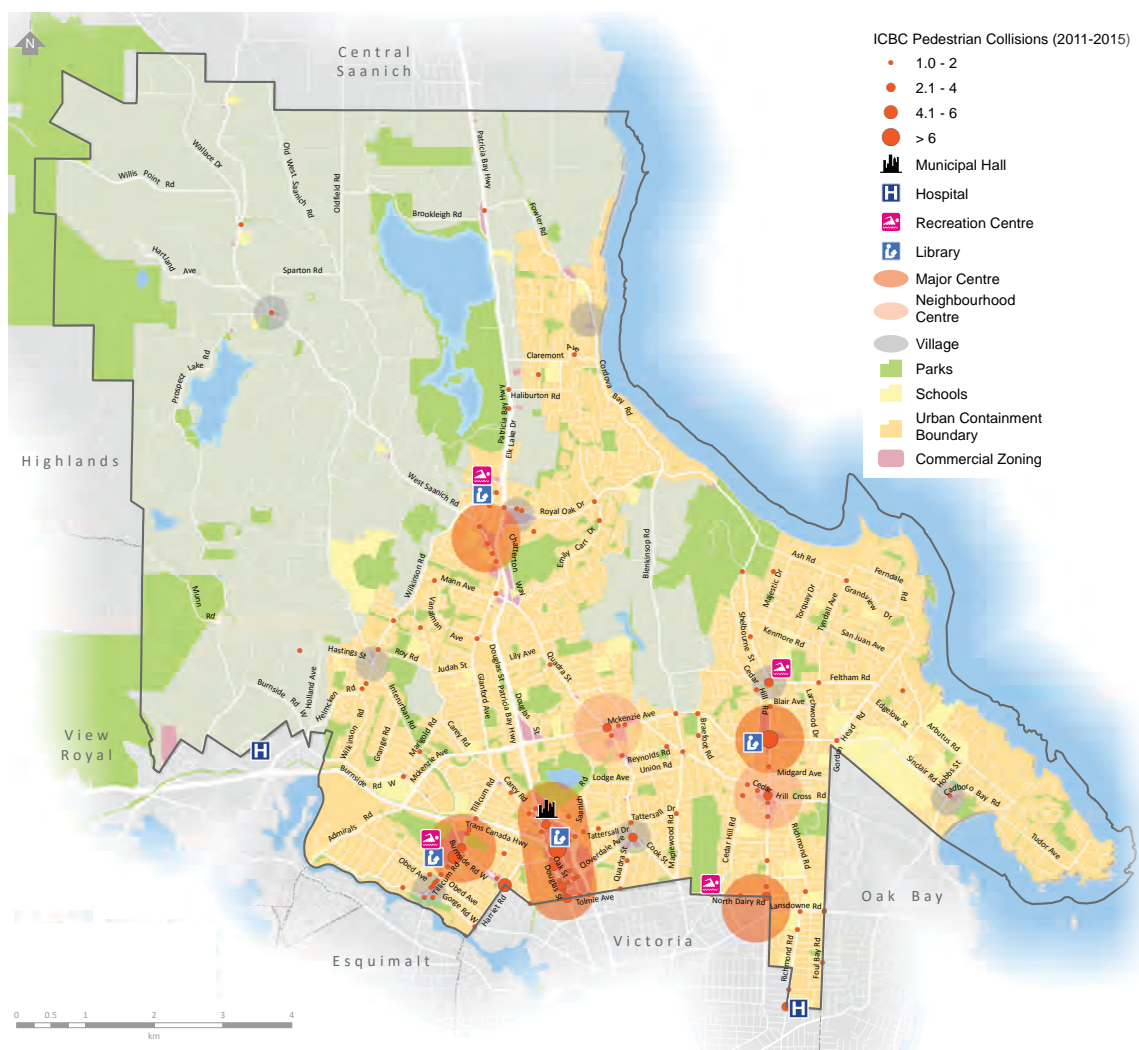
WALKING SAFETY

As vulnerable road users, people walking are disproportionately impacted by traffic collisions. A total of 206 collisions involving motor vehicles and people walking were reported to ICBC between 2011 and 2015. This translates to more than 40 collisions involving people walking in an average year. **Figure 19** below shows a distribution map of collision locations from ICBC data from 2011-2015. **Table 2** shows the top pedestrian collision locations between 2011-2015. Collisions involving people walking and people driving are seen in greater concentrations in Tillicum, Uptown and University Centre.

RANK	INTERSECTION	# OF COLLISIONS
1	Oak Street + Saanich Road	10
2	McKenzie Avenue + Shelbourne Street	7
3	Burnside Road + Harriet Road	6
4	Tillicum Road + Tillicum Centre	5
5	McKenzie Avenue + Quadra Street	4
	Cook Street + Quadra Street	4
	Cedar Hill Cross Road + Shelbourne Street	4
	Blanshard Street + Ravine Way	4
	North Dairy Road + Shelbourne Street	4

TABLE 2 - ICBC FREQUENT COLLISION LOCATIONS INVOLVING PEOPLE WALKING

FIGURE 19 - REPORTED COLLISIONS INVOLVING PEOPLE WALKING (2011 - 2015)



PROGRAMS AND POLICIES

The District has several programs and policies to educate and inform residents and visitors about walking in Saanich, including:

- **Active and Safe Routes to School** is a program focused on ensuring safe and accessible routes for school children to increase the number of children walking and biking to their respective schools. There are currently 5 schools developing Active and Safe Routes to School plans.
- **Crosswalk Projects** add an average of two new crosswalks per year at locations that have a need based on traffic volume, speed, the number of people walking, and the crossing distance.
- **Request a Curb Ramp** is a program where residents of Saanich can request a new or replacement curb ramp at a location that is needed to improve accessibility.
- **Sidewalk Projects.** As mentioned above, the District aims to build 5 kilometres of new sidewalk each year. The location of the new additions are based on the Pedestrian Priorities Implementation Plan.
- **Bicycle & Pedestrian Mobility Advisory Committee** aims to promote safe, efficient and well used active transportation modes by advising the Council and making policy recommendations. The committee is made up of community representatives and a member of Council who chairs the committee.

