

Neighbourhood Bikeways Identification and Prioritization



Spring 2026 Engagement: **WHAT WE HEARD REPORT**

Transportation and Development Services, Engineering
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Portions of this document were generated with the assistance of artificial intelligence technologies.
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Executive Summary

Neighbourhood bikeways are low volume, low speed streets designed to allow people cycling and driving to safely share the roadway. They play an important role in Saanich's cycling network by providing comfortable, lower stress routes that complement higher order cycling facilities on major corridors. As part of implementing the long term bicycle network identified in the Active Transportation Plan, the Neighbourhood Bikeways Identification and Prioritization project was undertaken to establish a clear, transparent, and equitable process for identifying which streets should function as neighbourhood bikeways and how they should be prioritized.

The first round of public engagement took place between October 31 and December 14, 2025, and gathered input on how to decide which routes should be neighbourhood bikeways and how neighbourhood bikeways should be prioritized for implementation. A summary of the first round of engagement was posted online and the feedback informed the framework for decision-making.

This engagement summary focuses on the second round of engagement, which was conducted with the public and other interested parties between May 11 and June 7, 2026, to gather input on and gauge understanding of the work that had been completed to date. Engagement methods included a project webpage, an online survey, targeted internal consultation, and presentations to advisory committees. The Hello Saanich project page received 3,265 visits, and 591 survey responses were submitted.

Participation Metrics

3265

HelloSaanich page visitors

591

Surveys submitted



Demographics and Audience

Age range

0-18 years old



19-24 years old

1%

25-34 years old

11%

35-44 years old

22%

45-54 years old

18%

55-64 years old

16%

65-74 years old

18%

75-84 years old

6%

85+

1%

No answer

7%

Place of residence

Blenkinsop

5%

Cadboro Bay

4%

Carey

6%

Cordova Bay

5%

Gordon Head

9%

North Quadra

3%

Quadra

9%

Royal Oak

8%

Rural Saanich

4%

Saanich Core

11%

Shelbourne

8%

Tillicum

10%

Outside Saanich

7%

Somewhere else

2%

No answer

9%

Understanding of Neighbourhood Bikeways

When asked to identify the definition of a neighbourhood bikeway, **57% of respondents selected a definition consistent with the project definition**, while **35% selected a different definition** and **8% did not respond**. This indicates that there remains an opportunity to improve public understanding of what neighbourhood bikeways are and how they differ from other types of cycling infrastructure.

The educational materials appeared to have a positive impact, with **41% of respondents reporting an improved understanding** of neighbourhood bikeways after reviewing the project materials. However, 45% reported no change in understanding, suggesting that continued education and communication may be beneficial.

Most respondents reported at least a moderate understanding of:

72%

moderate or solid
understanding

How neighbourhood bikeway
routes were selected

70%

moderate or solid
understanding

How neighbourhood bikeways
were prioritized

A recurring observation throughout the feedback was that respondents who demonstrated an understanding of neighbourhood bikeways were more likely to provide comments about neighbourhood bikeway planning specifically, while other respondents were more likely to discuss cycling infrastructure and transportation policy more broadly.

Additional Long-Term Bicycle Network Routes

Many responses provided feedback directly related to the routes proposed for addition to the long-term bicycle network. Participants expressed support for routes such as Pipeline Road, Battleford Avenue, Doncaster Drive, and the northern part of Old West Saanich Road, while also identifying concerns related to route steepness, traffic volumes, connectivity, and safety. Several respondents expressed general support for the proposed additions and their role in improving network connectivity.



Neighbourhood Bikeway-Specific Feedback

The comments from participants who demonstrated an understanding of the neighbourhood bikeway concept generally focused on:

- the role of neighbourhood bikeways within the broader cycling network;
- route selection and prioritization;
- network connectivity and missing links;
- traffic calming and AAA (All Ages and Abilities) design principles;
- safety improvements;
- wayfinding and signage;
- the relationship between neighbourhood bikeways and protected cycling facilities.

Several recurring themes emerged:

- Neighbourhood bikeways should generally be located on low-volume, lower-speed streets.
- Connectivity between destinations was viewed as a high priority.
- School access and safety were recurring considerations.
- Traffic calming was viewed by many participants as essential for bikeway success.
- There were differing opinions regarding the role of neighbourhood bikeways relative to protected cycling facilities, with some favouring neighbourhood bikeways, some favouring protected facilities, and many supporting a combination of both.

Broader Transportation and Cycling Infrastructure Feedback

Many respondents used the survey to discuss broader transportation issues that extended beyond neighbourhood bikeways. Common themes included:

- cost and taxation concerns;
- municipal spending priorities;
- traffic congestion and vehicle impacts;
- emergency vehicle access;
- protected bike lane design;
- accessibility;
- utilization and effectiveness of existing cycling infrastructure;
- public transit;
- consultation and decision-making processes.

