

LET'S MOVE
SAANICH!



#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

MOVING SAANICH FORWARD ENGAGEMENT SUMMARY #1



*"I want to be
a part of the
mainstream
when I walk,
cycle or take
the bus."*

- survey respondent



THE HIGHLIGHTS

In December, 2016, the District of Saanich launched Moving Saanich Forward - a planning initiative that will result in the development of Saanich's first-ever Active Transportation Plan. The final Active Transportation Plan will include an implementable action plan that will guide investments in active transportation infrastructure and support programs for residents of all ages and abilities.

As community input is an essential part of the Moving Saanich Forward process, the project team launched the first round of public engagement in January 2017. The engagement period extended over a two-month period and involved inclusive engagement methods and information collection tools, designed to educate and spark dialogue.

The first round of engagement focused on:

HOW Saanich residents currently move around

WHY walking, biking, and other active mobility options are important to residents

WHAT challenges do residents face today when actively moving around Saanich

WHAT opportunities exist to improve mobility options in Saanich

The statistics below provide a snapshot of the key themes that have emerged through the process to date.

2,000 people, at minimum, participated in the Moving Saanich Forward process by attending events, interacting on social media or completing surveys.

41% of survey respondents say they walk and bike to exercise or have fun.

HEALTH is the top reason why survey respondents say they walk and bike.

GAPS in the network is the top barrier to walking and biking according to survey respondents.

32% of survey respondents said more trails and greenways would encourage them to walk more often.

508 markers were placed on a map by survey respondents to identify where bike lanes are needed, including **71** along the Shelbourne corridor.

90% of workshop participants said a 7% increase in walking and biking trips by 2036 is too low.

A PARADIGM SHIFT away from car culture to a culture of active transportation is needed.

The input collected will be used to develop a vision for active transportation in Saanich and to refine the draft goals and targets. The vision and draft pedestrian and bicycle network plan will be presented to the public and stakeholder groups during the next round of public engagement for Moving Saanich Forward in the spring of 2017.

The following Engagement Summary provides a detailed overview of the first round of public engagement for the Active Transportation Plan.

"There is so much potential to fill gaps and improve connections in the current bike network"

- workshop participant



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*"We need a
paradigm shift
from car culture
to active
transportation
and community
building"*

- survey respondent



PART 1

INTRODUCTION

In December, 2016, the District of Saanich launched Moving Saanich Forward - a year and a half long initiative that will result in the development of Saanich's first-ever Active Transportation Plan.

Through the Moving Saanich Forward process, the District will develop a vision along with policies and actions to guide the development of safe, attractive and convenient active transportation options for people of all ages and abilities over the next 30 years. The final Active Transportation Plan will include an implementable action plan that will guide investments in active transportation infrastructure and support programs over the short-, medium-, and long-term.

Input from the community is an essential component of the Moving Saanich Forward process. The first round of public engagement for the Active Transportation Plan took place in January and February, 2017 involving a variety of in-person events and opportunities to participate online.

The first round of consultation reached more than 2,000 people in a two month period, including:

- nearly **1,400** online survey responses
- **250** conversations at two Engagement Labs
- direct engagement with **700** people at six pop-up booths
- **100** attendees at the Saanich Talks Speaker Series
- **50** participants at the Walk Bike Rally: Stakeholder Workshop

The input received has been summarized in this report and will be used to inform the direction of the Active Transportation Plan as strategies and concepts are developed, alongside technical information.





PART 2 RAISING AWARENESS

A variety of promotional material and tools were used to promote Moving Saanich Forward and the opportunities for the public to participate in the process. The following collateral was developed to raise awareness during the first round of public engagement:

MOVING SAANICH FORWARD VIDEO

Two videos were posted to the District's Youtube channel explaining what Moving Saanich Forward is, why it is important and the impact the initiative will have on how residents move around Saanich neighbourhoods. The videos were viewed hundreds of times on Youtube and more than 1,200 times on Facebook.

PRESS RELEASES

Two press releases were issued to local media and published on the District's website: one on December 5, 2016 and one on January 23, 2017. This resulted in two articles published by Saanich News and one by the Times Colonist.

PRINT MATERIAL

Posters and pocket-size promotion cards were distributed throughout the District. The promotion cards were handed out during the pop-up events and engagement labs. Posters were displayed in all District recreation facilities as well as bus shelters and post-secondary institutions.

SOCIAL MEDIA

Facebook and Instagram were used to promote Moving Saanich Forward. The ads reached more than 6,000 people and resulted in nearly 7,500 impressions between December 19, 2016 and January 18, 2017.

PUBLIC OUTREACH

All engagement events were posted to local community calendars including Saanich News, CHEK News and the Times Colonist. Saanich community associations were directly notified and encouraged to participate in the engagement opportunities. Each association also received promotional material to distribute to their members.

PART 3 WINTER 2017 ENGAGEMENT

PURPOSE OF ENGAGEMENT

The first round of public engagement for the Active Transportation Plan took place in January and February, 2017. The Moving Saanich Forward team executed the first phase of engagement through a series of inclusive campaigns and events to educate, excite and spark a conversation about active transportation amongst residents.

Specifically, this round of engagement focused on gaining a better understanding of:

- **how** Saanich residents currently move around
- **why** walking, biking, and other active mobility options are important to residents
- **what** challenges do residents face today when actively moving around Saanich
- **what** opportunities exist to improve mobility options in Saanich

ENGAGEMENT CHANNELS + WHAT WE HEARD

A series of events and activities, both online and in-person, were executed in January and February, 2017. All events took place in venues with high foot traffic and a diversity of residents. This approach emphasized the need to include residents who normally do not participate in community planning processes and to reach a broad cross-section of the community by meeting people where they already gather.

The following is a summary of the engagement that took place during this round of public engagement for Moving Saanich Forward.

PROJECT ADVISORY COMMITTEE

Establishing the Project Advisory Committee (PAC) was the first step in the Moving Saanich Forward engagement process. The PAC met once during this round of engagement on December 6, 2016 in the Lam Room at Pearkes

Recreation Centre. The PAC consists of representatives from the following groups:

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

The first PAC meeting allowed committee members to become familiar with the project team and other committee members. The discussion focused on the Moving Saanich Forward process, the role of the committee, and issues and opportunities related to active transportation in Saanich today.

This meeting also provided an opportunity to share the public engagement strategy with the PAC and explore opportunities to involve PAC members in the events and activities planned for this round of engagement.

POP-UP ENGAGEMENT

Promotional pop-up booths were set-up in six locations across the District on four separate days. These pop-ups were designed to build awareness and excitement for Moving Saanich Forward in a fun, informal, accessible manner, and to direct residents to the online interactive survey.

In addition to an information board, a 'what's your style?' survey board was set-up, asking residents to vote for their favourite ideas to encourage more walking, biking and use of trails.

Street teams also handed out promotion cards, as well as branded Moving Saanich Forward stickers and water bottles to passersby. In total, approximately **700** people were reached through the six pop-up booths.

LOCATIONS

UPTOWN MALL
December 4, 2016

TILlicum MALL
December 4, 2016

UNIVERSITY OF VICTORIA
January 10, 2017

GORDON HEAD RECREATION CENTRE
January 10, 2017

CAMOSUN COLLEGE (LANSDOWNE CAMPUS)
January 11, 2017

CEDAR HILL RECREATION CENTRE
January 12, 2017



WHAT WE HEARD POP-UP ENGAGEMENT RESULTS

'WHAT'S YOUR STYLE?' SURVEY

WALKING | What public amenities would encourage you to walk more?

Better lighting



42%
51

More greenery



25%
30

Public seating



11%
14

Public art



17%
21

*participants added sidewalks to the list of options, accounting for the remaining 5%

BIKING | What biking infrastructure would encourage you to bike more?

Bike lane separated by parking



29%
30

Bike lane separated by bollards



28%
28

Bike lane separated by grade



22%
23

Painted bike lane



21%
22

TRAILS | Which type of trail would encourage you to walk and/or bike more?

Multi-use trail with striped bike lanes and pedestrian lane



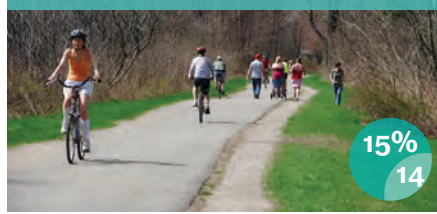
52%
48

Separate trails for cyclists and pedestrians



27%
25

Multi-use trail with no markings



15%
14

Multi-use trail with simple markings & signage



6%
6

Figure 1 - 'what's your style' survey board input



ONLINE INTERACTIVE SURVEY

An interactive survey was available online and through hardcopy for all interested residents to complete between December 2, 2016 and January 31, 2017.

The survey was developed in collaboration with Envision Sustainability Tools (MetroQuest), a Canadian digital engagement software company. MetroQuest is a web-based suite of public engagement tools used in planning processes to engage stakeholders and the public.

The online survey was designed to provide a better understanding of current travel habits and priorities for active transportation. In addition, the survey included an interactive map, where respondents were able to drop markers on a map of Saanich to identify specific issues and ideas for improvements related to active transportation.

The online survey received more than 1,900 views, resulting in 1376 survey responses between December 1, 2016 and January 31, 2017. This represents approximately 1.2% of the Saanich population.



The following questions were posed to respondents:

- Why is walking or cycling important to you?
- In a typical month when it is sunny or mild, what is your usual mode of transportation to commute to work or school?
- In a typical month when it is rainy or cold, what is your usual mode of transportation to commute to work or school?
- When I walk, it's to: (check your top 3)
- When I don't walk, it's because: (check your top 3)
- When I bike, it's to: (check your top 3)
- When I don't bike, it's because: (check your top 3)
- What are the main issues and challenges for walking in Saanich?
- What are the main issues and challenges for biking in Saanich?
- What could we do to encourage you to walk more?
- What could we do to encourage you to bike more?

The results of the interactive survey will be used in the development of the draft Active Transportation Plan, along with the other input received through public engagement and technical analysis.

The following is a summary of what we heard through the online survey.



WHAT WE HEARD INTERACTIVE ONLINE SURVEY RESULTS

WHY IS WALKING AND CYCLING IMPORTANT TO YOU?

Respondents were asked to indicate why walking and cycling is important to them by selecting three reasons from a list of eight or by adding their own topic. Health was seen as the top reason why walking and cycling is important to respondents, with 43% selecting this option as their first choice (based on those who selected health in their top three). Avoiding congestion or not adding to congestion was the least important.