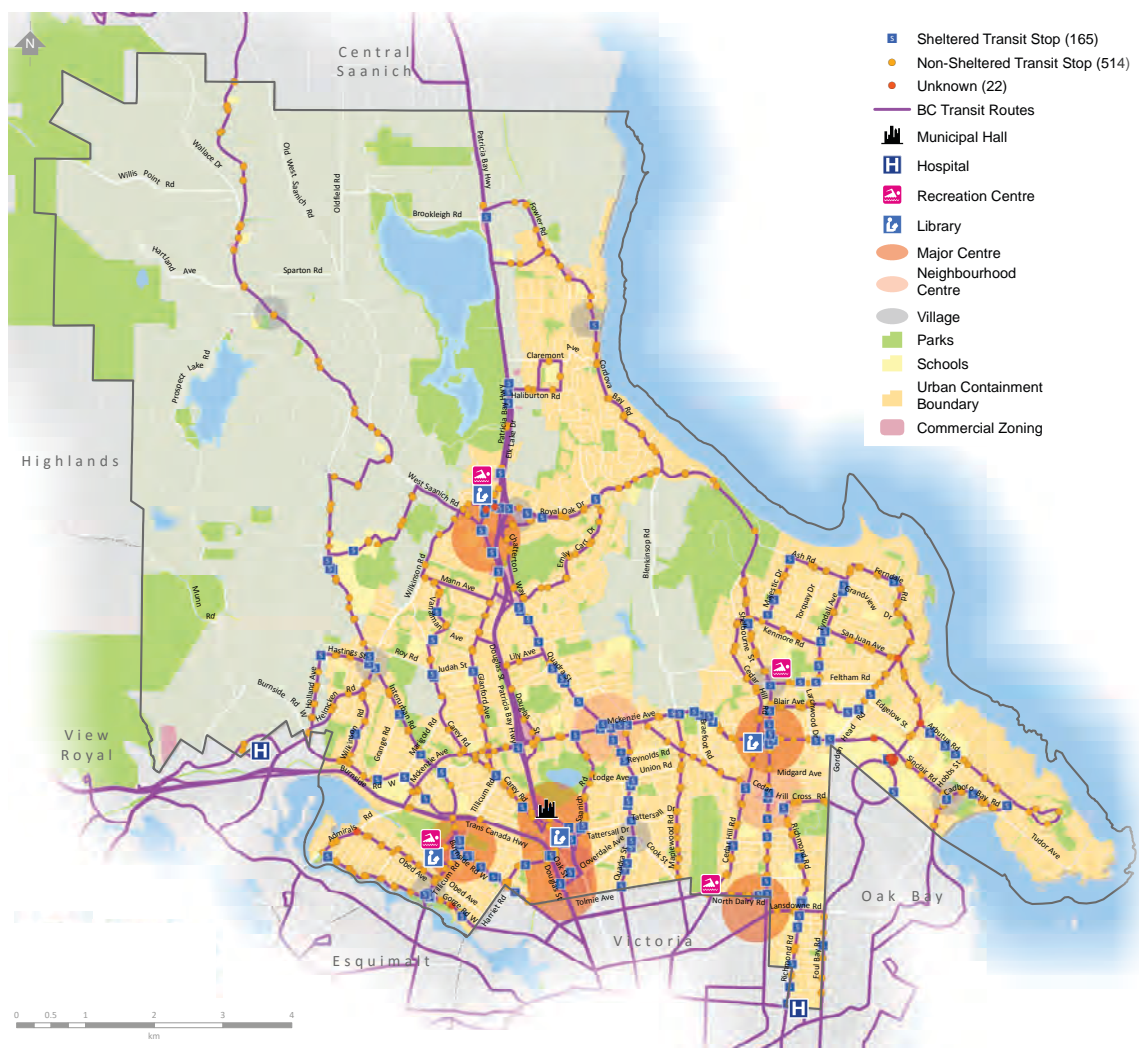


TRANSIT INTEGRATION

All transit trips begin or end with a walking trip. Hence, it is important to consider how well the sidewalk and trail network is integrated with transit services and facilities. BC Transit operates an extensive network within Saanich. The transit network contains approximately 700 bus stops, of which approximately 24% have permanent shelters and over 80% are accessible for people with limited mobility (**Figure 20**). Despite this, lack of sidewalk access to bus stops was identified as an issue in the District. The District of Saanich has committed to work with BC Transit to improve transit integration by adding 15 new bus shelters annually and is working towards a live tracking system for buses in the CRD.

In 2011, BC Transit developed the BC Transit Future Plan, outlining the future of transit in the CRD over the next 25 years. Three key goals are identified including, fewer trips made by the private automobile. This goal in particular aligns closely with Saanich's own mode share goals and the goals of the Active Transportation Plan. The Future Plan identifies four levels of transit network service: rapid transit, frequent transit, local transit, and targeted service. Ensuring active transportation connections to key network routes will be key, as will ensuring transit runs efficiently along priority corridors.

FIGURE 20 - SAANICH TRANSIT NETWORK AND BUS STOPS



KEY ISSUES AND OPPORTUNITIES

Through the input received from nearly 1,400 survey responses, public engagement events, and discussions with the Project Advisory Committee, several key issues and opportunities for walking in Saanich have been identified.

ISSUES Survey respondents were asked to identify key walking issues in the District. The five issues most commonly reported in the survey are seen in **Figure 21**. The survey included an interactive map of the District for respondents to identify specific challenges or areas for improvements. Respondents could drag and drop 'topic pins' onto specific locations and provide comments to help explain what challenge they have experienced or suggest improvements. **Figures 22 and 23** shows the location and the density of issues reported by survey responses. A higher concentration of issues were reported around Uptown Centre, McKenzie – Quadra Centre, Tillicum Centre, and along the Shelbourne corridor.