Participants expressed a wide range of perspectives. Some advocated for accelerated cycling infrastructure implementation and expanded networks, while others expressed concern regarding costs, network growth, and impacts on motor vehicle travel.

Overall

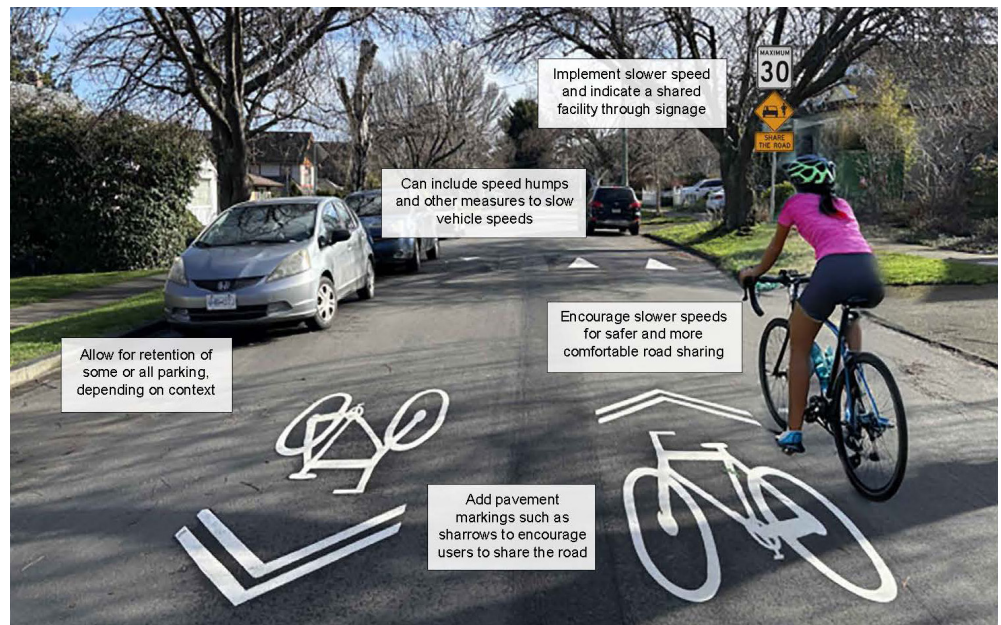
The engagement demonstrated support for improved cycling connectivity and neighbourhood bikeway implementation among many respondents, while also revealing differing views regarding priorities, route selection, spending, and the broader role of cycling infrastructure within the transportation network. A significant portion of feedback was focused specifically on neighbourhood bikeways, while another substantial portion reflected broader views regarding transportation planning and cycling infrastructure generally.

Project Background

Neighbourhood bikeways are streets with low traffic and speed where people cycling and driving can safely share the same space on the road. Neighbourhood Bikeways play an important role in the overall cycling network. With low traffic speeds and volumes, they are attractive routes for a wide variety of cyclists and can supplement and connect routes on higher volume roads.

These routes might include:

- Signs and pavement markings
- Speed humps, traffic circles, or diverters
- Other features to make cycling more comfortable for all ages and abilities