Top 3 Reasons Why Walking + Biking is Important

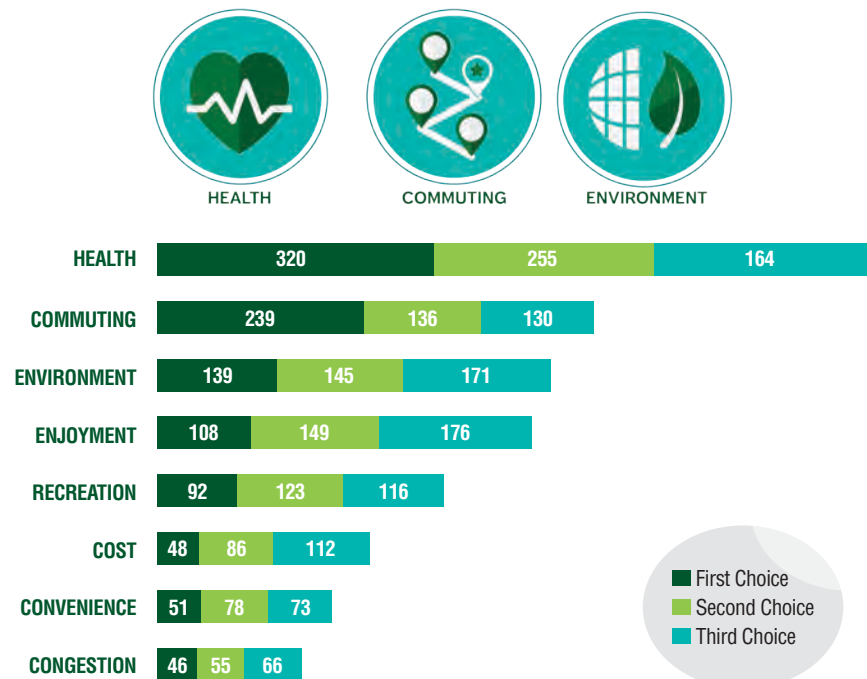


Figure 2 - why walking and cycling is important

WHAT IS YOUR USUAL MODE OF TRANSPORTATION TO COMMUTE TO WORK OR SCHOOL?

To gain a stronger understanding of current transportation habits, respondents were asked to specify their typical mode of transportation when commuting to work or school. As weather is a factor known to influence a person's decision to use active modes of transportation, participants were asked to specify their typical mode when it is sunny or mild as well as when it is cold or rainy.

As shown in Figure 3, respondents were more likely to drive alone when the weather is cold and/or rainy (43%); and more likely to bike when the weather is sunny and/or mild (38%). Respondents were also more likely to take transit or carpool on cold/rainy days compared to days when it is sunny/mild.

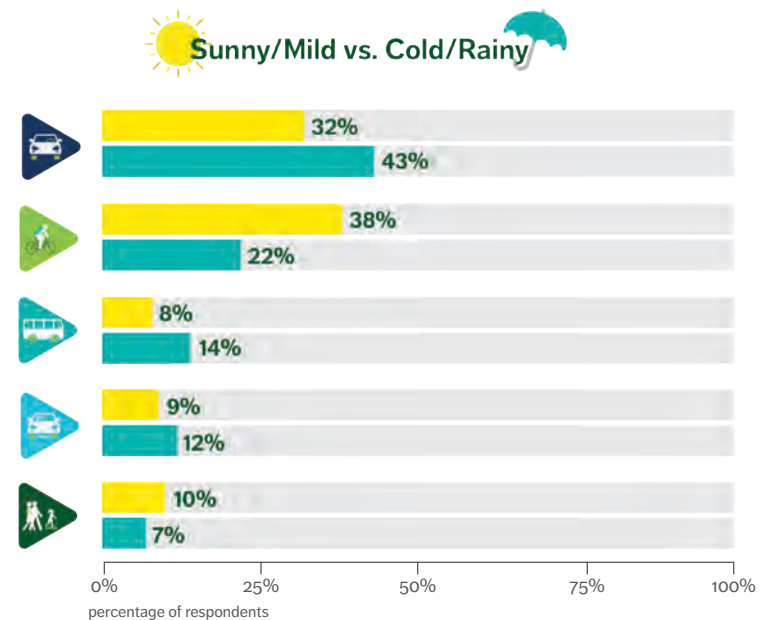


Figure 3 - typical mode of transportation (sunny/mild vs. cold/rainy)



WHEN I WALK/BIKE, IT'S BECAUSE...

Respondents were asked to consider what motivates them to walk or bike by selecting their top three reasons for walking and biking from a list of options. As shown in Figure 4, nearly half of respondents (41%) walk and/or bike for exercise or to have fun. In addition, over a quarter (27%) of respondents bike to travel to work or school, which was much higher than walking (11%).

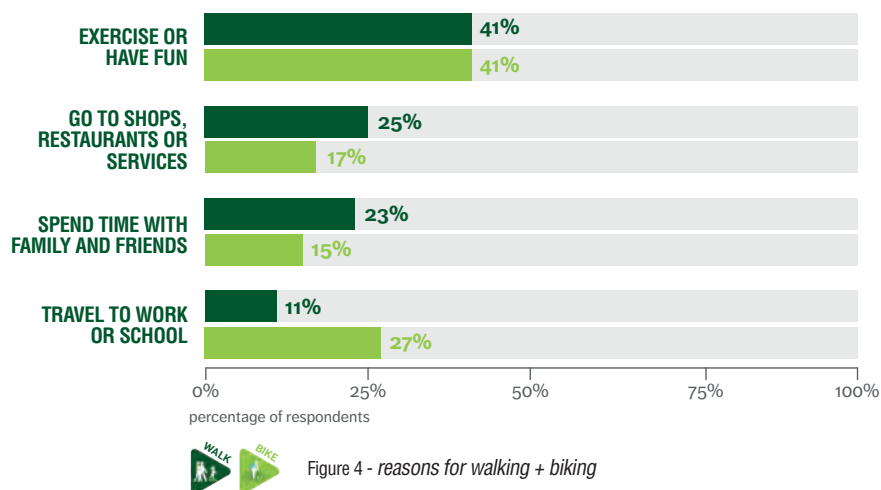


Figure 4 - reasons for walking + biking

WALKING + BIKING FREQUENCY...

Respondents were asked to specify how often they walk or bike in a typical week. The results show that those who participated in this survey walk more frequently in a typical week, when compared to cycling. In fact, nearly a quarter of respondents (23%) indicated that they never bike.

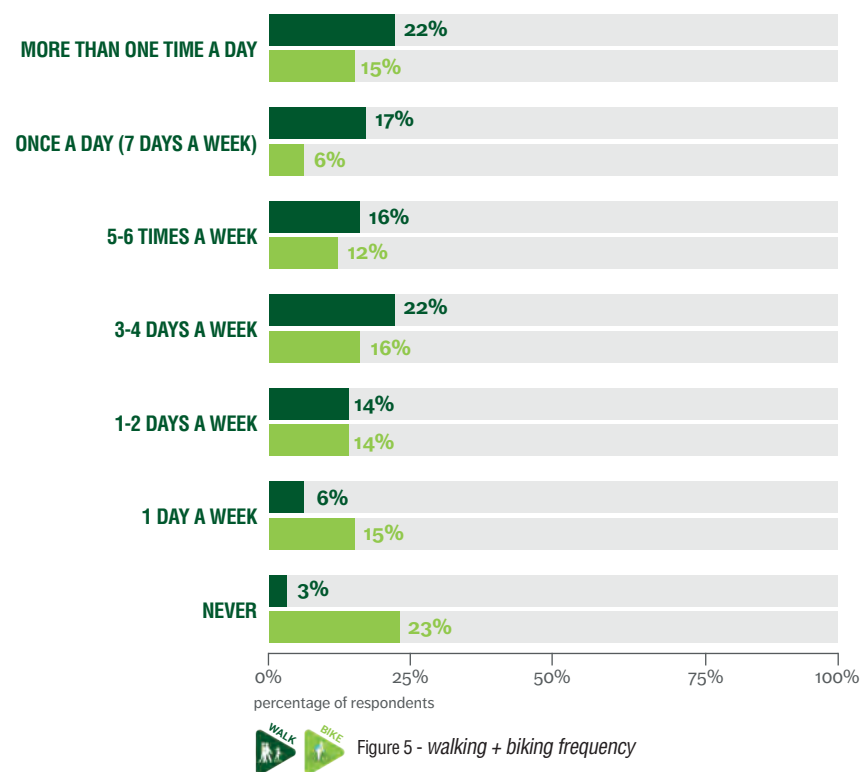


Figure 5 - walking + biking frequency

CHALLENGES AND MOTIVATORS FOR WALKING + BIKING:

Understanding what prevents people from using active transportation options as well as what the District can do to encourage people to use active modes more often is an important component in establishing the direction and priorities for the Active Transportation Plan. Respondents were asked to identify both challenges and motivators from a list of options.

CHALLENGES

Though responses were fairly split among the options provided, the lack of active transportation facilities and gaps in the active transportation network were identified as the top challenges for walking and biking in Saanich. Speed and noise of motor vehicle traffic was also seen as a strong deterrent to walking by respondents.

top 3 walking challenges



top 3 biking challenges

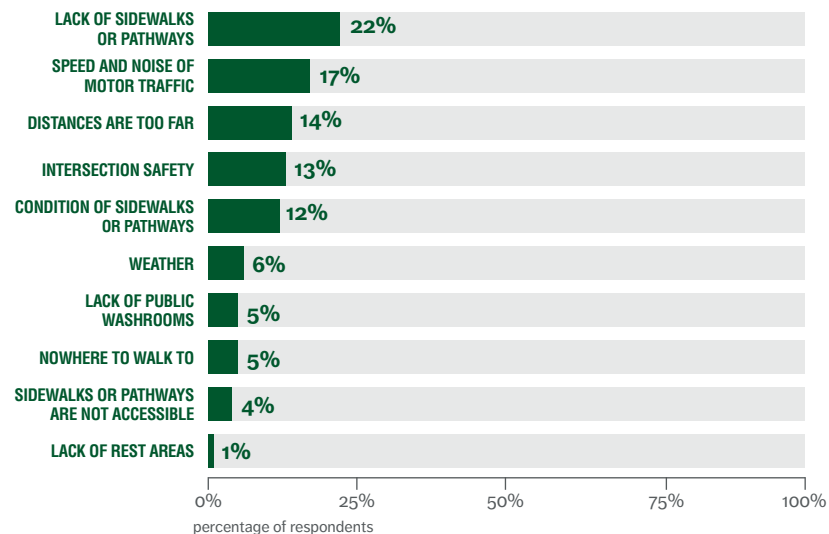
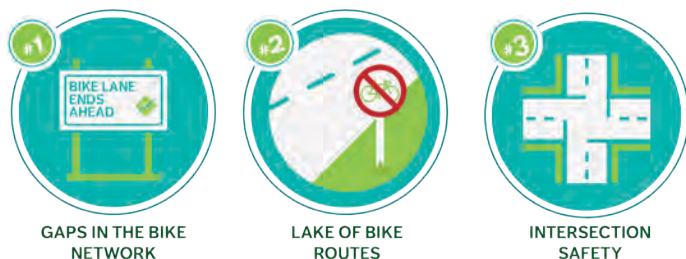