FIGURE 21 - MOVING SAANICH FORWARD SURVEY TOP FIVE WALKING ISSUES



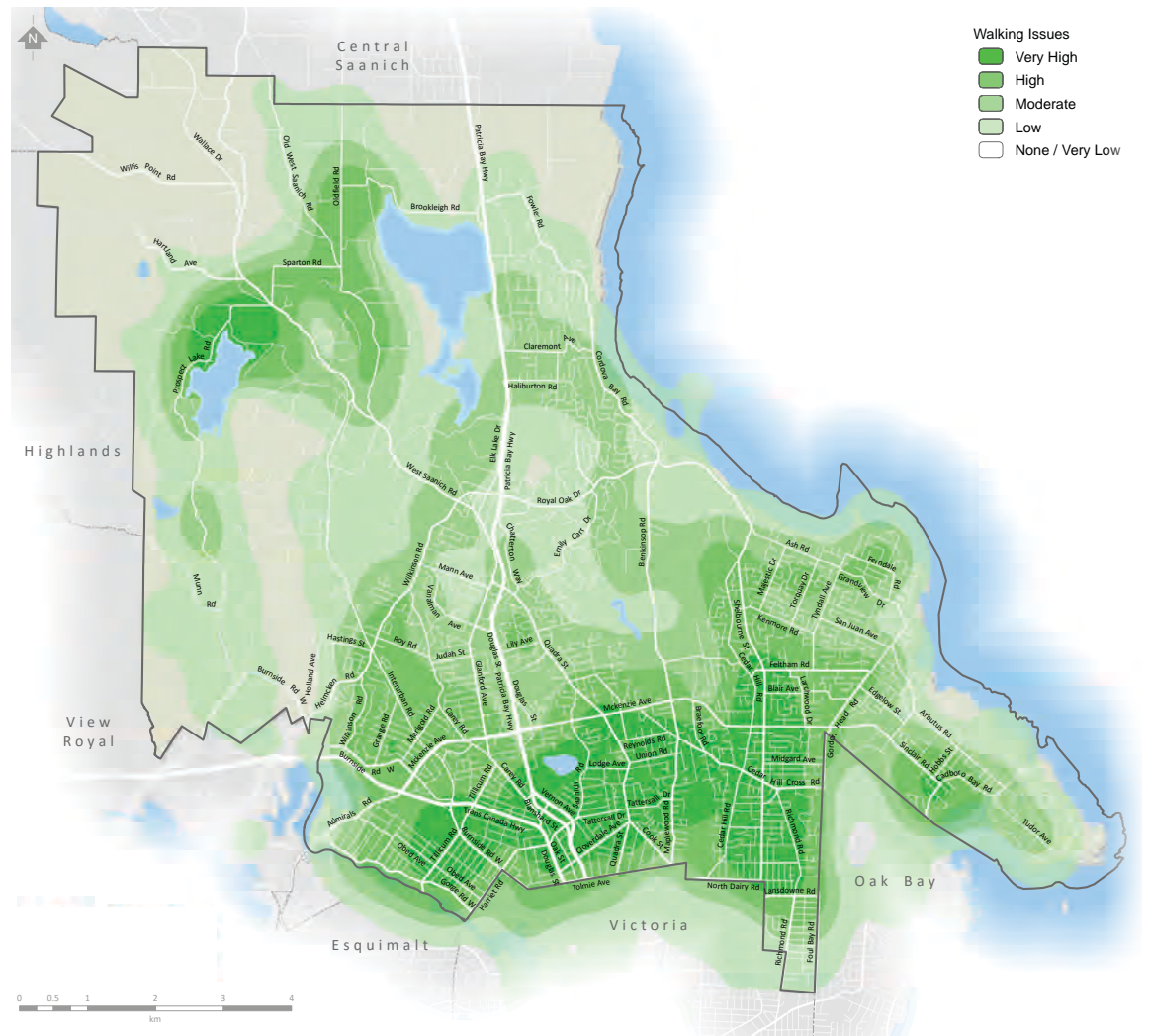
FIGURE 22 - MOVING SAANICH FORWARD SURVEY TOP FIVE WALKING ISSUES



WALKING CHALLENGES	# OF RESPONDENTS	WALKING CHALLENGES	# OF RESPONDENTS
Lack of sidewalks or pathways	628	Condition of sidewalks or pathways	340
Speed/noise of motor traffic	466	Weather	179
Distances are too far	393	Lack of public washrooms	151
Intersection safety	358	Nowhere to walk to	141



FIGURE 23 - FREQUENCY OF WALKING ISSUES REPORTED





Many residents have stated how much they enjoy walking within the District, stating that the scenery and views, trails and pathways, and the access to different amenities are some of the key features that make Saanich an enjoyable place to walk.

Survey respondents were asked what they felt would help them to walk more, with the top responses are shown in **Figure 24**.

FIGURE 24 - WALKING OPPORTUNITIES TOP RESPONSES



3.3 CYCLING IN SAANICH

Cycling is an attractive transportation option, as it is convenient, reactively low cost, and for shorter trips can be a practical alternative to vehicle travel. Cycling is already a popular activity for both residents and visitors. Saanich's natural beauty, great climate, and strong off-street pathway network encourage residents to bicycle as a form of exercise and as a practical transportation choice. A variety of factors influence an individuals' decision to bicycle, such as network connectivity, quality of facilities, and distance between destinations. The following sections summarize key facts and observations for cycling in Saanich.

EXISTING CYCLING FACILITIES

Saanich's bicycle network is made up of a variety of both on-street and off-street facilities including cycle tracks, painted bicycle lanes, paved shoulders, shared use lanes, and paved and unpaved multi-use pathways (**Figure 26**). There are approximately 130 km of bicycle facilities in Saanich, as shown in **Table 3** and **Figure 25**.

TABLE 3 - EXISTING BICYCLE NETWORK

BICYCLE FACILITIES	LENGTH	%
Cycle track	2 km	1%
Bicycle lane	55 km	39%
Shared use road	10 km	7%
Signed local connectors	38 km	27%
Off-street pathways (Municipal)	21 km	15%
Off-street pathways (Regional)	16 km	11%

FIGURE 25 - EXISTING BICYCLE NETWORK



FIGURE 26 - CONTINUUM OF BICYCLE FACILITIES



NETWORK CONNECTIVITY

A well-connected bicycle network will ensure that users can quickly and safely arrive at their final destinations. Saanich's disconnected road network with limited east-west connections, lack of a traditional downtown and topography create network planning challenges and reinforce the need to establish a well-connected cycling network. With a network of Centres and Villages throughout the District that have higher residential and commercial densities, the District has an important opportunity through the Active Transportation Plan to provide links between these vibrant locations.

The District's existing bicycle network provides several north-south route options, both on-street and off-street; however, there are limited east-west routes reducing connectivity of the Centres and Villages. Feedback from Saanich residents indicates that gaps in the cycling network are an important issue.



