

Neighbourhood Bikeway Identification and Prioritization Fall 2025 Engagement: What We Heard Report

Transportation and
Development Services,
Engineering

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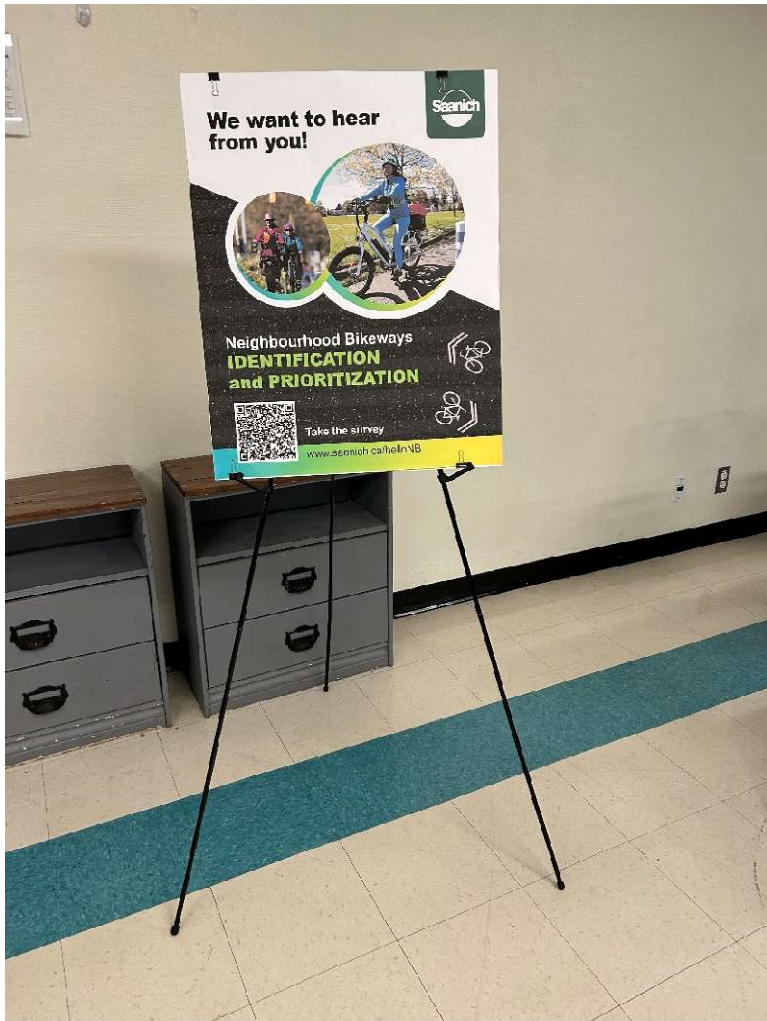


Figure 1: Public engagement provided the opportunity to provide their feedback on the policy

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.

Engagement was conducted with the public and other interested parties between October 31 and December 14, 2025, to gather early-stage input on proposed decision-making factors and prioritization criteria. Engagement methods included a project webpage, an online survey, targeted internal consultation, presentations to advisory committees, and in-person pop-up engagement events at recreation centres across Saanich. The Hello Saanich project page received 2,693 visits, and 540 survey responses were submitted. Pop-up engagement activities generated over 70 in-person interactions.

Feedback indicated broad interest in neighbourhood bikeways as a cost-effective way to expand the cycling network while delivering community benefits such as traffic calming, reduced vehicle speeds, and improved neighbourhood livability. Safety and comfort for people cycling, particularly children, seniors, and less confident riders, were the most commonly expressed themes, alongside the importance of network connectivity, access to destinations, and managing trade-offs related to traffic, parking, and costs. Based on engagement feedback, the project team refined the factors used to determine whether a route in the long-term bicycle network should be implemented as a neighbourhood bikeway. An additional consideration was added: a route may be suitable as a neighbourhood bikeway where constructing another type of cycling facility would not be feasible or would be cost-prohibitive, provided traffic speeds and volumes can be appropriately managed. Conversely, street grade was removed as a determining factor, as grades can be addressed through design across all types of cycling facilities.