Figure 6 - walking challenges

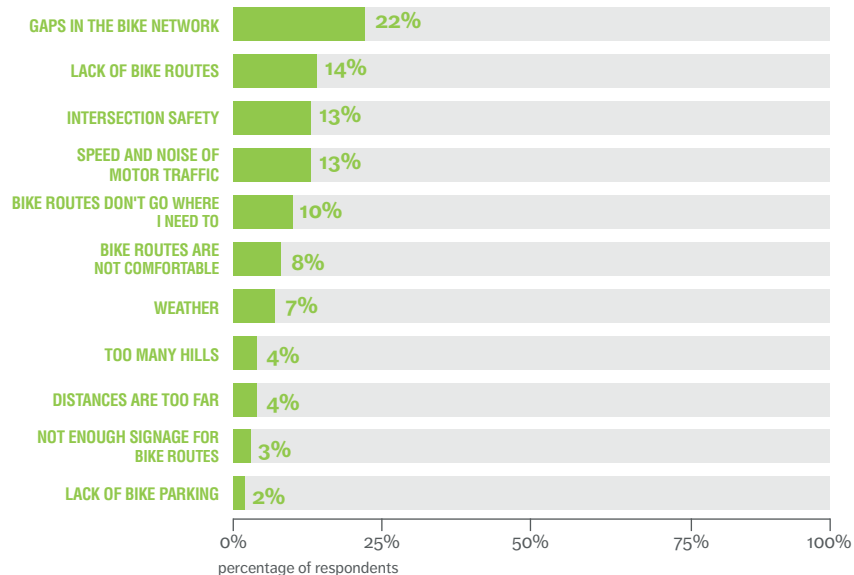


Figure 7 - biking challenges

MOTIVATORS

Respondents indicated that more trails and greenways (32%) and better connections to local destinations (27%) should be top priorities for encouraging residents to walk more often. In terms of cycling, having more bike lanes physically protected from traffic (22%) and fewer gaps in the bicycle network (20%) would encourage respondents to cycle more often. When analyzed in comparison to the top walking and biking challenges, the top ways to encourage more active transportation correspond directly. For example, providing more trails and greenways would address walking challenges around speed and noise of motor vehicle traffic.

top 3 ways to encourage walking



top 3 ways to encourage biking

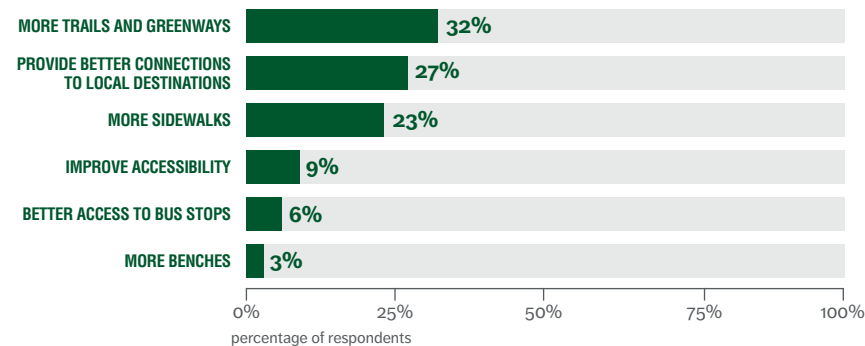


Figure 8 - walking motivators

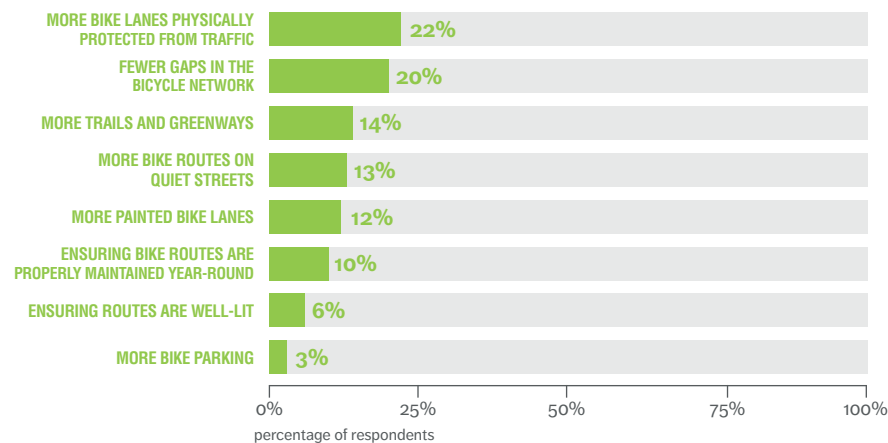


Figure 9 - biking motivators



IDENTIFYING SPECIFIC CHALLENGES AND OPPORTUNITIES

The online survey included an interactive map of the District for respondents to identify specific challenges or areas for improvements. Respondents dragged and dropped 'topic pins' onto specific locations and provided comments to help explain what challenge they have experienced or suggest improvements.

The 'topic pins' included:

- frequent destinations
- walking challenges
- biking challenges
- transit challenges
- trail challenges
- other challenges

FREQUENT DESTINATIONS

Using the interactive map, respondents identified locations they frequently travel to and from for daily tasks such as grocery shopping and going to work. Mapping the results of this exercise allows the project team to better understand travel patterns in Saanich. Figures 10-14 illustrate the areas where respondents are traveling to for work, school, services, recreation and shopping, with some of the key findings are outlined below.

- **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.

PEOPLE ARE...

