

Neighbourhood Bikeway Identification and Prioritization Spring 2026 Engagement: **PROJECT RESULT**

Transportation and
Development Services,
Engineering

May, 2026

Which bicycle routes should be built as neighbourhood bikeways?

The project determined that the following factors should be assessed to determine which routes can be built as neighbourhood bikeways:

- Width of the travel space
- Speed of motor vehicles
- Number of motor vehicles using the road
- Absence of yellow centre line
- Level of transit service provided along the route
- Other type of cycling facility not feasible



Width of the travel space



Speed of motor vehicles



Number of motor vehicles using the road



Absence of yellow centre line



Level of transit service provided



Other type of cycling facility not feasible

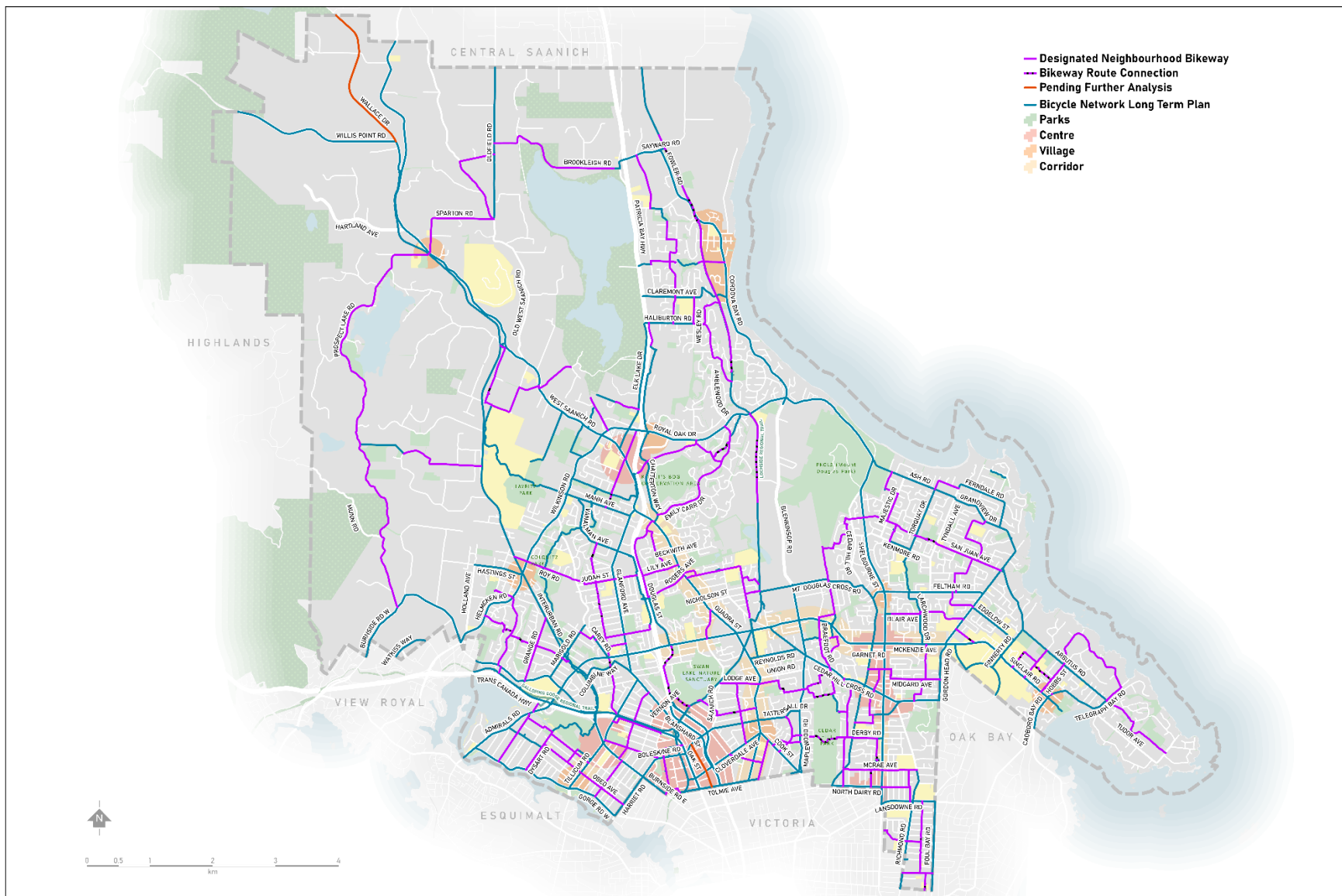


Figure 1. A map showing which routes in the long-term bicycle network will be built as neighbourhood bikeways

Which neighbourhood bikeways should be prioritized for implementation?