Public input also informed the refinement of prioritization criteria for implementation. The proposed criteria emphasize safety, exposure to risk, network connectivity, existing cycling demand, proximity to sensitive uses and key destinations, coordination with other projects, and geographic distribution across Saanich. Suggestions received through engagement were assessed based on data availability and reliability, measurability, consistency with existing policy, ability to differentiate between candidate routes, and alignment with the objectives of the neighbourhood bikeway program.

Overall, engagement confirmed strong interest in expanding neighbourhood bikeways as part of a balanced cycling network, alongside continued support for high-quality cycling infrastructure on major corridors. The resulting framework reflects community priorities while maintaining a practical, policy-aligned approach to delivering neighbourhood bikeways in a transparent manner.

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 spine routes.

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

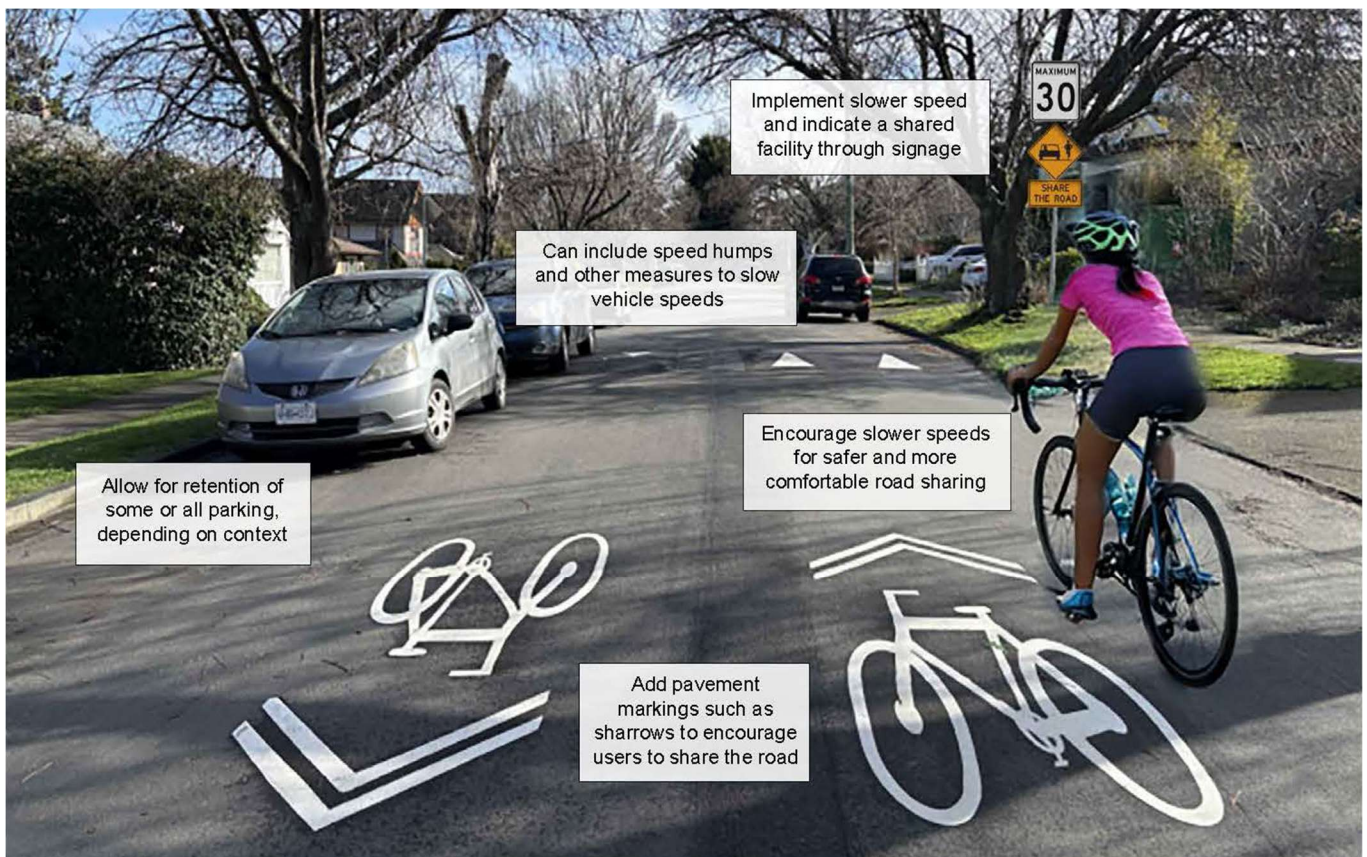


Figure 2: Some characteristics of a neighbourhood bikeway

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](#) will provide this guidance and will create 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
- Physical construction of cycling facilities



Figure 3: The Pop Up event at Saanich Commonwealth Place was well attended

Engagement participants by the numbers
Visitors to HelloSaanich



Figure 4: Engagement participants by the numbers

Engagement Activities Summary

The engagement was planned to ensure that as many people as possible are aware of the project and have an opportunity to provide early-stage feedback. The first round focused on factors to be considered and criteria for prioritizing neighbourhood bikeways.

The engagement was comprised of the following activities:

| Activity | Overview / Objectives | Timing |
|--|--|-----------------------------------|
| Website | To provide clear and up-to-date information about the project | Website launched October 31, 2025 |
| Internal Consultation | To inform stakeholders about the project and receive any feedback they have | November 2025 |
| Presentation to Accessibility and Diversity, Equity and Inclusion Committee | To inform the committee about the project and consult on the frameworks for decision making | November 5, 2025 |