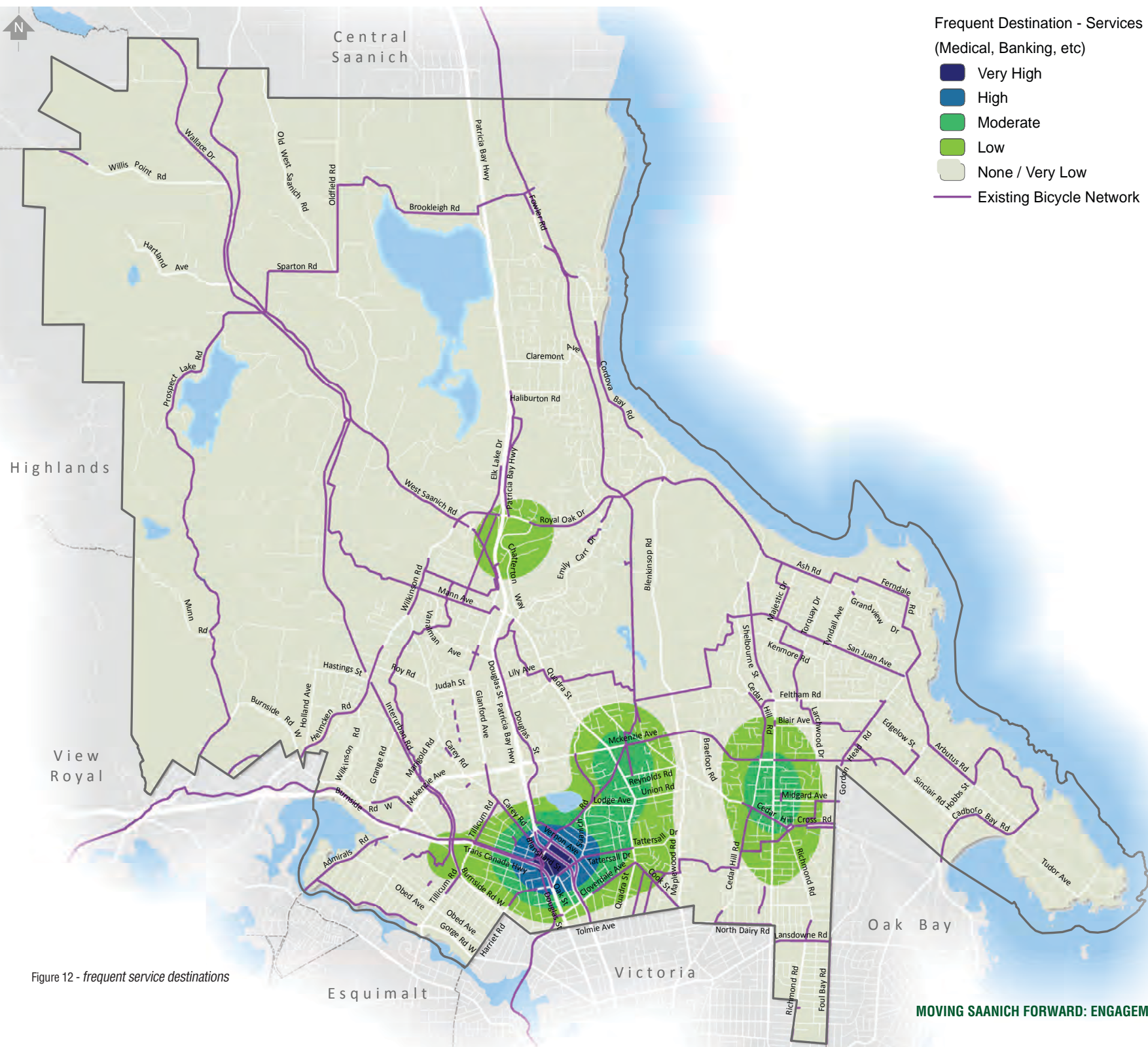


Figure 12 - frequent service destinations

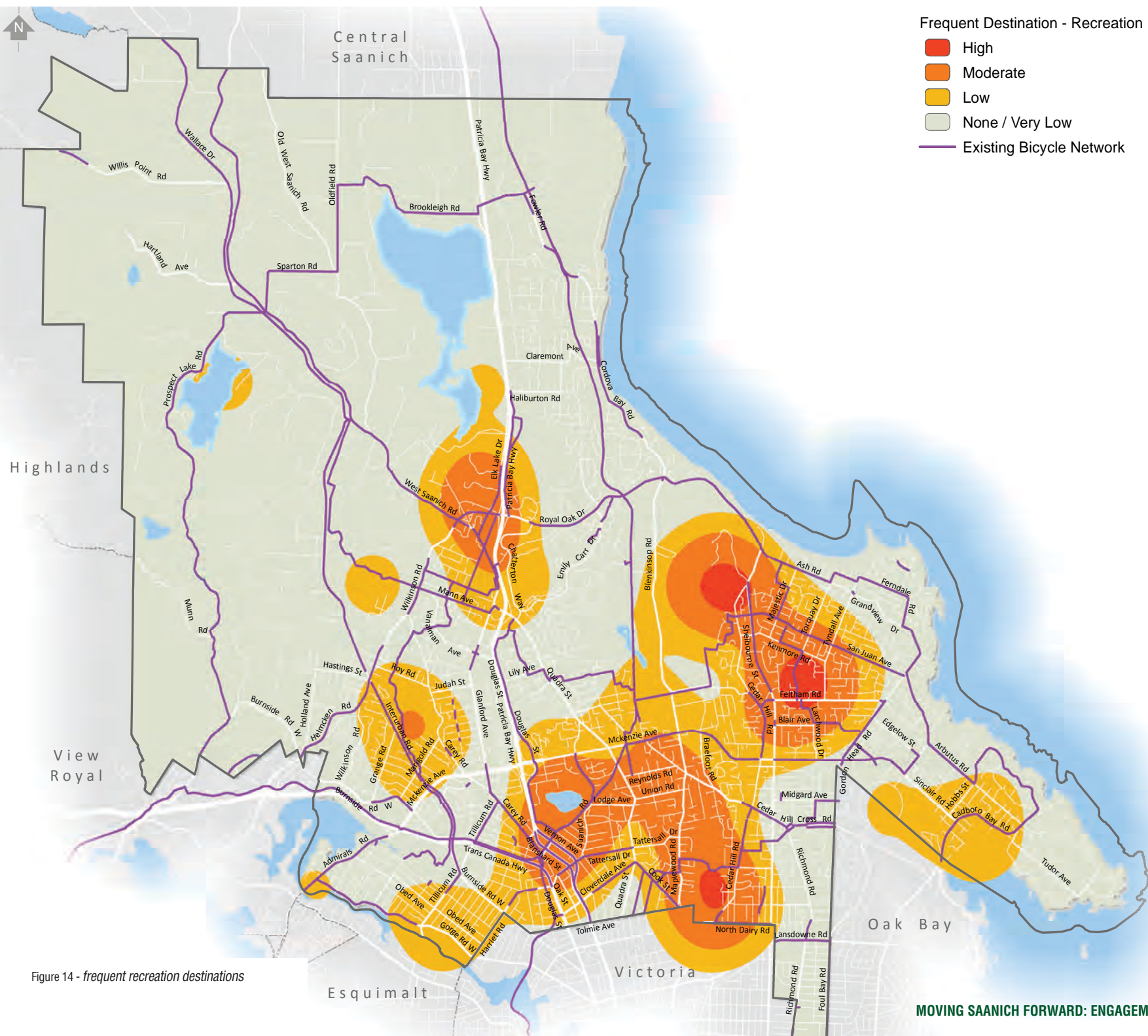


Figure 14 - frequent recreation destinations



KEY ISSUES + OPPORTUNITIES

Using the interactive map, respondents collectively entered nearly 4,000 data points, identifying location specific issues and opportunities for walking and cycling. The data points are summarized in Figures 18 to 21, showing the location and density of issues reported by survey responses.

The issues reported include:

INTERSECTION SAFETY

NO SIDEWALK(S)

POOR LIGHTING

SIDEWALK CONDITION

SIDEWALK ENDS

SIDEWALK IS TOO NARROW

TRAFFIC VOLUMES & SPEEDS

WALKING ISSUES

INTERSECTION SAFETY

NO BIKE LANE(S)

LACK OF BIKE PARKING

BIKE LANE ENDS

POOR LIGHTING

TRAFFIC VOLUMES + SPEEDS

CYCLING ISSUES

No bike lane(s) was identified as the top issue for biking based on the number of markers placed on the map (31%), followed by 'other' (30%). Through a review of the comments related to the 'other' marker, some of the key themes identified include issues related to wayfinding, network connectivity and the condition of bicycle facilities (gravel and debris).

In terms of walking, 'other' was identified as the top issue based on the number of markers placed on the map (32%), followed by traffic volumes + speeds (18%). Through a review of the comments related to the 'other' marker, some of the key themes identified include the need for crosswalks or mid-block crossings and issues related to access.

Figures 15 and 16 provides a breakdown of the number of markers placed onto the issues and opportunity screen by issue type.

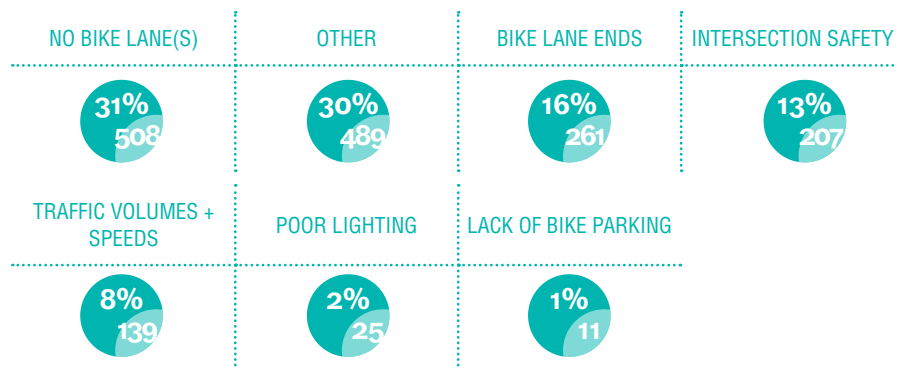


Figure 15 - breakdown of bicycle issues identified by survey respondents

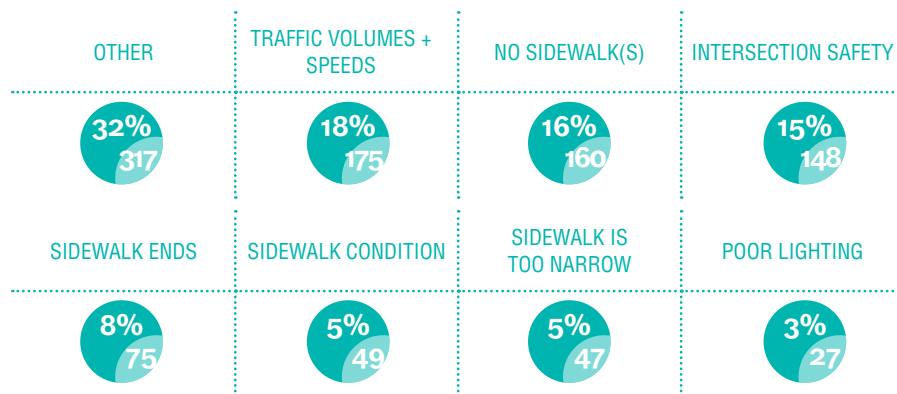


Figure 16 - breakdown of walking issues identified by survey respondents

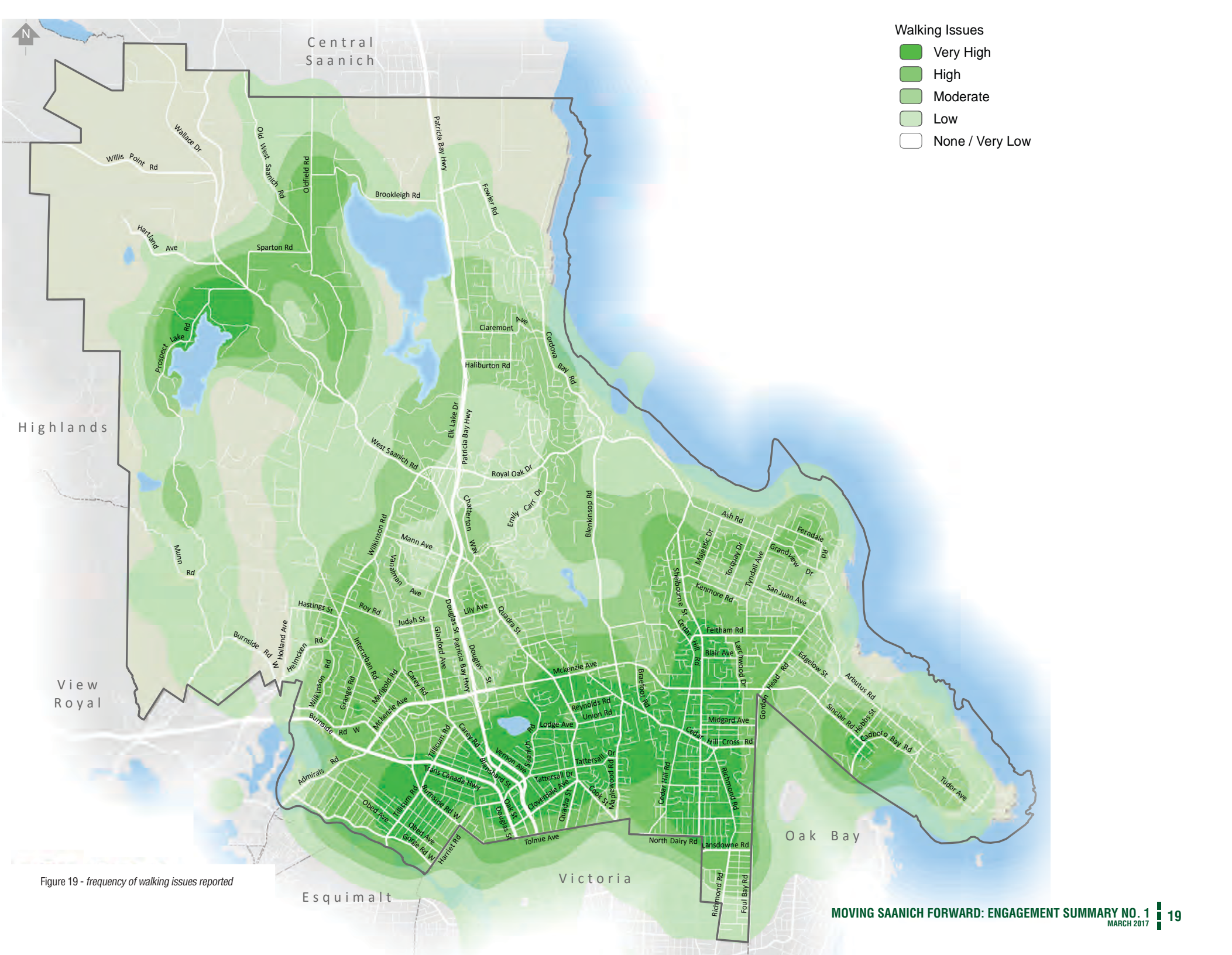
A higher concentration of walking issues were reported around Uptown Centre, McKenzie – Quadra Centre, and along the Shelbourne corridor. Cycling issues were reported around major centres as well as at crossing locations of the Patricia Bay Highway and locations that do not have existing bicycle

infrastructure. Of note, the area surrounding Prospect Lake received more than 100 markers indicating high traffic volume and speed concerns.