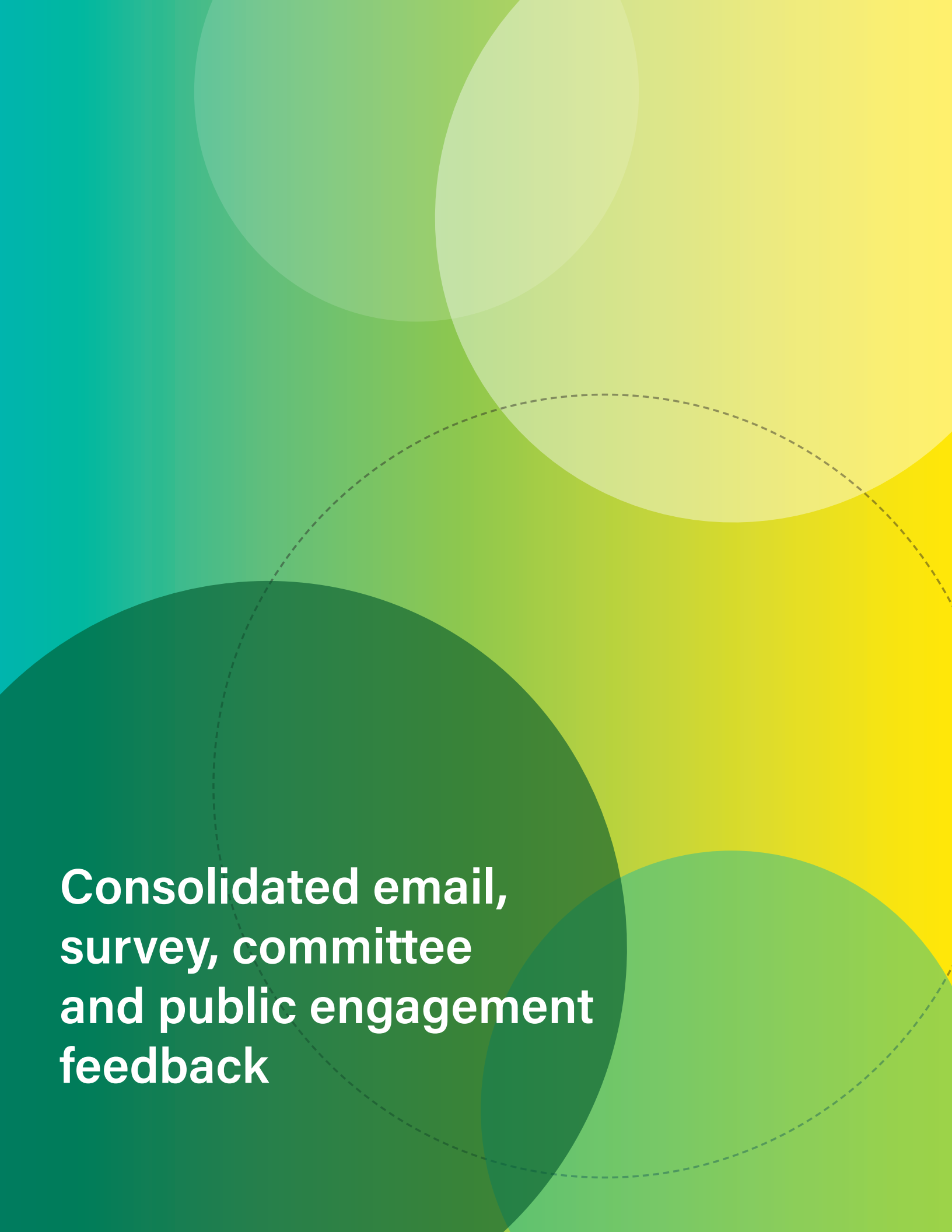
Saanich is working to implement the long-term bicycle network shown in the [Active Transportation Plan](#). While the Active Transportation Plan identifies the ultimate network, the next step is to identify which streets should be developed as neighbourhood bikeways and which should be designed as other types of cycling facilities. The [Neighbourhood Bikeways Identification and Prioritization project](#) provides this guidance and creates a clear and fair process to prioritize which neighbourhood bikeways get built first.

Saanich is making cycling easier and safer for people of all ages by creating routes away from busy roads. This project supports Saanich's goals for safer, more sustainable transportation and responds to public feedback: people want more cycling options off busy streets.

The following items are not considered in scope for the project:



- Removing routes from the approved Active Transportation Plan
- Pedestrian facilities
- Addressing traffic calming concerns that are independent of neighbourhood bikeways
- Re-designing previously built non-neighbourhood bikeway facilities or facilities under construction
- Prioritization of non-Neighbourhood Bikeways
- Detailed design of cycling infrastructure



**Consolidated email,
survey, committee
and public engagement
feedback**

Question 1 – How would you define what a neighbourhood bikeway is?

544 people of the 591 who responded to the survey answered this question. The possible responses are:

- Neighbourhood bikeways are streets with low traffic and low speeds, where people cycling and driving can safely share the same space on the road
- Neighbourhood bikeway refers to any type of cycling infrastructure on any road
- Neighbourhood bikeways are multi-use pathways on the side of the road, where pedestrians, cyclists and other users of micro-mobility share a facility
- Neighbourhood bikeways are protected cycling facilities on major roads, with a barrier between cyclists and vehicle traffic
- No answer

Results:

Answer	No. of respondents	% of respondents
Neighbourhood bikeways are streets with low traffic and low speeds, where people cycling and driving can safely share the same space on the road	338	57%
Other answer	206	35%
No answer	47	8%
Total	591	

These results suggest there may be an opportunity to improve public awareness and understanding of the neighbourhood bikeway concept. Only 57% of respondents selected the definition that aligns with the project definition of a neighbourhood bikeway: that neighbourhood bikeways are streets with low traffic and low speeds, where people cycling and driving can safely share the same space on the road. 35% of respondents answered something other than the project definition, and 8% provided no answer.

Question 2 – Did our work identifying and prioritizing neighbourhood bikeways and our published materials help you better understand what a neighbourhood bikeway is?

551 people of the 591 who responded to the survey answered this question. The possible responses are:

- I understand much more than before
- I understand somewhat more than before
- My understanding hasn't changed
- I understand somewhat less than before
- I understand much less than before

Results:

Answer	No. of respondents	% of respondents
My understanding hasn't changed	264	45%
I understand somewhat more than before	185	31%
I understand much more than before	62	10%
No Answer	40	7%
I understand much less than before	23	4%
I understand somewhat less than before	17	3%
Total	591	

The results suggest that the project materials helped improve understanding for many respondents, with 41% reporting that their understanding increased. 45% indicate that their understanding hasn't changed, 7% of respondents didn't answer the question, and 7% say that they understand less than before. The District of Saanich can make efforts to ensure that we continue to support public understanding of neighbourhood bikeways through future communication and education initiatives.