| Presentation to Transportation Advisory Committee | To inform the committee about the project and consult on the frameworks for decision making | November 27, 2025 |
| Online Survey | To gather input on the draft Policy | October 31 to December 14, 2025 |
| Pop Up Public Engagement | To inform the public about the project and gather feedback. Three events were hosted and the following locations were used: <ul style="list-style-type: none"> - Saanich Commonwealth Place - Gordon Head Recreation Centre - G. R. Pearkes Recreation Centre | November - December, 2025 |

Internal Consultation

Internal stakeholders were contacted to share information about the project and collect relevant input. Internal feedback was received from Community Services, Recreation Services, and Parks. The Fire Department, Water Resources, Public Works, Current Planning, Community Planning and the Saanich Police Department were also circulated.

Pop Up Public Engagement

Pop up public engagement was advertised on Saanich.ca/NB and through Hello Saanich, as well as promoted through Saanich social media channels. The intention behind the pop up public engagement was to advise people that the project is underway, let them know about the information on the website, encourage them to do the online survey, and answer questions and engage in longer conversations when it was desired. Attendance at pop up events was as follows:

| Location | Interactions |
|---------------------------------|---------------------|
| Gordon Head Recreation Centre | 13 |
| Saanich Commonwealth Place | 38 |
| G. R. Pearkes Recreation Centre | 20 |



Figure 5: Rack Cards were distributed at pop up public engagement to encourage interested parties to complete the online survey



Figure 6: Pop up participants had the opportunity to review engagement materials, discuss with Saanich staff, and provide feedback



Figure 7: Information was shared with participants at the pop up public engagement events



Figure 8: Participants shared their feedback through post-it notes, surveys, and talking with Saanich staff

Select highlights of positive community feedback

The following figure highlights selected comments that reflect enthusiasm, support, and community values expressed during engagement. A range of perspectives were expressed in engagement and concerns and other feedback themes are summarized elsewhere in this report.