Figure 17 outlines the number of walking and cycling markers placed in and around McKenzie – Quadra Centre, Royal Oak Centre, the Shelbourne corridor, Tillicum Centre, and Uptown Centre.

	MCKENZIE – QUADRA CENTRE	ROYAL OAK CENTRE	SHELBOURNE CORRIDOR	TILLICUM CENTRE	UPTOWN CENTRE
NO BIKE LANES	19	4	71	18	8
INTERSECTION SAFETY	31	3	19	8	53
BIKE LANE ENDS OR IS DISCONTINUOUS	15	3	10	6	13
TRAFFIC VOLUMES AND SPEEDS	8	1	15	5	11
NO SIDEWALK	4	-	1	9	5
POOR LIGHTING	1	-	3	1	10
SIDEWALK CONDITION	-	-	7	4	4
SIDEWALK IS TOO NARROW	-	-	5	-	3
SIDEWALK ENDS OR IS DISCONTINUOUS	-	-	1	-	5
LACK OF BIKE PARKING	1	-	2	-	-
OTHER	21	2	30	13	60
TOTAL	100	13	164	64	172

Figure 17 - walking and cycling issue by area



SURVEY DEMOGRAPHICS

At the end of the online survey, participants were asked to provide demographic information, including age, gender and neighbourhood. This information provided the project team with a better understanding of who responded to the online survey.

AGE BREAKDOWN

Nearly half of respondents were between the age of 35 and 54 years old. The survey received the least amount of responses from those 24 years and younger, with only 7% of respondents in this age range.

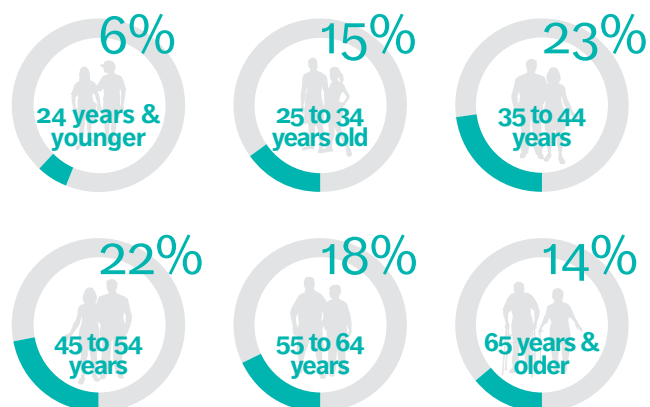


Figure 22 - age of respondents

GENDER BREAKDOWN

More than half of those who participated in the online survey identified themselves as female, whereas 45% identified as male. Approximately 2% of respondents choose not to provide a response to this question.

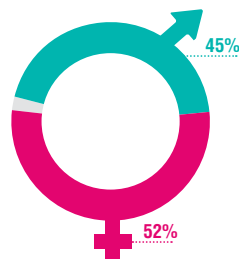


Figure 23 - gender of respondents

NEIGHBOURHOOD BREAKDOWN

The survey data reflects input from all 12 Saanich neighbourhoods, with Gordon Head receiving the highest response rate.

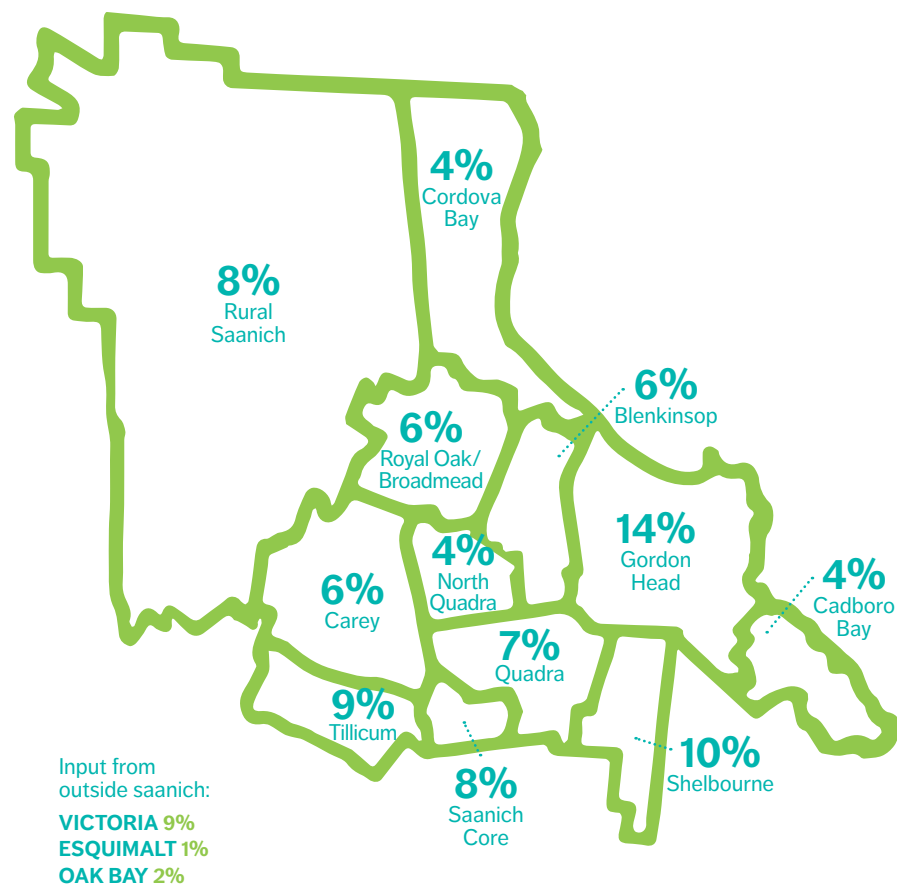


Figure 24 - where respondents live

ENGAGEMENT LABS

Two engagement labs were hosted at Saanich Commonwealth Place and Pearkes Recreation Centre on January 14, 2017. These locations were selected to target residents where they are, as opposed to having them come to the District. The engagement labs were promoted in local media publications, through social media as well as the pop-up engagement booths and Saanich Talks event.

The purpose of the engagement labs was to provide a flexible and informal avenue for residents to learn about Moving Saanich Forward and provide input on the future of active transportation in Saanich.

Both labs featured background information panels and a number of interactive activities for residents to participate in, including:

BICYCLE NETWORK EVALUATION

Participants placed colour coded molding clay onto a vinyl map of Saanich's bicycle facilities, identifying where they bike to, what bike routes they take, danger zones and areas where they would like to bike but can't.

MOBILITY MAPPING

Residents illustrated where they travel and how by placing a pin in two locations - one primary origin (e.g. home) and one primary destination (e.g. school, work) in Saanich. Next, they connected these two locations using coloured string. The colour of string indicates what mode of travel the participant most commonly used to make that trip. Comments were written on sticky notes and placed in their corresponding locations.

ROLL MODEL STATION

Participants were invited to make a pledge to Moving Saanich Forward by writing a commitment to active transportation on a white-board. Participants then had their picture taken holding their commitment.

'WHAT'S YOUR STYLE' SURVEY BOARD

Participants were asked to vote for their favourite ideas to encourage more walking, biking and use of trails in the District.

DOTMOCRACY DEMOGRAPHICS

Participant demographics were collected through a dotmocracy exercise where participants placed coloured dots to indicate where they live, how they normally get around, what type of cyclist they are and their top three reasons for walking and cycling.

FEEDBACK STATION

Participants were invited to complete the online survey at a feedback station. iPads and hardcopies of the survey were available at this station, along with postcards where participants could write what excites them the most about Moving Saanich Forward and what concerns they have for active transportation in Saanich.

Promotion cards, as well as branded Moving Saanich Forward stickers and water bottles were also handed out to those reached through the engagement labs.

In total, **250** conversations took place during the engagement labs.



WHAT WE HEARD ENGAGEMENT LAB ACTIVITY RESULTS

BICYCLE NETWORK EVALUATION RESULTS PEARKES RECREATION CENTRE

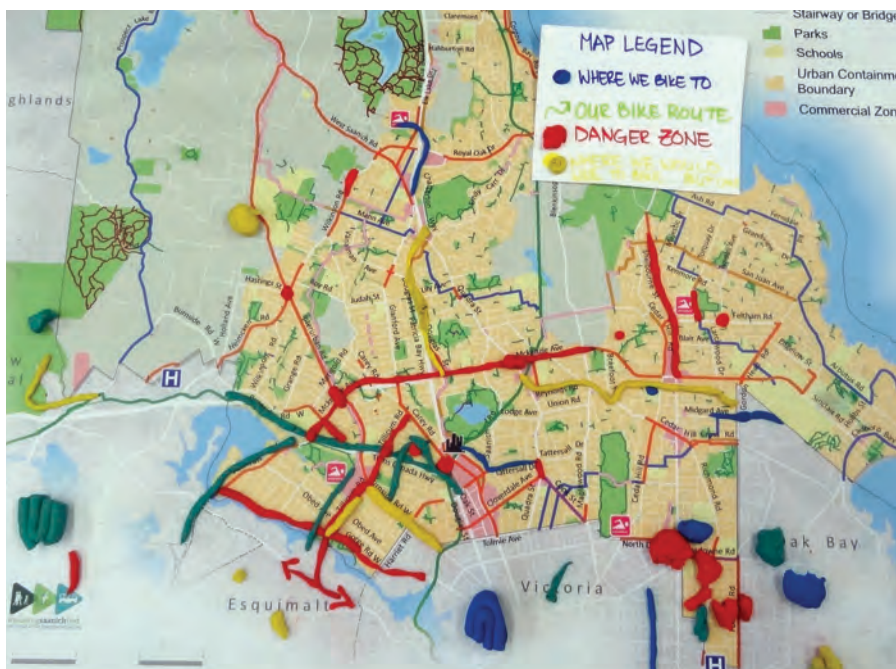


Figure 25 - bicycle network evaluation input from Pearkes Recreation Centre

Some of the key points indicated on the map were:

- **Challenging routes and intersections** were identified throughout the southern portion of Saanich, including the following major roads:
 - Gorge Road
 - Tillicum Road
 - McKenzie Avenue from the Highway 1 to Blenkinsop Road
 - Shelbourne Street north of McKenzie to San Juan Avenue
- The following **desired bicycle routes** were also identified:
 - Tillicum Road from Gorge Road to Burnside Road
 - Burnside Road east of Tillicum Road
 - Patricia Bay Highway north of McKenzie Avenue to Quadra Street
 - A Lochside Trail east to UVic along Reynolds Road, Cedar Hill Crossing Road, Braefoot Road, Wende Road, Shorncliffe Road and Garnet Road
- **Existing bike routes** used by the participants were identified along:
 - Galloping Goose Trail
 - Admirals Road south of Highway 1
 - Bodega Road south of Tillicum Centre
 - Seaton Street north from Burnside road to Carey Road
- The following locations were indicated as **destinations for cyclists**:
 - Saanich Commonwealth Place
 - University of Victoria
 - Municipal Hall
 - Nellie McClung Library and Cedar Hill Middle School



SAANICH COMMONWEALTH PLACE



Figure 26 - bicycle network evaluation input from Commonwealth Place Recreation Centre

Some of the key points indicated on the map were:

- **Challenging routes and intersections** were identified throughout Saanich, including the following major roads:
 - Tillicum Road
 - Burnside Road
 - Glanford Avenue
 - McKenzie Avenue from Lochside Trail to Cedar Hill Road

- Shelbourne Street north of Feltham Road to San Juan Avenue through Mount Douglas Park to Ash Road
- Patricia Bay Highway north of McKenzie Avenue to Quadra Street
- West Saanich Road from Wilkinson Road to Interurban Road
- Cordova Bay Road from Royal Oak Drive to Fowler Road
- Wilkinson Road from Interurban Road to the Quick's Bottom Park Trail
- Burnside Road from McKenzie Avenue to the Galloping Goose Trail access
- Brookleigh Road through Elk Lake Park to Oldfield Road

• Intersections:

- West Saanich Road and Prospect Lake Road
- Burnside Road and Prospect Lake Road
- Interurban Road and McKenzie Avenue
- Interurban Road and the Galloping Goose Trail access
- Saanich Road and Highway 1
- Cloverdale Avenue and Blanshard Street
- Cedar Hill Road and Cedar Hill Cross Road
- Sinclair Road and Finnerty Road

• The following **desired bicycle routes** were also identified:

- Wilkinson Road from Interurban Road to West Saanich Road and then north to Haliburton Road
- Lochside Trail east to Shelbourne Street through Mt. Douglas Park
- Blenkinsop Lake
- Camosun College to Francis King Regional Park
- Wilkinson Road at Interurban Road through Panama Flats Park to Baker Street
- A continuation of the Centennial Trail (Interurban Rail Trail) adjacent to Wallace Drive north of West Saanich Road

- **Existing bike routes** used by participants were identified along:
 - Galloping Goose Trail
 - Lochside Trail
 - Interurban Road from Marigold Road to Camosun College (Interurban Campus)
 - Adjacent to Patricia Bay Highway from Uptown to McKenzie Avenue
 - Cloverdale Avenue from Galloping Goose Trail to Blanshard Street
 - Blanshard Street south of Cloverdale Avenue
 - Through Quick's Bottom Park
 - Seaton Street from Hampton Road to Kamloops Avenue

Both maps showed similarities of many danger zones and the bike routes used by participants at both locations. The locations noted at both events are:

- **Danger zones:**
 - Shelbourne Street from San Juan Avenue to Feltham Road
 - Tillicum Road
 - Along Interurban Road at between Marigold and Columbine
 - Along McKenzie Avenue From Blenkinsop Road to Lochside Trail
- **Other common locations:**
 - Burnside Road was noted as both a danger zone and a desirable cycling route by people at the two engagement locations
 - Along the Patricia Bay Highway from McKenzie Avenue to Quadra Street was noted as both a danger zone and a desirable cycling route by people at the two engagement locations
 - Cycling routes used in common by the participants at the two engagement locations were identified along the Galloping Goose Trail and Seaton Street traveling under Highway 1.

MOBILITY MAPPING RESULTS



Figure 27 - combined mode mapping results from engagement labs

- Locations with high frequency of origin and destination markers:
 - Tillicum Centre to Royal Oak Centre
 - Royal Oak Centre
 - Tillicum Centre to Victoria along Galloping Goose Trail
 - Admirals Road near the Gorge to Tillicum Centre
- Other areas with origins and destinations noted include:
 - From Central Saanich to the Carey area

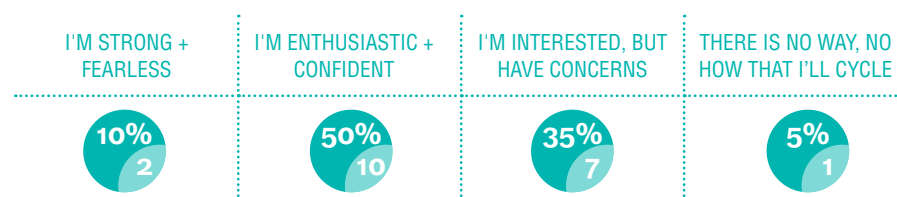
- Through Gordon Head and in Lambrick Park
- From Saanich Commonwealth Place to Beaver Lake
- From Royal Oak to Saanich Core
- Connections to both the Lochside Trail and the Galloping Goose, showed that the pathways were used by the people who participated in the activity. Connections were noted:
 - Along McKenzie
 - In the Saanich Core
- Comments Received
 - Burnside/Douglas is the most direct route from North Tillicum/Gorge neighbourhood to downtown, but very little in the way of bike facilities
 - Marigold Road was noted as in need of a bike lane
 - A gap in the bike lane along Interurban Road north of McKenzie Connection to Panama Flats trails at the Interurban/Wilkinson Intersection
 - Kids, moms, everyone needs real multi-use trail to get to Beaver Lake
 - Shelbourne Street through Mt. Douglas Park needs more space for cyclists.
 - Enforce one metre dog leash length to avoid conflicts
 - Pave the Lochside Trail instead of using gravel

'TELL US ABOUT YOURSELF' DOTMOCRACY RESULTS

HOW DO YOU NORMALLY GET AROUND?



WHAT TYPE OF CYCLIST ARE YOU?



WHAT ARE YOUR TOP REASONS FOR WALKING OR CYCLING?

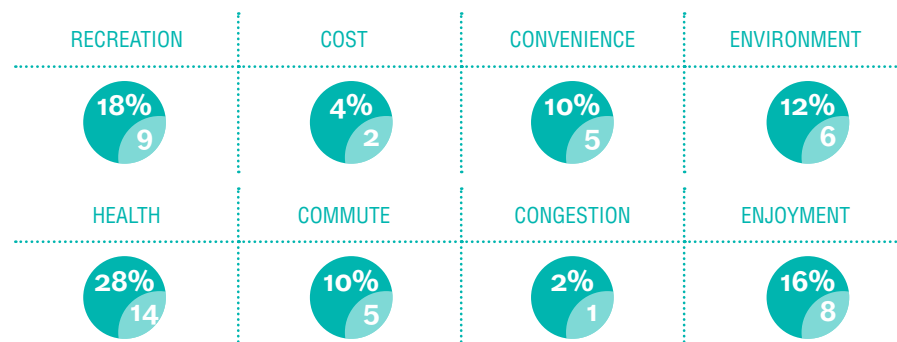


Figure 28 - 'tell us about yourself' dotmocracy results from engagement labs

WALK BIKE RALLY | STAKEHOLDER WORKSHOP

On February 7, 2017, more than 50 stakeholders and community leaders came together for a 'Walk Bike Rally', held at the Cedar Hill Golf Course. This half-day workshop provided an opportunity to those in attendance to learn more about Moving Saanich Forward and discuss aspirations for the future of active transportation in Saanich.

The stakeholders in attendance represented a diversity of interests and perspectives, including seniors, youth, transit riders, and accessibility advocates.

Stakeholders listened to a presentation on the current state of active transportation in Saanich before participating in a series of rotating group discussions. A number of interactive activities were placed around the room for participants to provide feedback.

ACTIVITIES

BICYCLE NETWORK EVALUATION
'WHAT'S YOUR STYLE' SURVEY BOARD
ROLL MODEL STATION
DOTMOCRACY DEMOGRAPHICS
OPEN SPACE IDEAS
TARGET EVALUATION WITH MARBLES
POSTCARD ASPIRATIONS + CONCERNS

Tabletop discussions on the future of walking and biking in Saanich began the hands-on portion of the workshop. Facilitators at each table guided the conversation to focus on a vision, goals and targets for active transportation. This session ran for 30 minutes and ended with a 10 minute report back, where each facilitator provided a summary of key takeaway from the conversation.

Tabletop discussions continued with two one-hour rotating group discussions. For each discussion period, participants rotated between nine discussion tables, visiting three in total. All conversations were recorded by a dedicated tabletop facilitator. Discussion topics included:

DISCUSSION TOPICS	PEDESTRIAN NETWORK	CYCLING NETWORK
	CYCLING SAFETY + SECURITY	PEDESTRIAN SAFETY + SECURITY
	UNIVERSAL ACCESSIBILITY	TRANSIT INTEGRATION
	BIKE PARKING + END OF TRIP FACILITIES	LOCAL + REGIONAL PATHWAYS
	PLACEMAKING	COUNTING, EVALUATING + MONITORING
	RURAL + SUBURBAN AREAS	MAINTENANCE
	WAYFINDING	GROWTH CENTRES + VILLAGES
	THE BUSINESS LENS	EDUCATION, AWARENESS + PROMOTION
	NEEDS OF STUDENTS + SCHOOLS	NEEDS OF OLDER ADULTS

The majority of the input collected during the Walk Bike Rally was recorded by a tabletop facilitator during three discussion periods. Together, these discussion periods covered 18 topics.

The Walk Bike Rally finished with participants completing a workshop exit survey.