Question 3 – What is your level of understanding regarding how the decisions about which routes should be neighbourhood bikeways were made?

551 people of the 591 who responded to the survey answered this question. The possible responses are:

- My understanding is solid
- My understanding is moderate
- My understanding is minimal

Results:

Answer	No. of respondents	% of respondents
My understanding is moderate	288	49%
My understanding is solid	137	23%
My understanding is minimal	126	21%
No Answer	40	7%
Total	591	

Responses indicate that 72% of respondents have a moderate or solid understanding of how the decisions about which routes should be neighbourhood bikeways were made. The District of Saanich can work on continuing to improve understanding, as 21% of respondents answered that they have minimal understanding.

Question 4 – What is your level of understanding of how the neighbourhood bikeways were prioritized?

548 people of the 591 who responded to the survey answered this question. The possible responses are:

- My understanding is solid
- My understanding is moderate
- My understanding is minimal

Answer	No. of respondents	% of respondents
My understanding is moderate	297	50%
My understanding is minimal	130	22%
My understanding is solid	121	20%
No Answer	43	8%
Total	591	

The findings indicate that 70% of respondents reported a moderate or solid understanding of how the neighbourhood bikeways were prioritized. The District of Saanich can work on continuing to improve the public information around the prioritization of bikeways, as 22% of respondents answered that they have minimal understanding.

Question 5 – Do you have any comments on the additional routes identified for the long-term bicycle network? The additions are proposed to make the network easier to follow and better connected.

The following comments were provided on the routes that were identified to be added to the long-term bicycle network.

Old West Saanich Rd

- Support for a shoulder bikeway between West Saanich Rd and Doyle Rd because it is an important cycling connection and currently feels unsafe.
- Some cyclists felt Old West Saanich Rd does not require additional investment because traffic volumes are already very low.
- One comment referenced the Old West Saanich Rd as an alternative to the rough, unpaved portions of the Lochside Trail.

Brookhaven Rd

- It was questioned whether bikeway improvements on Brookhaven Road are needed, noting that traffic calming on nearby corridors may be a higher priority.

Pipeline Rd

- Strong support for the route as an appropriate neighbourhood bikeway.
- Request for a pedestrian/cyclist crossing (RRFB) at Royal Oak Drive.
- Viewed as an important connection between Elk/Beaver Lake, Royal Oak, and the Colquitz corridor.

Lily Ave

- Support for the route because it provides an alternative to the steep hill on Rogers Avenue.

Shadywood Dr

- No route-specific comments identified.

Simon Rd

- No route-specific comments identified.

Doncaster Dr

- Some respondents supported the addition and felt it was appropriate given traffic volumes and speeds.
- One commenter suggested traffic calming because the corridor is used as a shortcut by drivers avoiding highway congestion.
- The most common concern was the steep grade on Doncaster Drive.

Jennifer Rd

- The dominant theme was concern about steep grades.
- Some questioned whether improvements are needed at all, citing very low traffic volumes.
- Others suggested a southbound facility on Cedar Hill Road would be a more useful connection.

Frechette St

- No route-specific comments identified.

Battleford Ave

- Support for adding Battleford to the network.
- Request for a more direct connection to the Tillicum Road/Hwy 1 area.
- Concerns that Battleford is used as a shortcut by motorists avoiding highway congestion.
- Suggestions for traffic calming and measures to discourage through traffic.

Colquitz Ave

- No route-specific comments identified.

Esson Rd

- Requests for widening, protected intersections, and improved design.
- Recognition that Esson's steep grade makes it better suited to downhill travel than uphill travel.
- Desire for improved connections to Portage Road and coordination with the Admirals Road route.

General comments about the additions proposed included:

- "I like all the added routes."
- "Additional routes are good."
- "The additions look good."
- "The additions seem helpful."
- "Looks well researched."
- "The more the better."

Question 6 – Is there anything else you'd like to tell us about neighbourhood bikeways?

Some of the feedback received with this question was related to neighbourhood bikeways and other feedback was more general. Both the comments that relate to neighbourhood bikeways and other miscellaneous comments are summarized below.

FEEDBACK ABOUT NEIGHBOURHOOD BIKEWAYS

Responses to this question have been summarized in two groups based on participants' responses to Question 1 ("How would you define what a neighbourhood bikeway is?"). The first group includes respondents whose definitions aligned with the project definition of a neighbourhood bikeway, while the second group includes respondents whose definitions did not align with the project definition.

Feedback from both groups provides valuable insight and has been included in the analysis. However, some differences in the nature of the responses were observed. Participants whose definitions aligned with the project definition were generally more likely to comment on neighbourhood bikeway-specific topics such as route selection, connectivity, traffic calming, design features, and implementation considerations.