Community and quality of life

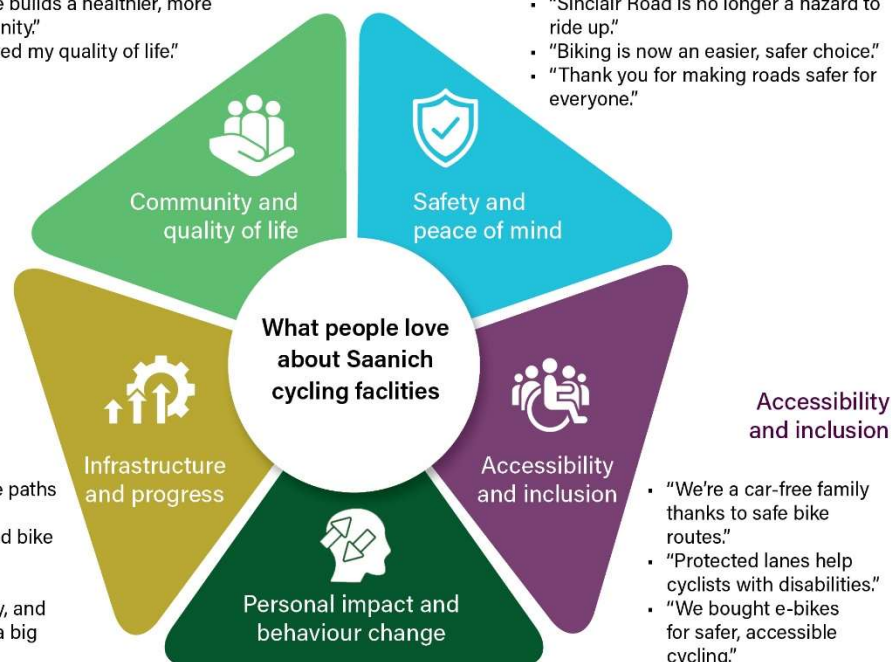
- "Saanich is an incredible cycling community."
- "Biking improvements encourage more cyclists."
- "Cycling reduces car traffic for everyone."
- "Bike infrastructure builds a healthier, more connected community."
- "Biking has improved my quality of life."

Safety and peace of mind

- "I feel so much safer with protected bike lanes."
- "Safe, accessible bike routes give us peace of mind."
- "Sinclair Road is no longer a hazard to ride up."
- "Biking is now an easier, safer choice."
- "Thank you for making roads safer for everyone."

Infrastructure and progress

- "Love the new bike paths on Sinclair Hill."
- "Keep the protected bike lanes coming!"
- "Improvements on McKenzie, Finnerty, and Larchwood made a big difference."
- "Excited about changes to Grange Road."
- "Lochside Trail and San Juan Greenway are great successes."



Personal impact and behaviour change

- "I use the bike lanes 3-4 times a week."
- "I cycle daily thanks to new infrastructure."
- "We can go from two cars to one."
- "We bike for errands, school, and commuting."
- "Separated bike lanes get me cycling more often."

Figure 9: Select positive comments

Changes made following public engagement

Factors for deciding which routes should be neighbourhood bikeways

Through the public engagement, the following factors were proposed by Saanich for deciding which routes in the long-term bicycle network should be built as neighbourhood bikeways:

- Number of motor vehicles using the road
- Speed of motor vehicles
- Width of the travel space
- Slope of the street
- Level of transit service provided
- Absence of yellow centre line

Many comments were received that were in support of deciding based on number of motor vehicles using the road; the speed of motor vehicles; the width of the travel space; and the level of transit service provided.

A suggestion was received indicating that a route should be built as a neighbourhood bikeway if it is not feasible to build any other type of facility along that particular road or segment of a road, or it would be cost prohibitive to do so. A situation that would require blasting, significant tree removal, significant extension of the pavement extents or other extensive works that would not benefit a number of people suitable for the large project scope, would be a situation where a neighbourhood bikeway is warranted, assuming it would be possible to divert traffic and achieve appropriate speeds and volumes. This suggestion has been carried forward for the analysis.

Saanich had proposed that the slope of the street being considered should contribute to determining whether it is built as a neighbourhood bikeway. Upon further reflection, it was determined that the grade of the street does not need to impact the type of facility selected. The grades can be managed through design for all types of facilities, and where there is a significant grade that would render a shared street situation to be unsafe, site specific design treatments can be used in that particular situation to slow vehicle speeds, separate cyclists from vehicle traffic, or otherwise address the grades in a manner that ensures the road is safe for all.