The project determined that the following criteria should be used to determine which routes are priorities:

- Speed of motor vehicles
- Number of motor vehicles using the road
- Timeframe identified in the Active Transportation Plan
- Road Safety Action Plan priorities for safety improvements
- Number of connections to other facilities
- Existing cycling volumes
- Proximity to sensitive land uses (for example: schools, community centres, seniors' facilities)
- Proximity to desired destinations (for example: schools, community centres, parks, shopping)
- Proximity to dense land uses (ie. Centres, Corridors and Villages in the Official Community Plan)
- Lack of an existing parallel route in the area
- Constructability and coordination with other projects
- Distribution of projects throughout Saanich

Following the analysis of the above criteria for each route, a series of maps was created to show the build-out plan for neighbourhood bikeways.

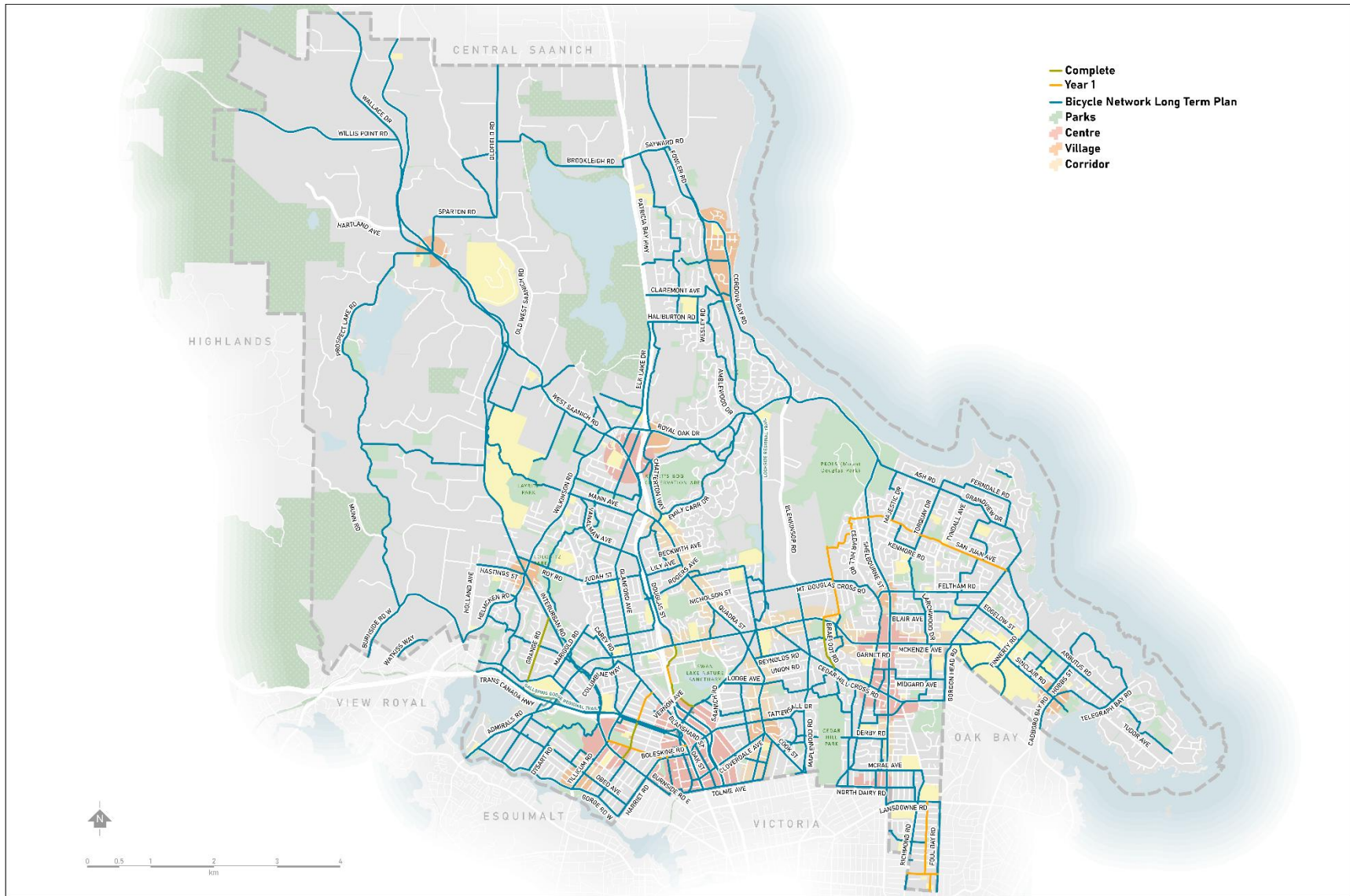


Figure 2. Build-out plan for year 1

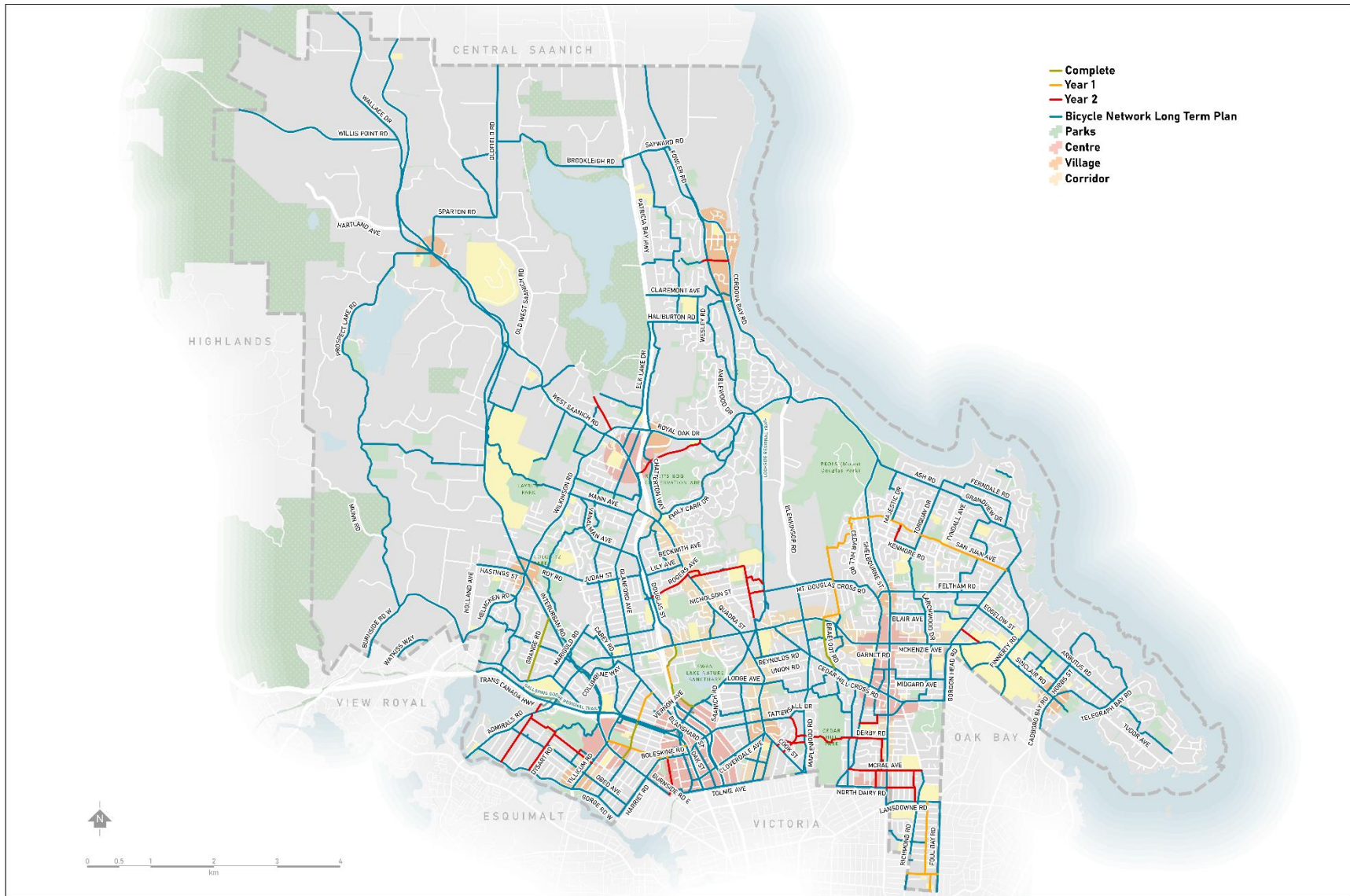


Figure 3. Build-out plan for years 1 and 2

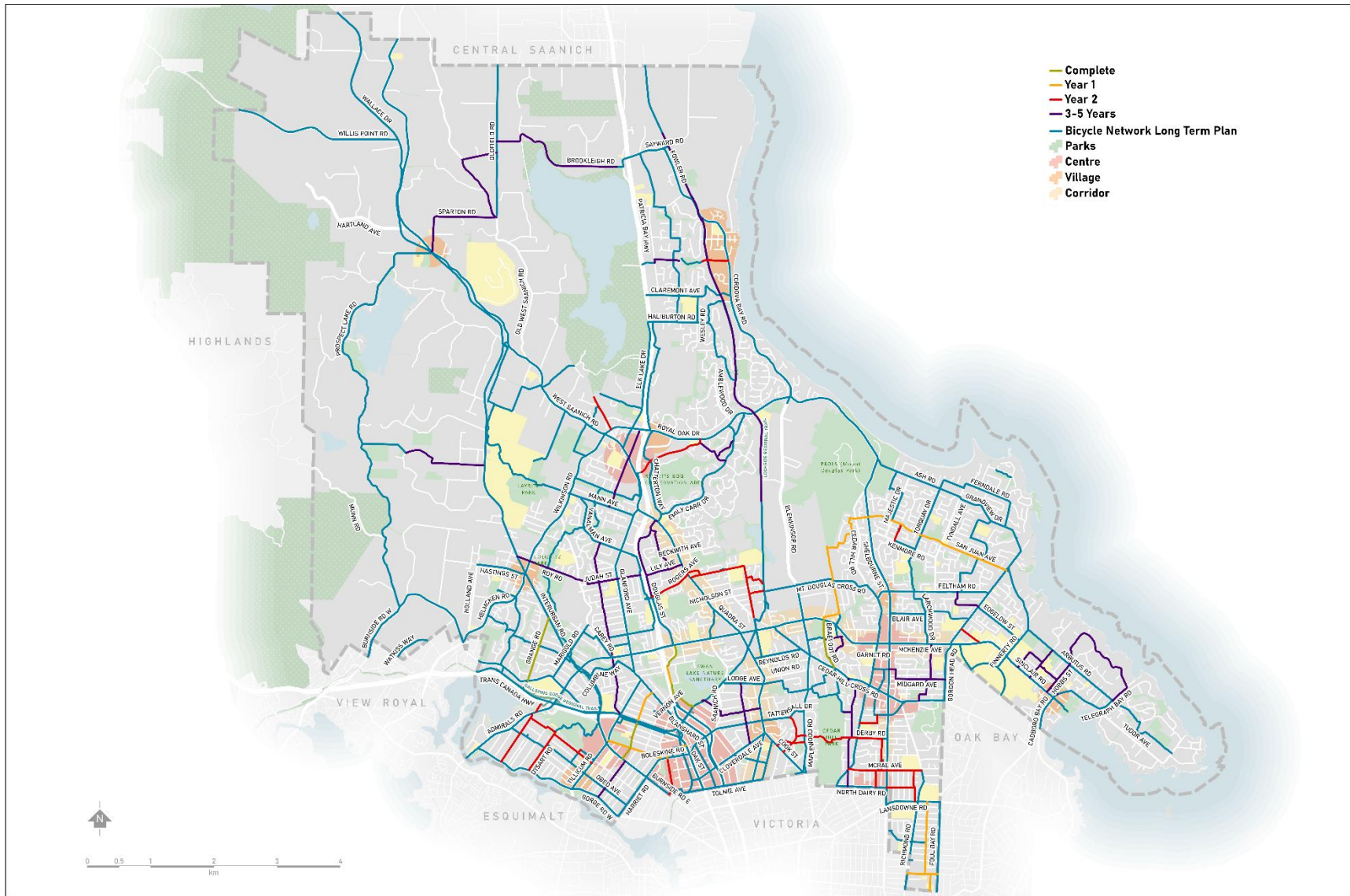


Figure 4. Build-out plan for years 1 to 5