Saanich's central location within the CRD makes its network connectivity to neighbouring municipalities and regional trails important considerations. This regional context is especially important knowing that about half of all bicycle trips leave Saanich, traveling to one of the other municipalities in the CRD.

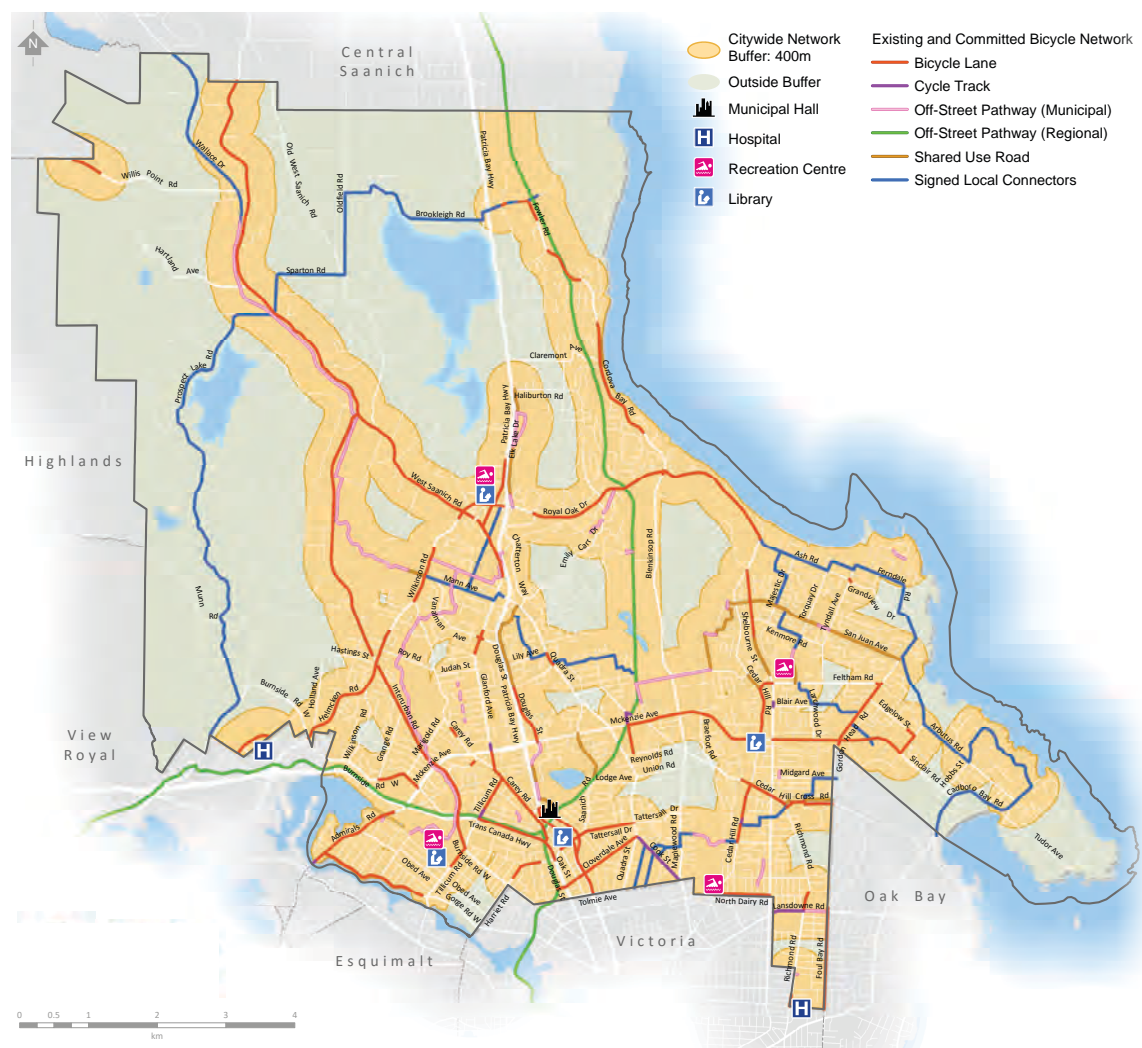
CYCLING NETWORK ANALYSIS

To help inform the development of the strategies and actions for the Active Transportation Plan, several different analyses were conducted to understand where the current network falls short and where potential future network improvements could be targeted.

NETWORK COVERAGE

Figure 27 illustrates a 400 metre buffer around existing District bicycle routes. These buffers represent network coverage, where any location not within the buffer is more than 400 metres away from a bicycle route. For a mature, built-out network, ideally these buffers would overlap to cover the entire District, ensuring all residents are within 400 metres a designated bicycle facility. However, since there are several areas of Saanich, particularly in Rural and northern Saanich, the density of residential and commercial is currently quite low. In these areas a network gap of 800 metres or more may be appropriate, depending on the land use context.