Prioritization criteria for neighbourhood bikeways implementation

Through the public engagement, the following factors were proposed by Saanich for deciding which routes in the long-term bicycle network should be built as neighbourhood bikeways:

- Streets that connect to other cycling facilities get higher priority
- Streets near sensitive places like schools, parks, or senior centres get higher priority
- Streets with more people cycling get higher priority

- Streets identified as high priority for safety improvements get higher priority
- It's important to build bikeways in different neighbourhoods, not all in one area
- Streets with fewer motor vehicles get higher priority (because lower traffic means safer cycling with fewer changes needed)
- Streets that can be built alongside other planned projects get higher priority
- Streets with slower motor vehicles speeds get higher priority (because slower speeds make for safer cycling with less need for additional infrastructure)
- Streets with timelines already in the Active Transportation Plan get higher priority

Many suggestions were received as to how to prioritize neighbourhood bikeways. The suggestions were analyzed for data availability and reliability, measurability, consistency with Saanich policy, ability to meaningfully differentiate between possible priorities, and alignment with the objectives and scale of the neighbourhood bikeway project. While many suggestions reflected important values or long-term network considerations, not all were appropriate as route-level prioritization criteria. In several cases, suggestions did not meaningfully differentiate between candidate routes, duplicated outcomes already addressed through other proposed criteria, would not be possible to reliability measure, or related to broader network planning considerations rather than relative priority within Saanich.

For example, prioritizing connections to adjacent municipalities was suggested. While regional connectivity is an important component of the long-term bicycle network, it was not carried forward as a prioritization criterion. The proposed prioritization framework is focused on identifying routes that best serve Saanich residents in the near and medium term, based on factors such as access to local destinations, safety conditions, existing cycling volumes, and motor vehicle speeds and volumes. Connections to neighbouring municipalities are addressed through long-range network planning and will continue to be implemented, but are not weighted above connections to key destinations within Saanich.

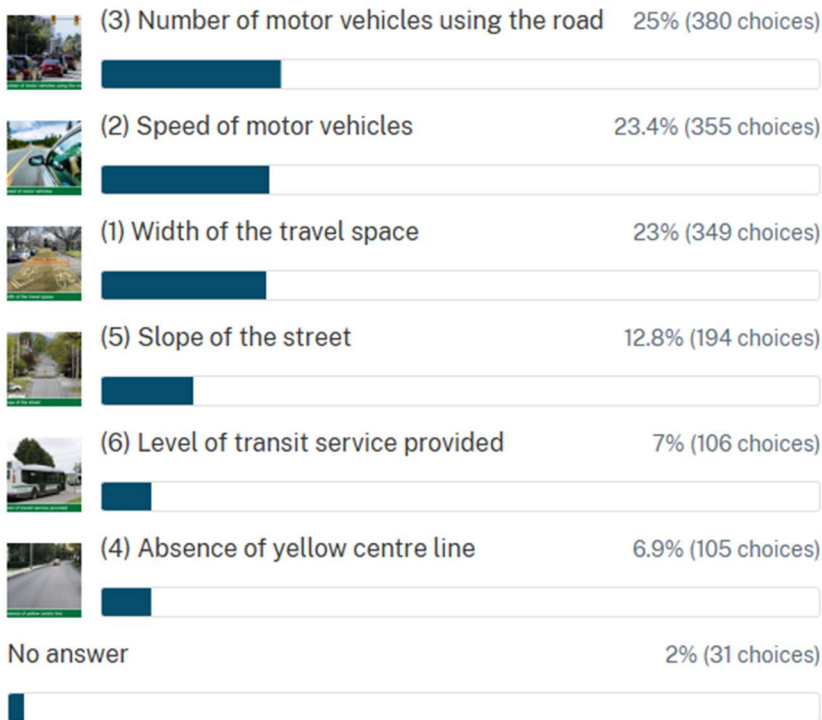
Commonly expressed themes included those related to safety and exposure to risk. These themes are well captured in the proposed criteria, including proximity to sensitive uses, lower motor vehicle speeds and volumes, and alignment with areas of concern identified in the Road Safety Action Plan. Comments related to network connectivity and closing gaps were also common. While connecting to existing bicycle routes is included as a criterion, many comments described gaps on major roads where bicycle lanes abruptly end. In most cases, these locations are not most appropriately addressed through constructing a neighbourhood bikeway, and they would require a bicycle lane or protected bicycle lane. To acknowledge situations where a lack of nearby alternative routes creates safety and connectivity challenges, a new criterion related to the availability of a parallel route was added.