Participants whose definitions did not align with the project definition were more likely to provide feedback on cycling infrastructure and transportation issues more broadly, including topics such as costs, taxation, congestion, lane reductions, parking, and transportation policy. While many of these comments remain relevant to transportation planning, they were often focused on general transportation policy and other types of cycling facilities rather than neighbourhood bikeways specifically.

The summaries below distinguish between feedback provided by respondents whose definition of neighbourhood bikeway aligned with the project definition, and those whose definition demonstrated a different interpretation of the concept. This distinction recognizes that responses based on a different understanding may not reflect opinions about neighbourhood bikeways as they are defined and proposed within this project.

Respondents whose definition of neighbourhood bikeway **ALIGNED** with the project definition

This group provided comments directly related to the concept, function, design, implementation, prioritization, or effectiveness of neighbourhood bikeways.

Role of Neighbourhood Bikeways

A strong theme was discussion of what role neighbourhood bikeways should play within the broader cycling network.

Common viewpoints

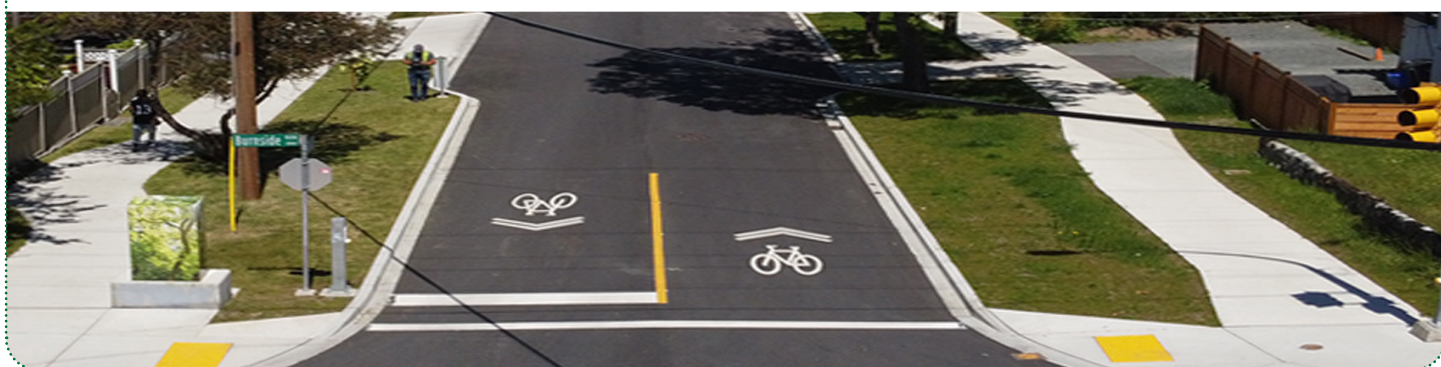
- Neighbourhood bikeways are useful connectors to primary cycling routes, with respondents noting their potential to improve access to routes such as Shelbourne Street, McKenzie Avenue, the Galloping Goose Regional Trail, and the Lochside Regional Trail.
- Neighbourhood bikeways should supplement, not replace, protected cycling facilities, with several respondents describing them as a valuable addition to the network but not a substitute for dedicated cycling infrastructure on busier roads. Major destinations still require direct cycling facilities on major roads. Neighbourhood bikeways are best for local circulation and access, with some noting they prefer neighbourhood bikeways over concrete-separated infrastructure.
- A complete network likely requires both neighbourhood bikeways and protected facilities, with some respondents mentioning that neighbourhood bikeways are lower cost and allow a broader network to be developed.

Additional Perspective Raised by a Stakeholder Submission

One stakeholder submission suggested that neighbourhood bikeways can serve two purposes:

- identifying roads that already function well as lower-volume cycling routes; and
- helping reshape roads that would be more appropriate as slower, shared-use corridors through traffic calming and speed management measures.

The submission also highlighted the role neighbourhood bikeways can play in supporting rural destinations, recreational travel, agricultural areas, and shared use by cyclists, pedestrians, and equestrians.



Neighbourhood Bikeway Design

This was a strong theme among respondents

Many respondents argued:

- traffic calming is essential;
- signs and paint alone are insufficient;
- designing roads around their intended function rather than simply accommodating existing traffic patterns is critical;
- neighbourhood bikeways require speed reduction measures to actually function as AAA routes.

Suggested design features included:

- speed humps;
- curb extensions;
- raised crossings;
- modal filters;
- traffic diversion;
- horizontal deflection;
- chicanes;
- narrowing;
- dead-end treatments with bicycle access.

Several respondents specifically stated:

- "Paint isn't enough."
- "Modal filters are a must."
- "Neighbourhood bikeways must include traffic calming."
- "A street cannot become a neighbourhood bikeway simply because it is labeled one."



Signage and Wayfinding

A large number of comments focused on:

- poor route visibility;
- difficulty finding bikeways;
- poor mapping;
- lack of signage;
- need for better wayfinding.