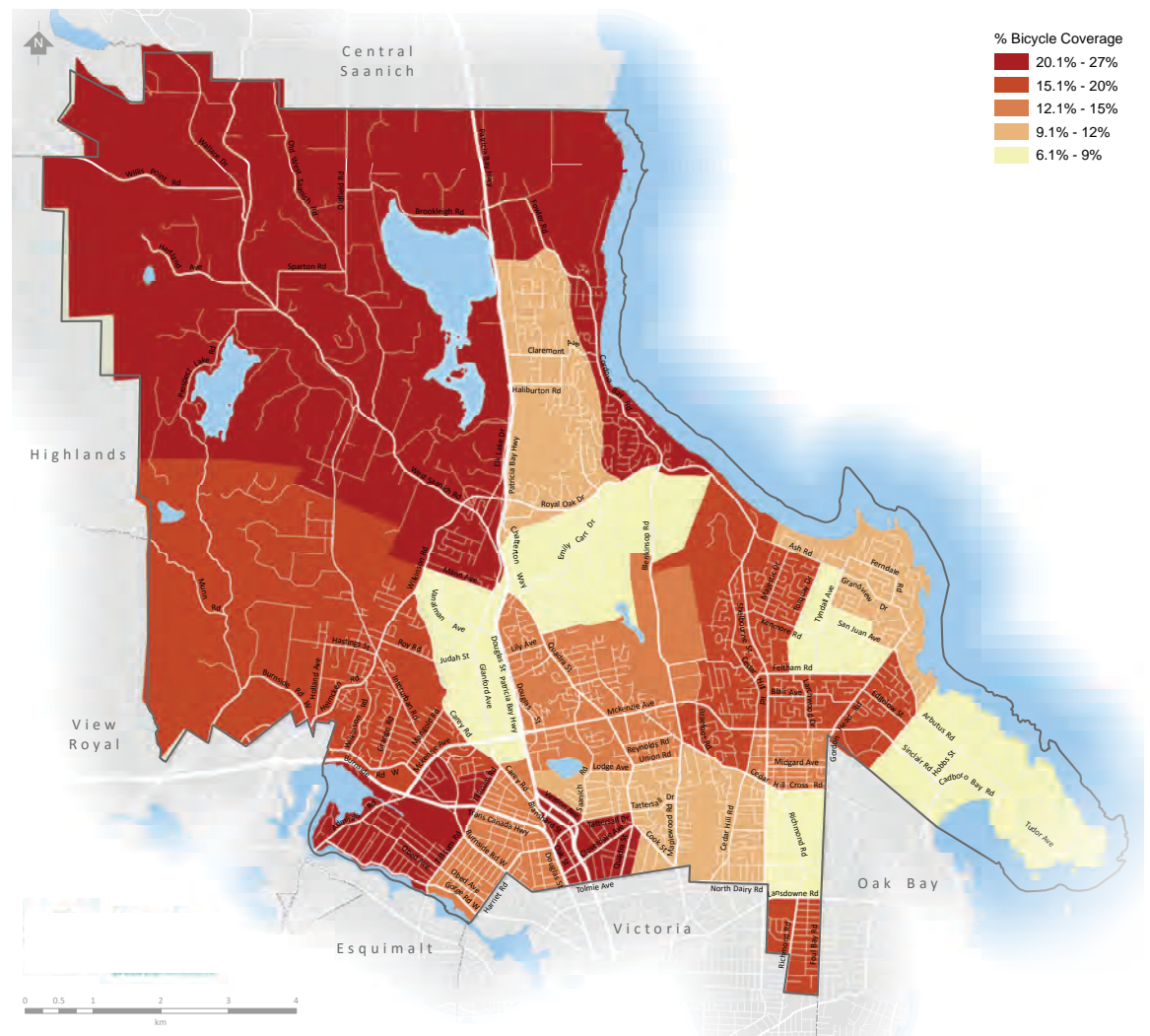
FIGURE 27 - BICYCLE NETWORK COVERAGE



The analysis shows the District is relatively well covered; however, there are residential areas, such as Quadra, Cadboro Bay, Cordova Bay and Royal Oak, outside of the coverage area.

An assessment of the concentration of existing bicycle facilities by Census Tract can be seen in **Figure 28**. This map identifies the Census Tract's in Saanich with the highest concentration of existing bicycle facilities based on the area of the Census Tract. This shows that highest concentration of bicycle facilities is in Rural Saanich, Tillicum and Saanich Core. Cadboro Bay, Shelbourne, Carey and Gordon Head have some of the lowest concentrations of bicycle facilities.

FIGURE 28 - BIKE NETWORK BY POPULATION AND AREA



LEVEL OF COMFORT

In 2014, the CRD conducted a regional analysis of the level of comfort of bikeways throughout the region using a three-level scale.

High comfort routes include off-street paved or unpaved pathways, protected bicycle lanes and local street bikeways. Medium comfort routes are located on roadways with a bicycle lane, shoulder, or shared streets. Low comfort routes are located on busy major roads and paved shoulders on highways (**Figure 29**).

This analysis is based on 2013 bicycle facilities and does not take into consideration new bicycle facilities or upgrades installed after 2013.