Suggestions were received to prioritize neighbourhood bikeways based on connectivity to important community destinations. The proposed prioritization criteria already capture this consideration by assigning higher priority to routes near sensitive uses, such as schools, parks, and seniors' facilities, as well as to routes located within or intersecting Centres, Corridors, and Villages identified in the Official Community Plan. Together, these locations encompass the majority of important destinations within Saanich. As a result, introducing a separate criterion for "important destinations" would create overlap with existing criteria. Saanich has identified the need to more clearly communicate that sensitive uses and Centres, Corridors, and Villages are intended to represent key community destinations within the prioritization framework.

Many comments were received that are consistent with the proposed criteria including: prioritize routes that are already well used by cyclists; prioritize routes that serve important destinations; prioritize areas with a history of safety issues, collisions, or cyclist-vehicle conflict; prioritize opportunities to build bike infrastructure alongside other projects; prioritize routes that connect to other facilities; prioritize routes with fewer motor vehicles; and prioritize routes with lower motor vehicle speeds.

Consolidated email, survey, committee and public engagement feedback

Question 1 – Which of these factors do you think are important for deciding where neighbourhood bikeways should go? (select all that apply)



(note: the above responses are from the online survey only)

Question 2 - Are there other factors we should consider when deciding which streets should become neighbourhood bikeways?

Common themes

The most commonly expressed themes were around ensuring that there is connectivity between cycling routes, that the network is being built out in a complete fashion, needing safe infrastructure and traffic calming, and ensuring there is access to desired destinations.

Connectivity between routes and building out the network are important, however they aren't recommended to determine whether a route should be built as a neighbourhood bikeway, since any type of infrastructure is capable of being connected to another type and all types of infrastructure contribute to building out the network. As neighbourhood bikeways are a cost-effective way to build a significant portion of the long-term bicycle network, this project contributes to connectivity between routes and network completion, in general. Connectivity to other routes and lack of a parallel route would be more appropriate as prioritization criteria (see Question 4).

Comments about needing safe infrastructure and traffic calming that encourages appropriate vehicle speeds were the next most common. As any project that is built would include safe infrastructure and any road could incorporate traffic calming, this wouldn't be considered a method of determining which roads should be neighbourhood bikeways. However, factors such as vehicle volumes and speeds, and width of the travel space available are ways of considering safety. Roads with lower volumes, slower speeds, and adequate width for a shared space would be safe options for neighbourhood bikeways, so this decision-making criteria is carried forward.

Comments around the theme of access to destinations was the next most expressed theme. Access to destinations wouldn't be recommended to determine if a particular route is a neighbourhood bikeway or another type of facility, as all types of facilities are appropriate to provide access to destinations. However, access to destinations is a good prioritization criteria for which neighbourhood bikeways should be built first (see Question 4) and has been incorporated there.

Suggestions consistent with the factors proposed by the project team

Many factors that were suggested mirrored those options presented in the survey. They are summarized below:

Traffic Volume

- Consider how many vehicles are using the road

Speed

- Consider actual vehicle speeds on the road, not just the speed limit.
- Consider including areas where speed reductions and traffic calming have already been implemented and progress has been made in slowing vehicles
- Don't consider the existing vehicle speeds

Width

- Consider the width of the travel space so the space feels safe, it's dangerous when cars try to pass cyclists with parking on both sides. Ensure there is enough space for vehicles, cyclists and other road users to safely pass each other.
- Consider ensuring that there is enough space for cyclists and pedestrians to share where sidewalks are lacking and pedestrians and cyclists must share the road.
- Consider ensuring there is enough space for larger vehicles for example: pick up trucks, mini-vans
- Consider implementing only where there are few or no parked cars, for example where there is parking on only one side of the road, to reduce the risk of "dooring".
- Where the road is wide enough for bike lanes, put bike lanes and where it's not slow traffic down and reduce vehicle volumes

Grades

- Consider whether the route is hilly.