Suggestions included:

- signage at key bikeway intersections;
- route maps;
- Google Maps integration;
- improved route marking;
- additional shared-road signage, lane-sharing reminders, and cyclist warning signs;
- improved route identification on project maps.



Traffic Volumes, Route Selection and Neighbourhood Bikeway Prioritization

Many comments were about:

- which routes should be advanced sooner;
- which routes should be removed;
- which routes were supported;
- routes proposed to be added to the bicycle network in the Active Transportation Plan;
- routes proposed to be added to the list of neighbourhood bikeways;
- how priorities should be determined.

Many respondents emphasized:

- neighbourhood bikeways should use low-volume streets;
- neighbourhood bikeways should avoid major roads;
- speeds and traffic volumes matter more than simply designating a route.

Examples of routes suggested to be prioritized sooner:

- Maplewood Road/Camrose Crescent
- Maplewood Road/Derby Road
- Prospect Lake Road
- Carey Road
- Tattersall Road
- Arbutus Road
- Cedar Hill Cross Road
- Royal Oak connections
- Rural neighbourhood bikeways

Examples of routes suggested to be reconsidered:

- Wallace Drive
- Prospect Lake
- Brookleigh Road
- Doncaster Drive
- Jennifer Road
- Sinclair Road

Examples of routes proposed to be added to the long-term bicycle network or the list of neighbourhood bikeways

- Old West Saanich Road (south portion)
- Oldfield Road
- Blenkinsop Road

- Forest Hill Road
- Greenlea Drive
- Wicklow Street
- Falmouth Road

Support was expressed by one or more respondents for the following routes identified by the project as neighbourhood bikeways:

- Prospect Lake Road
- Sparton Road
- Brookleigh Road
- Battleford Avenue
- Derby Road
- Doncaster Drive and Jennifer Road
- Ferndale Road and Grandview Drive
- Pipeline Road
- San Juan Greenway
- Wilkinson Rd

Additional Perspective Raised by a Stakeholder Submission

One stakeholder submission raised concerns regarding the consistency of route selection and questioned why some roads were identified as neighbourhood bikeways while other roads with similar characteristics were omitted.

The submission suggested that route selection should consider:

- road geometry;
- traffic speeds;
- traffic volumes;
- truck activity;
- shoulder conditions;
- sightlines;
- connectivity; and
- the intended function of a road, rather than solely its current use patterns.

Connectivity and Missing Links

This was one of the strongest neighbourhood-bikeway-specific themes.

Discussion focused on emphasizing the importance of connections to:

- schools;
- parks;
- neighbourhoods to trails;
- Galloping Goose;
- Lochside;
- Camosun;
- Royal Oak;
- Swan Lake;
- Keating;
- Saanichton;
- Elk/Beaver Lake;
- West Saanich Road; and
- surrounding trail networks.

A recurring sentiment was that connections should be completed before expanding network coverage.

Neighbourhood Bikeway versus Protected Facility Debate

This was a prominent theme. Three different positions emerged: one that neighbourhood bikeways are preferable to protected facilities, one that protected facilities are better than neighbourhood bikeways and the last that both types of facility are needed.

Position 1 - Neighbourhood bikeways are preferable because they are:

- quieter;
- lower cost;
- lower conflict;
- more pleasant.

Position 2 - Protected facilities are preferable because:

- neighbourhood bikeways still mix cars and cyclists;
- dooring risks exist with neighbourhood bikeways;
- families may not feel safe;
- major destinations are located on arterial roads.

Position 3 - Both are needed.

The middle-ground position was also commonly expressed.

Neighbourhood Bikeway Safety

Many comments focused on:

- speeding;
- crossing improvements;
- school access;
- child safety;
- AAA standards

Examples of places where safety issues were raised included:

- Maplewood Road/Camrose Crescent;
- Maplewood Road/Derby Road;
- Tattersall Drive;
- Cedar Hill Cross Road;
- Reynolds Road;
- Savannah Avenue;
- Cloverdale Avenue;
- Royal Oak area
- Viewmont Avenue.

Additional perspective raised by a stakeholder submission

One stakeholder submission identified speeding, truck traffic, and lack of compliance with existing traffic regulations as key safety concerns on some rural roads.

The submission suggested that additional traffic calming, speed management, truck-route enforcement, and user-awareness measures could improve safety for cyclists, pedestrians, and equestrians while preserving the shared-road nature of these corridors.

Respondents whose definition of neighbourhood bikeway **DID NOT ALIGN** with the project definition

Many of these comments discussed neighbourhood bikeways, including where they should be located, how they should function, how they should be prioritized, and what design elements they should include. A summary of the comments received is below.