FIGURE 29 - BICYCLE LEVEL OF COMFORT



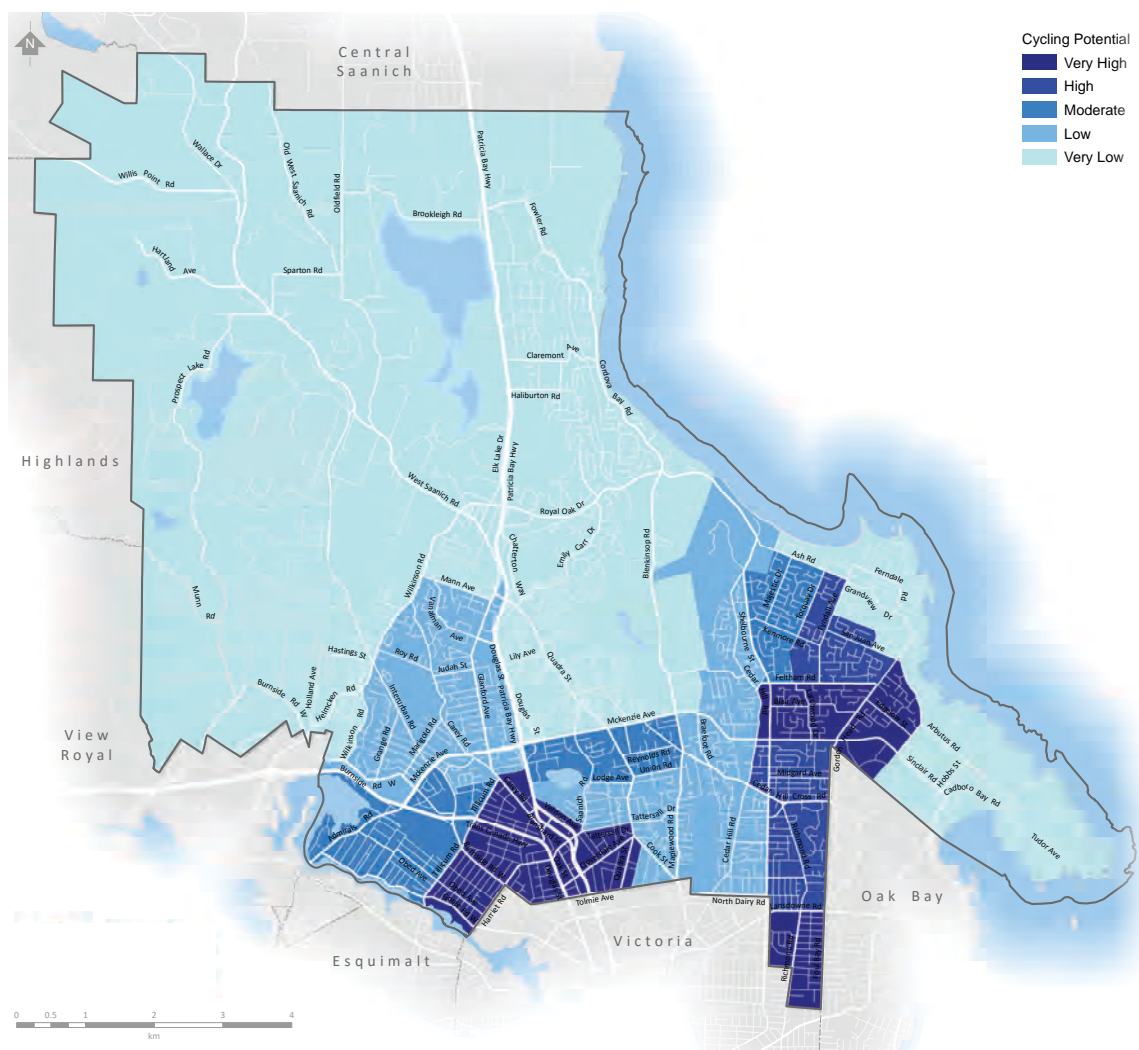
CYCLING POTENTIAL

This analysis highlights areas of Saanich where cycling has the greatest potential for increasing the number of trips. Identifying the neighbourhoods with the highest potential was based on a number of factors including road network connectivity, land use mix, permeability and topography. The analysis found that the neighbourhoods with the highest potential are the Uptown Centre, Tillicum Centre, University Centre and along the Shelbourne Corridor (**Figure 30**). It is also important to note that these neighbourhoods have several destinations that were identified by survey respondents. The results of the survey also found that there were a number of issues and opportunities for improvement in these areas.

CROSSINGS

Intersections can be the most challenging part of a bicycle network. Measures can be taken to ensure safe and comfortable crossings. Several different crossing treatments are used throughout the District, ranging from underpasses and overpasses along the regional trails to half signals and conventional intersections that are primarily used throughout Saanich. Bicycle activated signals change the phase of a signal to allow safe passage without dismounting.

FIGURE 30 - CYCLING POTENTIAL





END-OF-TRIP FACILITIES AND AMENITIES

End-of-trip facilities 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 provided at various locations throughout the District including destinations such as recreation centres, libraries, Municipal Hall, Camosun College, University of Victoria and Uptown Centre. The District's Zoning Bylaw determines the number of sheltered and unsheltered secure bicycle parking spaces required based on zoning and building size. The District also has guidelines for change rooms and shower facilities, but does not have regulations or requirements for these facilities.

Several public bicycle maintenance stations are found within the region along the regional trails as well as at recreation centres, Camosun College and University of Victoria campus locations. Public shower and change facilities are also found at many of the destinations listed above. As part of the District's Transportation Demand Management Plan some developers have reduced parking requirements when bike lockers, showers and change rooms have been installed in commercial units encouraging, employees to bike to work.

CYCLING SAFETY

People cycling are also vulnerable road users and are subject to greater exposure to traffic collisions. A review of bicycle related collisions reported to ICBC between 2011 and 2015 found that there were 334 collisions at 200 different locations throughout the District (**Figure 31**). The data collected from ICBC was compared with bicycle incident data from BikeMaps.org, a web application that allows individuals to report bicycle collisions, hazards, near misses and thefts. In this comparison it was noted that both sources show a concentration of incidents along the Shelbourne corridor and in the Uptown, University Centre,

and the McKenzie-Quadra centres. **Tables 4 and 5** shows the top five locations of collisions as reported by both ICBC and BikeMaps. It should be noted that the intersection at Borden Street and McKenzie is the only intersection common to both sources. It is important to note that ICBC reported collisions involve people cycling and motor vehicles and do not include cycling collisions that occur as a result of infrastructure, weather, or between people walking and cycling.

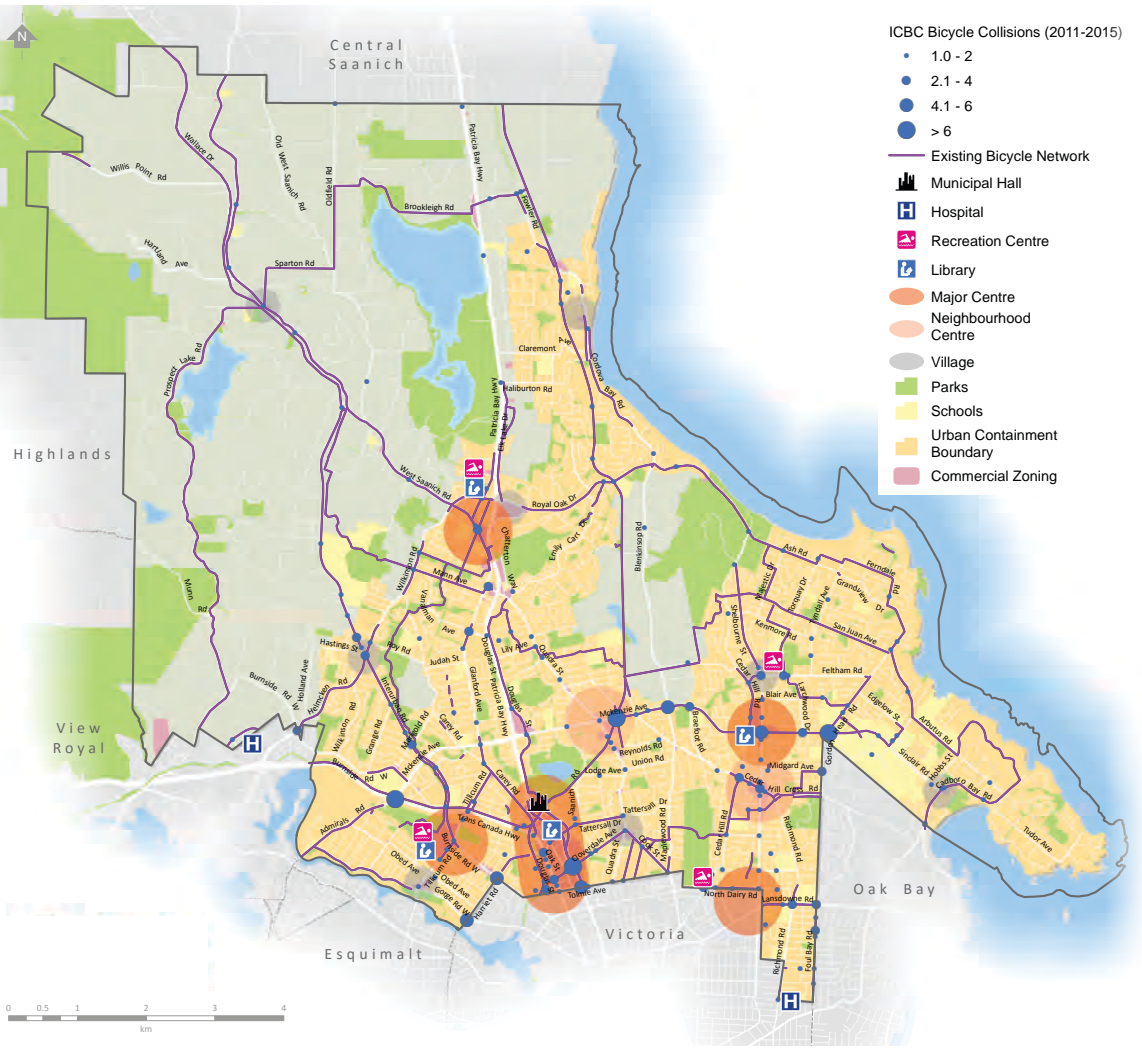
TABLE 4 - MOST FREQUENT COLLISION LOCATIONS (ICBC)