WHAT WE HEARD

WALK BIKE RALLY | STAKEHOLDER WORKSHOP

VISION, GOALS AND TARGETS

VISION

- Focus on building community and a culture for active transportation.
- Need to prioritize pedestrian and bike movements for all ages all abilities.
- Need to make places/destinations that people want to visit (cultural distinctiveness, unique character).
- Focus on building a 'shop local' mentality.
- Land uses should be more compact to promote lower rates of vehicle ownership.
- Need to change how development happens by moving parking lots to the back of buildings.
- Promoting and enabling active transportation will result in a paradigm shift from car culture to active transportation.
- Enable more people to go to places more often by bike or foot.
- Need to promote traditional Indigenous knowledge and territory.
- Provide an equal opportunity for all modes - not car-centric (move away from suburban auto model).
- Make the key point about making biking and walking safe and comfortable.
- Focus on making strategic investments through variety of facilities and connected infrastructure.

GOALS

- Goals should be measurable and have metrics to track their progress.
- Focus on reducing vehicle ownership through higher transit ridership and car sharing.
- Celebrate active transportation by fostering a culture of sustainability.
- Target the younger generation through the goals.
- Add a new goal that focuses on creating compact communities.
- Revise goal #1 to 'more walkers and cyclists'.
- Revise goal #2 to 'safe walking and cycling'.

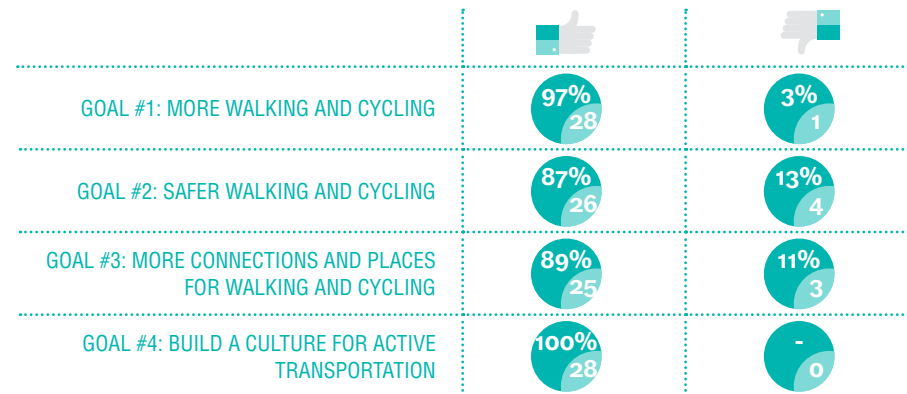


Figure 29 - exit survey results: goals

TARGETS

- The targets are not high enough.
- Need to set ambitious targets that keeps changing technology in mind.



Figure 30 - exit survey results: targets

DISCUSSION: ACTIVE TRANSPORTATION IN SUPPORT OF SAANICH'S KEY THEMES

ECONOMIC VIBRANCY

- Active transportation provides savings to healthcare, transportation (automobile costs), environment, and individuals and community benefits.
- Attractive cities support tourism and are being recognized for their good active transportation choices.
- Connections are important to support business areas by increased access and creating opportunities to go places locally.
- Active transportation increases livability and attracts more businesses.
- Need to create multi-modal networks going outwards from city centres.
- Need to create more destinations within residential neighbourhoods.

SOCIAL WELL-BEING

- Walkable communities in village centres with social gathering places create better emotional health and social well-being.
- Providing more connections eliminates isolation and leads to better health.
- Active transportation contributes to lower health care costs.

ENVIRONMENTAL INTEGRITY

- Increased use of active modes reduces auto/fossil fuel emissions.
- Less space leads to land use benefits.
- There should be no net loss of green space to accommodate vehicles.
- Need to connect green spaces with the environment and to the existing network.

GROUP DISCUSSION NO. 1

TOPIC 1 | PEDESTRIAN NETWORK

- Completing the pedestrian networks to and from transit stops will increase pedestrian traffic and transit ridership.
- Pedestrians should be prioritized first during the design process. Shopping centres and other commercial areas are currently built for cars and don't provide pedestrian facilities.
- Developing pedestrian routes to and from schools can promote walking for youth and help create a walking culture.
- Mixed-use trails should be separated with appropriate markings for pedestrians and cyclists.
- Sidewalk standards for width need to be wider.
- Seniors using mobility devices face challenges when walking along sidewalks in poor condition.
- Improve crossing distances through traffic islands and longer crossing times.
- Street lighting at transit stops and pedestrian crossings should be improved to increase safety.
- Ditches need to be filled, especially in urban areas.
- Traffic calming is needed to lower traffic speed and volumes when there are no sidewalks.

TOPIC 2 | CYCLING SAFETY + SECURITY

- It is important to increase connectivity throughout the region with intersection crossings a crucial part of supporting cycling.
- Facilities should be designed and built for all ages and abilities.
- Focus on building a culture of safety and respect for all road users.
- Support and improve safety by reviewing local bylaws and provincial regulations.
- During construction, there needs to be temporary traffic management to support cycling and pedestrians equally or better.
- Bicycle pushbuttons improve intersection safety.



- Cyclists choose sidewalks due to perception of safety which can create conflict with pedestrians.
- Safety is not only about infrastructure but also the individuals experience/ training skills. A persons perception of safety can vary depending on the individual.

TOPIC 3 | UNIVERSAL ACCESSIBILITY

- Facilities should be designed for individuals 8 to 80 years old.
- Incorporate land use into accessibility by developing areas with suitable topography for seniors living and gathering places.
- Develop a sidewalk inspection program to ensure root up lift and other accessibility reducing issues are promptly repaired.
- A sidewalk condition assessment of neighbourhood connectors is needed to prioritize improvements. Many are old, cracked, too narrow, and dark.
- Main pedestrian concerns:
 - sidewalk gaps
 - pavement grade too steep
 - lack of crosswalks
 - lack of maintenance
 - timing at intersection crossings
 - complicated signage
 - access to washrooms and benches

TOPIC 4 | BIKE PARKING + END OF TRIP FACILITIES

- Long-term parking should include covered and secure parking facilities preferably with change rooms, showers and bike repair stations.
- Short-term parking should be covered, well-lit and close to building entrances.
- Shopping malls, village centres, recreations centres and parks need more bicycle parking racks. The simple 'U' shaped racks are preferred.
- More bike racks are needed on buses.
- Create incentives for businesses through a bulk purchase program for bike racks.

- Require businesses and property owners to upgrade bike parking or end-of-trip facilities when a building permit is taken out over a certain value.
- Locations for bike parking and end of trip facilities include:

• Shelbourne Plaza	• Villages and centres
• District Hall	• parks and trails (Lochside)
• University Heights	• bus stops (bike park and ride)
• Saanich Centre	• golf courses
• Uptown	• schools
• Cordova Bay	• libraries and rec centres
	• condos and mixed-use developments

TOPIC 5 | PLACEMAKING

- Saanich needs more interesting and unique places.
- Places should feel like the are for pedestrians and cyclists.
- Provide incentives for developers to create spaces for people. There needs to be a mind shift for developers to spend effort and resources to make development appealing, opposed to simply getting in and out with the most money.
- The places where people currently gather are mainly accessible by car.
- Install more public art, such as bike rack with unique shapes, murals, sculptures, story walks, and pianos.
- Consider installing temporary pop-ups and parklets.
- Focus on events that bring people in, such as 'music in the park' and farmers market.
- Work towards a blend of green space and infrastructure.
- Consider adding gamification to signage and markers.

TOPIC 6 | RURAL + SUBURBAN AREAS

- Rural and suburban areas need facilities that are appropriate for the area.
- Determine which type of facility is required based on traffic volumes.
- Wayfinding is needed across Saanich.
- More local connectors are needed to get people walking and biking to the places they need to go.
- Transit frequency and efficiency needs to increase.
- Distances aren't too far creating lots of opportunities for walking and cycling.
- Investments should be made in areas with the most impact.

TOPIC 7 | THE BUSINESS LENS

- Active transportation is key for businesses. Don't assume everyone drives.
- Land use should support walking, biking and local businesses.
- Parking lots should be moved behind buildings.
- Consider changes to zoning along trails to allow commercial use.
- Create employee programs and incentives, such as corporate bus passes.

TOPIC 8 | NEEDS OF STUDENTS + SCHOOLS

- There should be a strong focus on youth as they are the future cyclists, walkers and drivers. Parents need to be educated to become more comfortable with their kids using active transportation.
- Education, beyond the basic skills, is a key component to resolving conflicts and building an understanding of why active modes are important.
- Maximize active transportation networks and build 'triple A' infrastructure around schools. All schools should have separated multi-use pathway connections
- Install flashing beacons at all marked crossings within "x" distance of a school.
- Consider programs and funding to encourage alternate drop off locations.
- Main deterrents:
 - lighting
 - time or distance
 - crosswalks without flashing beacons
 - narrow sidewalks/connectivity
 - narrow streets/on-street parking
 - lack of infrastructure / street furniture (e.g. bike racks)

GROUP DISCUSSION NO. 2

TOPIC 1 | CYCLING NETWORK

- Provide direct access to the places people go by prioritizing nodes, schools, parks, recreation centres, and post-secondary institutes.
- Make a commitment to safe, comfortable facilities by reversing the pyramid with cars at the bottom.
- The Galloping Goose is not the only route to Victoria. Blenkinsop, Maple Street and Cook Street are good options as bike lanes to downtown.
- Wayfinding signage needs to be consistent and not limited to busy roads.
- Rural areas should not be forgotten.
- Key challenges:
 - east-west travel
 - uncomfortable, high vehicle speeds on Blanshard Street
 - gaps in the network in Quadra and West Saanich
 - along McKenzie Avenue
 - no pathway around the Cedar Hill Golf Course

TOPIC 2 | PEDESTRIAN SAFETY + SECURITY

- Install flashing beacons at all signed and marked crosswalks.
- Complete the sidewalk network and examine current crossing times at intersections surrounding senior centres.
- Key intersections identified with safety concerns:
 - Cedar Hill and Feltham
 - Shelbourne and McRae
 - Cedar Hill Cross Road and Braefoot
 - Blenkinsop and Judge Place (crosswalk)



TOPIC 3 | TRANSIT INTEGRATION

- Install secure bike lockers at key transit hubs for multi-modal rides and when bus racks are full.
- Integrate cycle tracks with bus stops being careful to not slow buses down.
- Lower ride times through routing and infrastructure, such as pullouts and priority lights and lanes.
- Introduce 'U Passes' at the neighbourhood or business level (e.g. government employees, high school students).
- To determine and prioritize which transit stops get shelters/benches, consider:
 - accessible connections
 - people requesting/demand
 - right of way constraints
- Think of shelters as a placemaking opportunity (e.g. atrium).
- Improve lighting at transit stops and provide real time bus information.
- Bus stop locations should not load/unload passengers into a ditch. Stops need a hard landing surface away from traffic to increase accessibility.
- Focus transit ads on active transportation to help build culture that transit, walking, and biking are things you do.