Support for Neighbourhood Bikeways

Comments expressed support for:

- Added routes and better network connectivity;
- Neighbourhood bikeways on side streets instead of major roads;
- Better connected bikeways;
- More neighbourhood bikeways generally;
- Building bikeways sooner;
- Neighbourhood bikeways as a lower-cost alternative to major infrastructure;
- Neighbourhood bikeways as an effective way to improve access to schools, parks, and local destinations.

Some examples of these comments include:

- "I like all the added routes."
- "No comments, but I'm all for bikeways being better connected."
- "Stop consulting and start building bikeways..."
- "No, Wilkinson is NOT yet a bikeway, but it needs to be."
- "I think they have been very effective. Cycling here is getting better and better."
- "Keep it up."
- "The connecting routes are vital..."
- "The more bikeways we have the better our community is."
- "The more the better. More near schools."



Route Selection for Neighbourhood Bikeways

Many comments focused on whether the right streets had been chosen, with a strong theme being a preference for quieter roads. The comments related to this were:

- Use low-volume streets;
- Use side streets instead of major roads;
- Avoid major arterials and collector roads;
- Avoid busy transit corridors;
- Avoid major regional routes.

Examples:

- Use Hampton Road and Maddock Avenue;
- Use slower roads instead of Gorge Road;
- Avoid Wallace Drive;
- Avoid Quadra Street;
- Use Darwin Avenue instead of through Tolmie Park;
- Add Wilkinson Road;
- Add Saanich Road.



Bikeway Prioritization

Respondents frequently commented on which routes should come first. Examples of those suggested for higher priority:

- Prospect Lake Road;
- Ferndale Road/Grandview Drive;
- Cedar Hill Cross Road;
- Reynolds Road;
- School routes;
- Wilkinson Road;
- Saanich Road;
- Quadra Street north of Cook Street;
- Tuxedo Drive/Rogers Avenue crossing;
- Bike connections to Reynolds High School.

A common message was a sentiment that safety gaps, school routes and network gaps should be prioritized first.



Connectivity

Many comments focused on connectivity, with people asking for:

- Missing north-south connections;
- Missing east-west connections;
- Connections to Goose and Lochside;
- Connections to UVic;
- Connections to regional routes;
- Connections between existing facilities.

Examples areas where respondents raised connectivity issues include:

- Quadra Street–Rogers Avenue–Judah Street;
- Reynolds High School connections;
- Cedar Hill Cross Road;
- Cedar Hill Golf Course connection;
- Tuxedo Drive/Rogers Avenue crossing;
- Blanshard Street–Gallop Goose Regional Trail–Quadra Street connection;
- Douglas Street/Tillicum Road connection;
- Prospect Lake Road;
- Royal Oak area.



Traffic Calming

Many neighbourhood-bikeway-specific comments focused on traffic calming.

Requests for traffic calming included:

- Speed humps;
- Lower speed limits;
- Signs;
- Traffic calming on school routes;
- Traffic calming for neighbourhood bikeways generally.

Specific example areas that were raised are:

- Beaver Lake Road/Caseltan Place/Alderley Road could become bikeways quickly through speed reductions and signage;
- Wallace Drive;
- Battleford Avenue;
- Queenswood Drive speed reduction suggestion.



AAA Standards and Bikeway Design

Comments were received supporting the following:

- AAA standards;
- traffic calming;
- modal filters/diversion;
- lower traffic volumes;
- lower speeds;
- emphasis on all ages and abilities riders.



Concerns About Bikeway Suitability

Some respondents questioned whether certain roads were suitable neighbourhood bikeways, for example:

- Wallace Drive;
- Arbutus Road
- Cedar Hill Cross Road;
- Prospect Lake Road;
- Beaver Lake Road;

Concerns included:

- traffic volumes;
- speeds;
- hills;
- bus routes;
- trucks;
- poor sight lines;
- lack of AAA conditions.

FEEDBACK BEYOND NEIGHBOURHOOD BIKEWAYS

These comments focused on cycling infrastructure, transportation policy, municipal spending, transportation priorities, existing bike lane projects, and broader road network considerations rather than neighbourhood bikeways specifically. They were provided by both respondents whose definition of neighbourhood bikeway aligned with the project definition and those whose definition was different.

Cost, Taxation, and Value for Money

This was one of the most common themes.

Comments focused on:

- taxpayer burden;
- rising property taxes;
- overall project costs;
- municipal spending priorities;
- requests for cost-benefit analysis;
- questions about return on investment and value for money.

Many respondents felt bicycle infrastructure is a lower priority than other potential municipal investments such as roads, sidewalks, parks, recreation facilities, transit, utilities, crime prevention, or other services.

Opposition to Cycling Infrastructure Generally

These comments opposed cycling infrastructure broadly. Many comments opposed:

- bike lanes generally;
- protected bike lanes;
- expansion of cycling infrastructure;
- continued network expansion;
- lane reductions for bicycle facilities.

Common sentiments included:

- there are already enough bike lanes;
- additional bike infrastructure is unnecessary;
- the Galloping Goose and Lochside Trail provide sufficient cycling facilities;
- cycling should not receive additional funding;
- cycling infrastructure serves a relatively small portion of residents.