RANK	INTERSECTION	# OF COLLISIONS
1	Highway 1 + McKenzie Avenue	11
2	Borden Street + McKenzie Avenue	8
3	Gordon Head Road + McKenzie Avenue	7
4	Cloverdale Avenue + Blanshard Street	7
5	Highway 1A + Harriet Road	6

TABLE 5 - MOST FREQUENT COLLISION LOCATIONS (BIKEMAPS)

RANK	INTERSECTION	# OF COLLISIONS
1	Burns Avenue + Ardersier Road	4
2	Kelvin Road + Galloping Goose Trail	3
3	Harriet Road + Burnside Road	3
4	Borden Street + McKenzie Avenue	2
5	37 intersections with one collision	

FIGURE 31 - REPORTED COLLISIONS INVOLVING PEOPLE CYCLING (2011 - 2015)





PROGRAMS AND POLICIES

Programs and policies create an environment that encourages and supports cycling as a convenient and attractive mode of transportation. The District is committed to continuing to improve cycling facilities and increase ridership through policies, programing and support of initiatives throughout Saanich, as described below.

- **Bike to Work Week** is a Province-wide initiative that Saanich supports to promote cycling as an option for commuting to work. Through this event, free workshops on bicycle handling and maintenance are offered.
- **Saanich Cycling Festival** is an annual event held in May to promote family friendly cycling in Saanich.
- **Active and Safe Routes to School** is a program focused on ensuring safe and accessible routes for school children to increase the number of children biking and walking to their respective schools. As noted, there are five District schools currently developing their plans.
- **Cycling Projects** make up \$2 million of the annual transportation budget to improve and expand the bike trails and routes throughout Saanich. Projects are selected on their ability to satisfy the following five factors: safety, priority, connectivity, completion, cycling network.

TRANSIT INTEGRATION

Bicycle racks are available on all buses, allowing two bicycles to be transported at any time. Transit exchange locations in many of Saanich's identified growth Centres and Villages have been recommended by BC Transit's Transit Future Plan to ensure integration of bicycle facilities and provision of long-term bicycle parking. Residents and stakeholders noted that ensuring bicycle parking options are available at bus stops is important if people need to quickly lock up their bikes if they find that the racks on the bus are full.

KEY ISSUES AND OPPORTUNITIES

Through the input received from nearly 1,400 survey responses, public engagement events, and discussions with the Project Advisory Committee, several key issues and opportunities for cycling in Saanich have been identified.

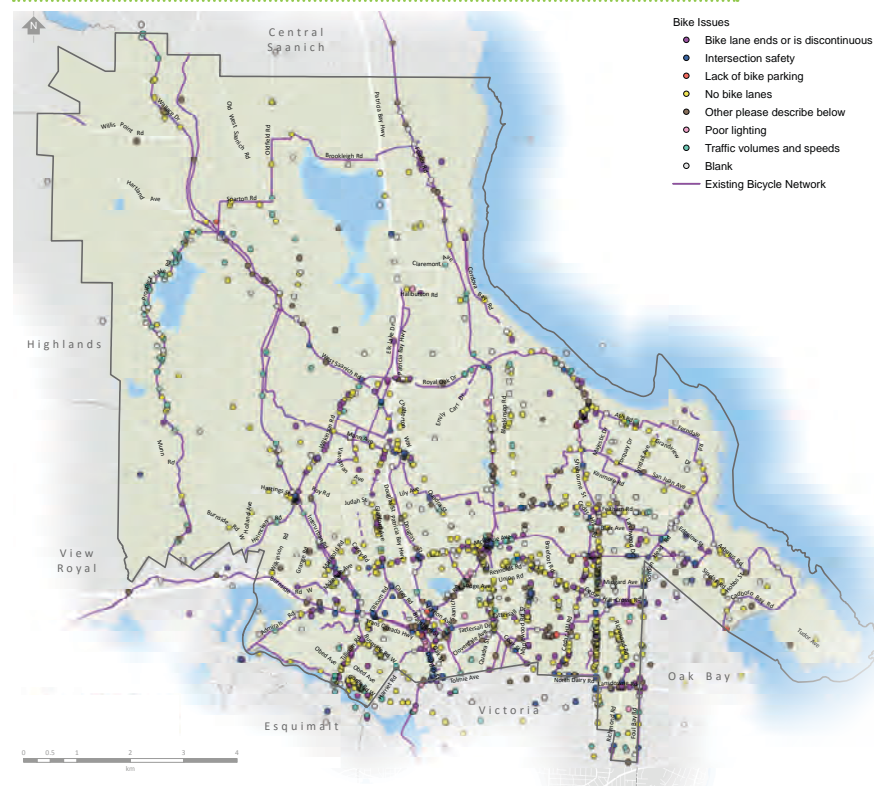
ISSUES

Respondents were asked to identify key cycling issues within the District. The five most commonly reported issues are illustrated in **Figure 32**. The online survey included an interactive map for respondents to identify specific challenges or areas for improvements. Respondents could drag and drop 'topic pins' onto specific locations and provide comments to help explain what challenge they have experienced or suggest improvements. **Figure 33 and 34** shows the location and the density of issues reported. Issues were reported more around major centres as well as at crossing locations of the Patricia Bay Highway and locations that do not have existing bicycle infrastructure.