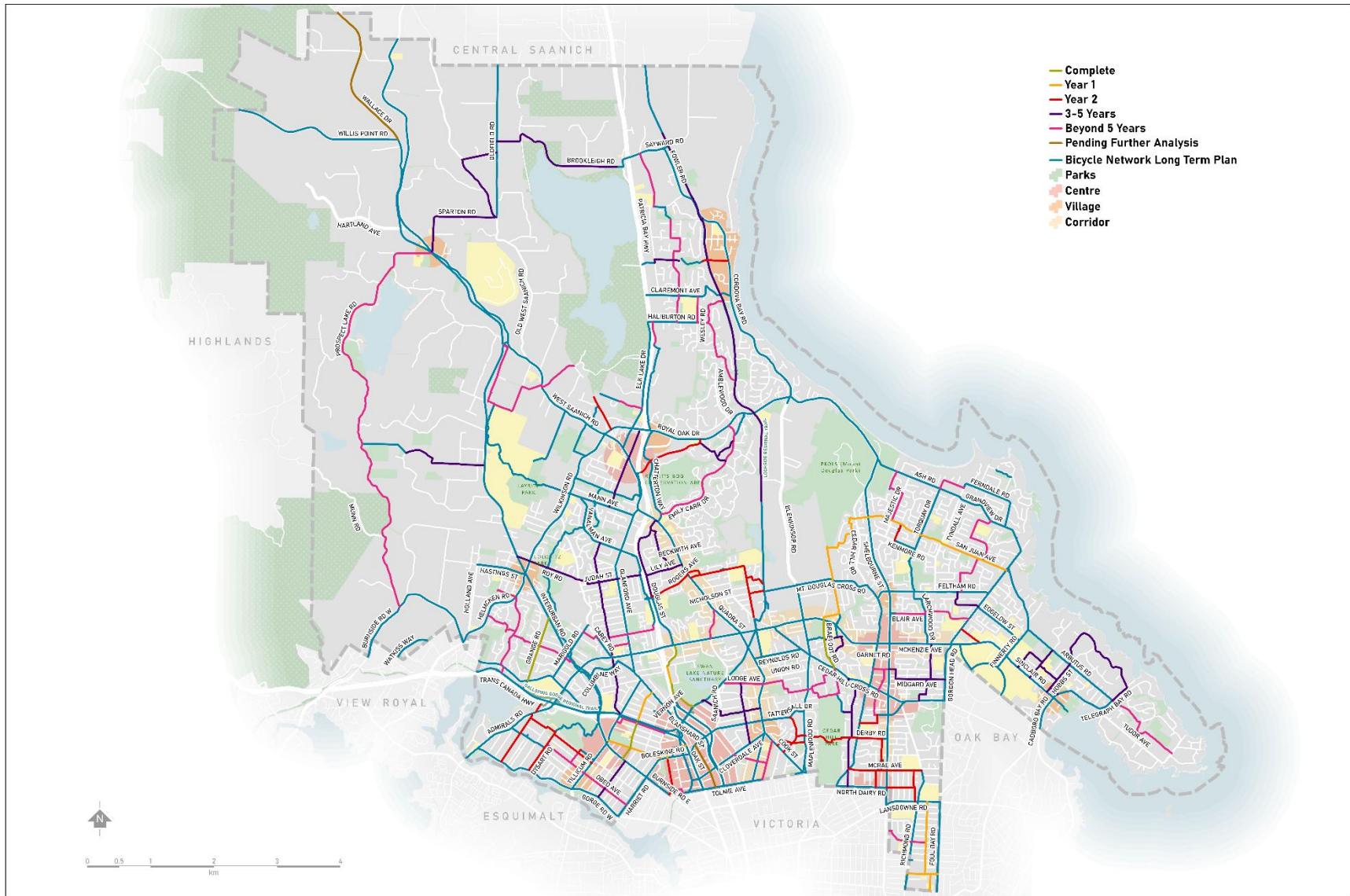


Figure 5. Full build-out plan

Through public engagement we heard that neighbourhood bikeways' connections to other cycling routes and logical routes to destinations are important. Through the analysis phase it was determined that some minor additions to the long-term bike network in the Active Transportation Plan would improve legibility and connectedness of the network.