Concerns with previous projects

These comments expressed concerns about protected bike lanes and major corridor projects, and identified impacts to the following:

- traffic congestion;
- road capacity;
- increased travel times;
- commuter travel;
- parking loss;
- businesses and deliveries;
- commercial vehicles;
- emergency vehicle response times;
- road narrowing;
- access for fire and ambulance services;
- bus operations;
- delivery truck access;

- waste collection operations.
- neighbourhood streets receiving diversion of traffic.

Projects most frequently identified in relation to these concerns included:

- Tillicum Road;
- Shelbourne Street;
- Quadra Street;
- Gorge Road;
- Burnside Road;
- McKenzie Avenue;
- Mann Avenue;
- Ravine Way;
- Wallace Drive.

Protected Bike Lanes, Barriers, and Physical Infrastructure

Many respondents focused specifically on the design of protected bike lanes and related infrastructure.

Topics included:

- bollards;
- concrete barriers;
- lane separators;
- curb extensions;
- painted lanes versus protected lanes;
- sharrows;
- dedicated versus designated bike lanes.

Common viewpoints included:

- barriers are dangerous;
- barriers impede visibility;
- barriers create operational issues;
- painted lanes are sufficient;
- separated bicycle lanes are preferable;
- protected facilities should be limited to major routes.

This discussion spoke more to general bike lane design rather than neighbourhood bikeway design.

Utilization and Effectiveness of Existing Infrastructure

Many respondents questioned whether existing cycling facilities are used frequently enough to justify further investment.

Comments included:

- requests for bicycle counts;
- requests for evidence of effectiveness;
- concerns regarding underutilized infrastructure;
- questions regarding ridership growth.

Several respondents suggested future investments should be supported by measurable performance data.

Requests for Cycling infrastructure to be implemented

Many comments advocated for the construction of new cycling infrastructure or improvements to existing facilities on specific routes, including:

- Burnside Road;
- Cedar Hill Road / Cedar Hill Cross Area;
- Chatterton Way;
- Glanford Road;
- Quadra Street;
- Royal Oak Connections;
- Saanich Road;
- Tattersall Road;
- Ash Road.

Driver Behaviour, Cyclist Behaviour, and Enforcement

Comments related to this topic included calls for:

- cyclist education;
- driver education;
- e-bike regulation;
- scooter regulation;
- licensing;
- insurance requirements;
- enforcement of traffic rules;
- compliance with existing infrastructure.

These comments focused on transportation behaviour rather than neighbourhood bikeway planning.

Accessibility and Broader Transportation Policy

Many comments discussed broader transportation needs, including:

- balancing the needs of drivers and cyclists;
- mobility challenges;
- seniors' transportation needs;
- accessibility considerations;
- pedestrian infrastructure and sidewalk improvements;
- public transit investment;
- economic considerations;
- family transportation needs.

These comments generally addressed larger transportation policy questions rather than neighbourhood bikeways specifically.

Survey, Consultation, and Decision-Making Process

A number of comments focused on:

- bias in the survey process;
- concerns that decisions had already been made;
- requests for additional consultation;
- requests for referenda;
- requests for clearer prioritization criteria;
- questions about performance metrics and evaluation;
- requests for greater transparency;
- difficult-to-read maps;
- lack of street names;
- confusing route categorization;
- broken survey links;
- difficulty using PDFs;
- unclear timelines and implementation schedules.

These comments related to the engagement process rather than neighbourhood bikeways themselves.

Support for Existing Neighbourhood Bikeways and general project support

Respondents specifically praised bikeways in Saanich and beyond including:

- San Juan Greenway;
- Jackson–Graham–Pandora route;
- Pear Street bikeway;
- Vancouver-style neighbourhood bikeways generally;
- existing neighbourhood bikeway networks that provide safe and comfortable family cycling.

Specific comments about the project were received:

- "Looking forward to the complete rollout."
- "Strongly support faster implementation."
- "Please just get on with it."
- "Keep doing what you're doing."
- "Keep making them."
- "More please."

Question 6 – Overall Conclusion

Responses to this question included both feedback specific to neighbourhood bikeways and broader comments about cycling and transportation planning. Feedback related to neighbourhood bikeways addressed topics such as design, signage and wayfinding, route selection, prioritization, connectivity, safety, and the overall role of neighbourhood bikeways within the cycling network. In addition, a substantial portion of comments focused on broader transportation and cycling infrastructure issues rather than neighbourhood bikeways specifically. These comments provide useful context regarding public attitudes toward cycling infrastructure and transportation planning more generally, and addressed topics such as project costs, taxation, value for money, cycling infrastructure on major roads, protected bike lanes, traffic congestion, parking, accessibility, road user behaviour and enforcement, transportation policy, the public engagement process, and overall support for or opposition to cycling infrastructure initiatives.