FIGURE 32 - MOVING SAANICH FORWARD SURVEY TOP FIVE CYCLING ISSUES



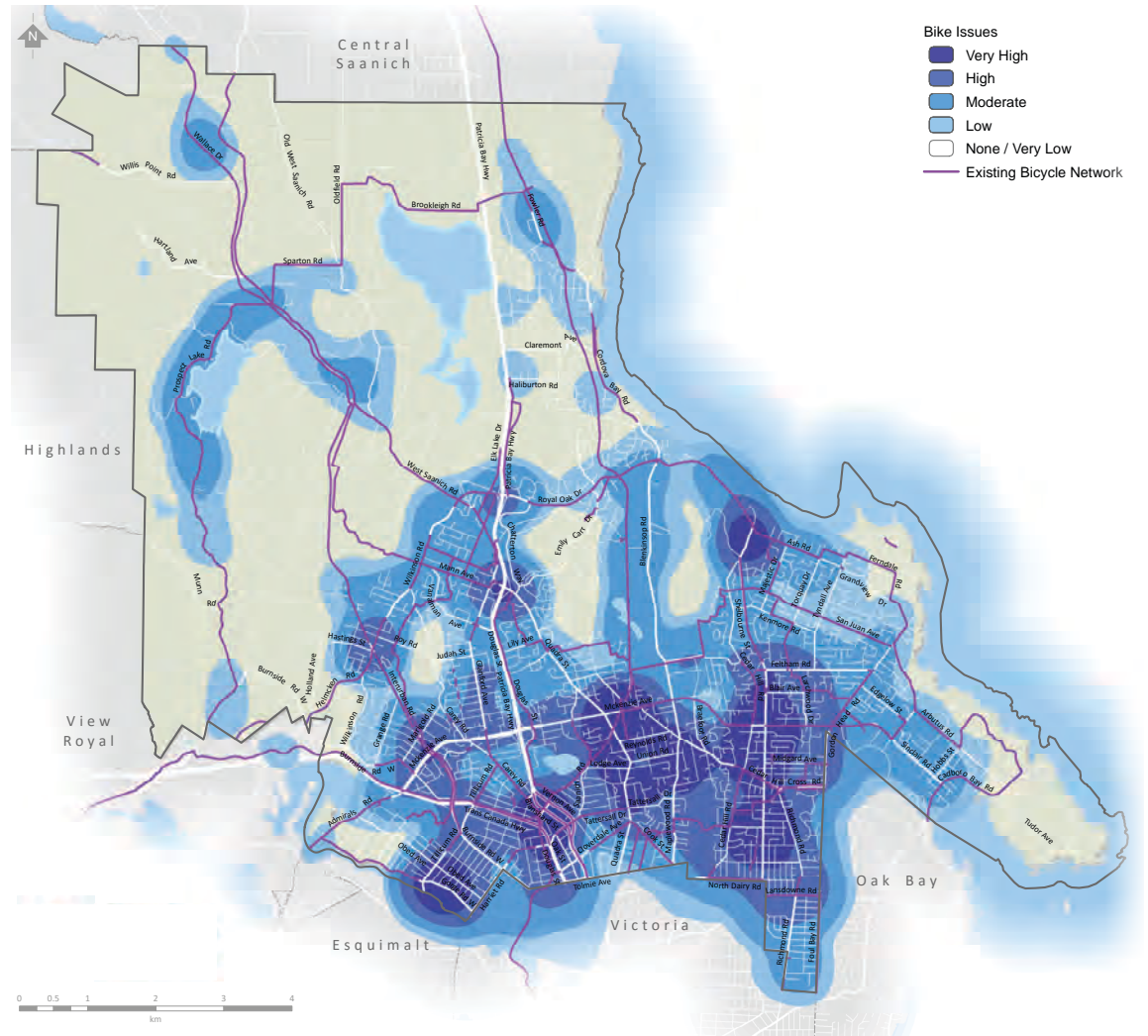
FIGURE 33 - CYCLING ISSUES



CYCLING CHALLENGES	# OF RESPONDENTS	CYCLING CHALLENGES	# OF RESPONDENTS
Gaps in the bike network	618	Bike routes don't go where I need to go	274
Lack of bike routes	377	Bike routes not comfortable	209
Intersection safety	371	Weather	194
Speed/noise of motor traffic	364	Too many hills	121



FIGURE 34 - FREQUENCY OF CYCLING ISSUES REPORTED





Many residents of Saanich have stated how much they enjoy cycling within the District stating that similarly to walking, the trails, pathways, scenery and views are some of the key features that make Saanich an enjoyable place to bicycle. Respondents to the Moving Saanich Forward survey were asked what they felt would help them bicycle more, the top responses are shown in **Figure 35**.

FIGURE 35 - CYCLING OPPORTUNITIES TOP RESPONSES





PART FOUR

NEXT STEPS

NEXT STEPS

This is the first Discussion Paper prepared as part of the Moving Saanich Forward process, and summarizes existing conditions for walking and cycling in Saanich today based on technical analysis and public input received to date.

The next phase of work will focus on charting the course for the future of walking and cycling. Based on input received from the public and stakeholders, a future vision will be developed along with supporting goals, objectives and targets. These vision, goals, objectives and targets will form the foundation for developing the Active Transportation Plan.



#moving saanich fwd

OUR 30 YEAR ACTIVE
TRANSPORTATION PLAN