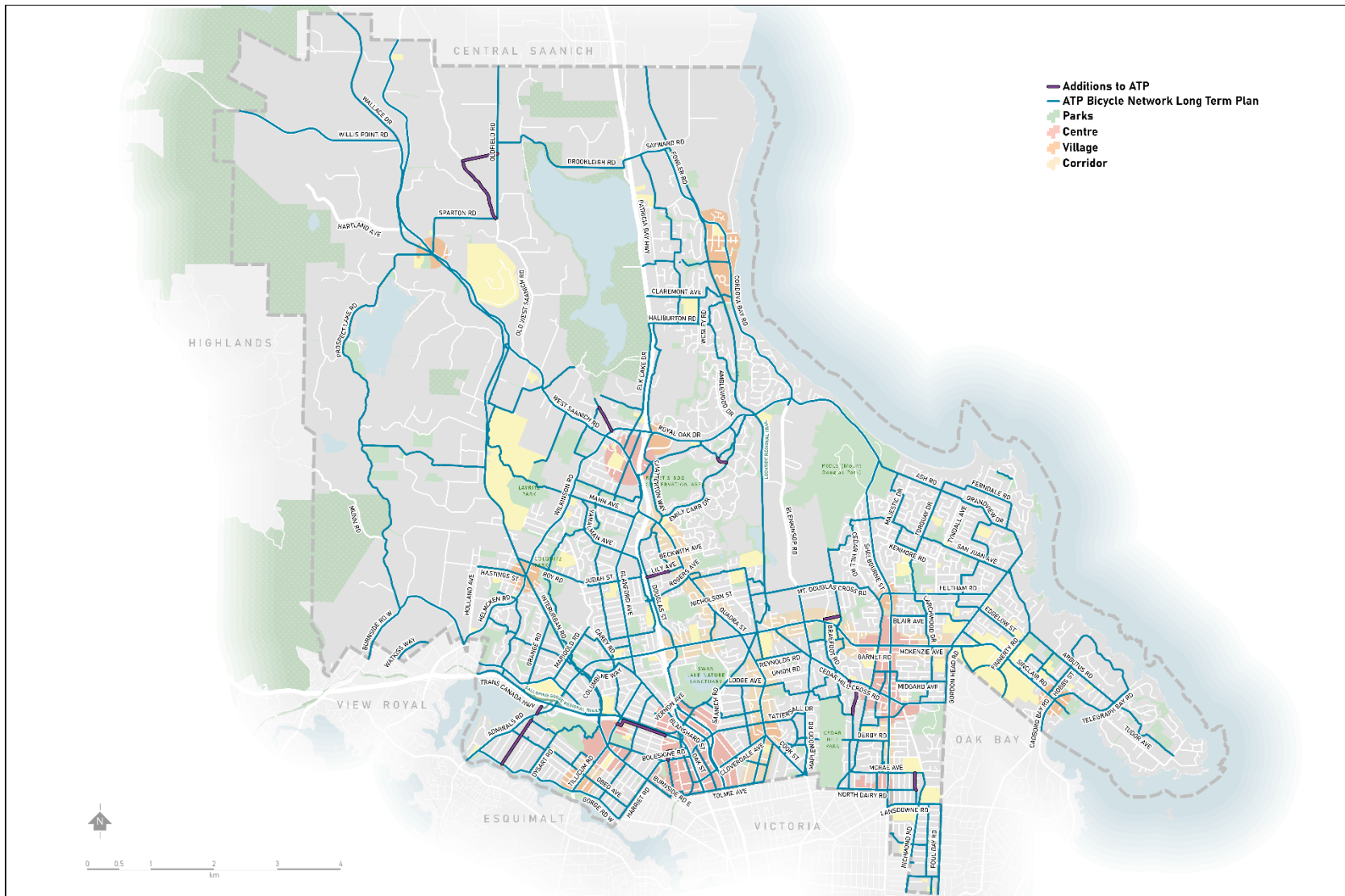


Figure 6. Additions to the long-term bike network in the ATP