TOPIC 4 | LOCAL + REGIONAL PATHWAYS

- The CRD is the spine and backbone of the network.
- Create a hierarchy of pathways that feed into one another.
- Regional pathways should be wider to provide separation between users.
- Can local pathways be raised to regional levels?
- Crossings and intersections along pathways need special attention for safety.
- Network gaps need to be filled with the weakest links at Tillicum and Galloping Goose.
- Wayfinding is needed at all entrances and exits and should be legible and intuitive.

TOPIC 5 | COUNTING, EVALUATING + MONITORING

- Key measures should include volumes, users, segregation, gender, age, compliance, target educational programs.
- Collect data on a continuous basis and spot counts in certain areas.
- Strategic monitoring is needed to highlight before and after impacts.
- Install visible bike counters to show how many people are biking.
- Provide developer with statistics on pedestrian traffic through the area.
- Research what data standards used in other cities and countries.
- Monitor existing programs to see if they are working.
- Heat maps can help residents and school kids where they walk.

TOPIC 6 | MAINTENANCE

- Maintenance needs more resources, including operational money for maintenance. Need to "put the money where your mouth is".
- When funding is created for new facilities, include funding for maintenance.
- Boundaries and jurisdiction creates confusion where people don't know who to call
- What is an acceptable level of delay? Is maintenance complaint driven?
- Maintenance is seasonal; leaves fall, potholes winter, summer should be relatively easy if maintenance is done year-round.
- Once reported, lighting takes too long to fix and should be fixed within 24 hours.
- Maintenance needs stronger well-defined public standards, such as how smooth a facility should be and how clear it should be.
- Adjacent construction can creep into bike lanes, filling them with debris. Enforcement is needed to ensure developers are cleaning up after and during construction.
- Parks department should give a higher priority to active transportation facilities.
- Greenery on trails need more maintenance. Overgrowth can "eat" the trail and limit sightlines.
- More bike repair stations are needed but how can they be protected from vandalism?

TOPIC 7 | GROWTH CENTRES + VILLAGES

- Make city blocks shorter and provide shortcuts to tighten the pedestrian network.
- Centres and villages should not be defined by the intersections nearby. Instead naming should be based on the 'feel' and character of the area.
- 'Human-scale' or 'small-scale' centres and villages with a diversity of stores offering everything you need in small, local businesses are preferred.
- Move away from "superblocks" where pedestrians can't get through (e.g. University Heights Plaza on Shelbourne Street).
- Incentivize planning to attract needed services and allow cooperation between public infrastructure and business that attracts active transportation.
- More mixed-use development that includes housing is needed in and around major centres.
- Neighbourhoods people like:
 - Cadboro Bay
 - Uptown
- Neighbourhoods people dislike:
 - Shelbourne
 - Royal Oak
 - Saanich Centre

TOPIC 8 | EDUCATION, AWARENESS + PROMOTION

- Move away from targeting education toward demographic groups (e.g. youth and seniors). Instead education should focus on key destinations (e.g. schools, commercial centres, recreation centres) for a holistic community approach.
- Consider monetary encouragement for using active transportation, transit and carpool, including:
 - Tax credits for households that commit to owning only one vehicle.
 - Discounted transit passes or 'family transit passes' that can be shared.
 - Tax breaks for employers who provide bonuses to staff that commute using active modes.

- Contests for schools and universities to encourage walking and cycling.
- Promote active transportation through posters, ads, media, route map brochures.
- Encourage and educate active cyclists to better obey traffic rules, in order to set an example for potential cyclists.
- Engage youth through surveys and workshops.

TOPIC 9 | NEEDS OF OLDER ADULTS

- Active transportation should be safe for people 8 to 80 years old.
- The older adult demographic is growing, requiring improved infrastructure now.
- Infrastructure can be more accessible by building curb letdowns, wide sidewalks, bus shelters with seating, and lighting.
- Improve access to transit for older adults and improve driver education.
- During planning, village centres should include seniors housing opportunities.
- More public furniture (e.g. benches and picnic tables) is needed at appropriately spaced locations.
- Expand and promote the furniture donation program to make the process easier and broaden the program beyond parks.
- Safer sidewalks are smooth, level and wide.
- Explore opportunities to make cycling more accessible for older adults, such as beginner group rides provided through recreation centres.



POSTCARD EXERCISE: ASPIRATIONS AND CONCERNS

I AM THE MOST EXCITED ABOUT #MOVING SAANICH FORWARD BECAUSE....

- I want to be a part of the “mainstream” when I walk, cycle or take the bus.
- Council endorsed policies are needed to build clout for active transportation infrastructure projects. This is needed.
- There is so much potential to fill gaps and improve connections in the current bike network.
- No more uptown style spiral racks!
- Excited to have safer connections to the Galloping Goose.
- We are getting more bike lanes and infrastructure.

I AM CONCERNED ABOUT ACTIVE TRANSPORTATION IN SAANICH TODAY BECAUSE.....

- We all need to be concerned about buildings. A high-quality urban environment that is pleasant to live in and promotes healthy lifestyles.
- Many Saanich roads are not cycle friendly, as a result I often drive instead of cycling short distances.
- Our cycling and pedestrian networks are incomplete.
- Drivers are not aware of the needs of cyclist and there are not enough bike lanes or bike paths available.
- Facilities are disconnected; varied; inadequate for getting NEW riders, walkers and transit users.
- Car dominated roads are hostile.
- Our transportation system is out of balance. Investment focuses on the car, that needs to shift.
- It could be safer and more comfortable than it is now.
- Connect Playfair Park to Cedar Hill Park. Need pedestrian crossing at Judge Place and Blenkinsop.
- Our children need to move and be independent.
- Human connections are critical for our well-being and mental health.
- Safe modes of travel affect our entire community.

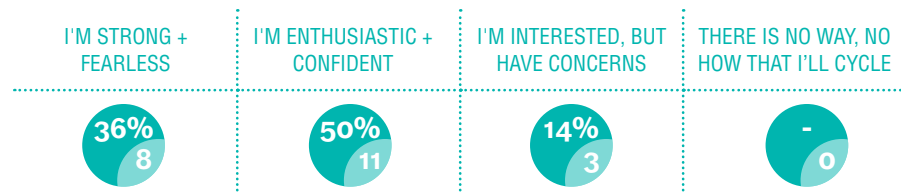


"TELL US ABOUT YOURSELF" DOTMOCRACY RESULTS

HOW DO YOU NORMALLY GET AROUND



WHAT TYPE OF CYCLIST ARE YOU?



WHAT ARE YOUR TOP REASONS FOR WALKING OR CYCLING?

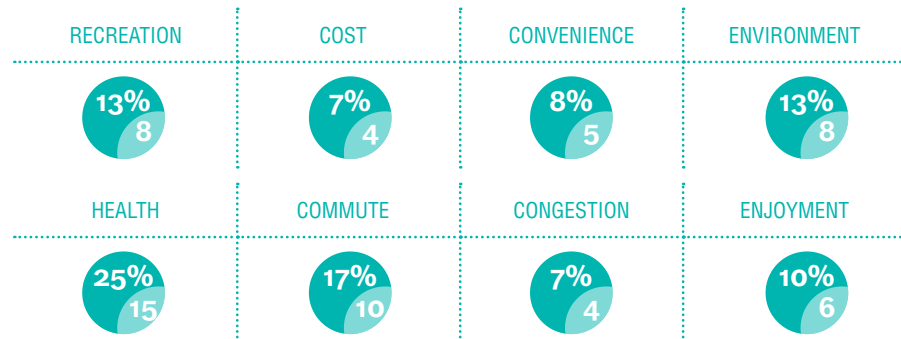


Figure 31 - 'tell us about yourself' dotmocracy results from walk bike rally

EXIT SURVEY

HAVE YOU ATTENDED ANY OTHER MOVING SAANICH FORWARD EVENTS?....

- This is my first Moving Saanich Forward event: **17 | 52%**
- I completed the Moving Saanich Forward survey: **14 | 42%**
- Saanich Talks Speaker Series #1: Cycling In Canada, Uptown Douglas: **8 | 24%**
- Pearkes Rec Centre Engagement Lab: **3 | 9%**
- Saanich Commonwealth Place Engagement Lab: **6 | 2%**

DID YOU FIND THE INFORMATION USEFUL?



DO YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?



DID YOU FACE ANY CHALLENGES IN ATTENDING TODAY'S EVENT?

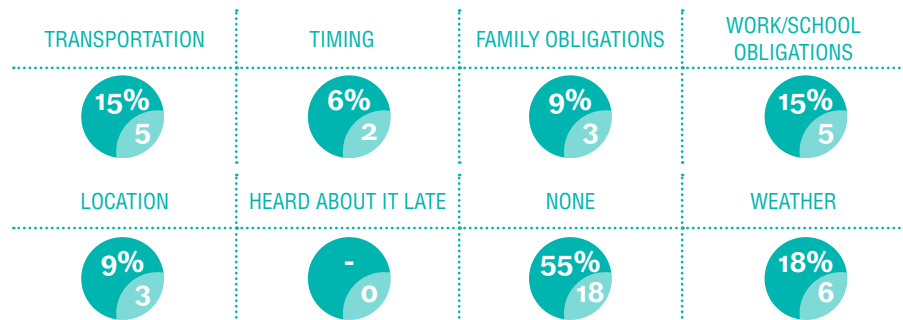


Figure 32 - exit survey results

PART 4 NEXT STEPS

The input collected through this first round of public engagement for Moving Saanich Forward has been an invaluable part of setting the stage for an Active Transportation Plan that addresses the challenges and reflects the needs of the community.

With the first round of public engagement complete, we are now working to develop a vision for active transportation in Saanich, and refine the goals and targets based on input from the community. Presenting this vision to the public and stakeholder groups for feedback this spring is the next planned round of public engagement. In addition, the community will have the opportunity to provide input on a draft pedestrian and bicycle network plan, currently in development.

On behalf of the Moving Saanich Forward team, we would like to thank all community members for their participation and valued input into the Active Transportation Plan so far. We will be back in the spring, 2017 to share a new vision for active transportation in Saanich.



#moving saanich fwd

OUR 30 YEAR ACTIVE
TRANSPORTATION PLAN