Transit service

- Consider only implementing on streets without a bus route or with less transit service
- Don't consider transit service, as bus drivers should be able to see bikes
- Bike lanes and public transit are both necessary and not mutually exclusive. People should be able to cycle even if there is public transit provided. Cycling is not accessible to everyone so public transit is required. They go hand in hand.
- Consider whether the route is actually suitable for transit

Additional suggestions

Many further suggestions that are relevant to deciding which streets shown in the Long-term Bicycle Network should become neighbourhood bikeways were received, and they are listed below:

Specific Traffic Types

- Consider avoiding routes with significant truck volumes.
- Consider avoiding routes where the bikeway would impede horse traffic and farm equipment.

- Consider the frequency of use by serious cyclists and cycling clubs, groups and teams.
- Consider the purpose for which cyclists are using the route

Road Conditions

- Consider the quality of the road's pavement (smoothness).
- Consider the street lighting
- Consider the quality of the drainage
- Consider the urban heat island effect where there is a lack of trees and shade
- Consider whether or not there are sidewalks as cyclists and pedestrians sharing a roadway is unsafe
- Consider whether the road is currently signed as a bike route but has no infrastructure

Traffic Calming

- Consider whether the street can accommodate traffic calming measures, physical barriers and measures to divert traffic
- Consider whether the street has issues with speeding and implement neighbourhood bikeways to prevent speeding
- Consider whether the road feels closed-in due to trees and bushes in a way that will slow drivers

Hazards

- Consider any concerns with visibility, including sight lines at intersections, blind driveways, and curvature of the road
- Consider the ability to keep the bike lanes clean

Vehicle traffic priority

- Consider whether there is on-street parking: places with on-street parking would be good neighbourhood bikeways, as it is preferred not to remove parking for bike lanes.
- Consider whether there is an alternative route for motor vehicles. If a lower-volume side street runs parallel to a busy street, use the side street instead of building cycling infrastructure on the busy street.
- Consider which routes would have the least impact to parking and traffic flow

Atmosphere of the area

- Consider whether the road has a rural ambience
- Consider the aesthetics of the street, for example whether the road is adjacent to the natural beauty of forest and farmland, and near areas with heritage value, equestrian use and rural markets.
- Consider areas where it would be fun to ride.

Equity

- Consider whether the bikeway would bring equity to areas in need

Constrained environment

- Consider whether a different infrastructure type would require a significant project with blasting, tree removal and pavement widening

Cycling volumes

- Consider whether there are already lots of cyclists and use data
- Consider using data like Strava heatmaps or observed daily routes (e.g., to coffee shops) to determine where cyclists actually travel.
- Consider whether it is a route to school that kids already use.
- Consider whether the route will generate usage
- Don't consider whether cyclists are already using the road

Connectivity/Gaps

- Consider whether the route connects to existing All Ages and Abilities networks, major cycling routes, multi-use trails, neighbourhood bikeways, and regional routes.
- Consider whether there is already a parallel route, whether the route closes a gap in the network, or whether it will connect existing cycling facilities
- Consider whether the route would end in an unsafe situation, where cyclists end up on an unsafe road
- Consider whether the route provides a continuous method to get from one point to another.
- Consider whether the streets would create a connected and effective bicycle network that allows people to access all areas of Saanich safely
- Consider whether the route connects to bikeways in other municipalities with the Capital Regional District, especially Victoria

Destinations

- Consider whether the route leads to and is in close proximity to useful and desired destinations and amenities (schools, universities, grocery stores, shops/businesses, rec centers, workplaces, parks, hospitals, village hubs).
- Consider that if there are nearby destinations on a major road, the cycling infrastructure should be on the major road to connect to shops, residents and services. Implementing a neighbourhood bikeway would be a disservice.

Directness and Efficiency

- Consider whether the route is straightforward, efficient, and direct (shortest distance, with the fewest lights/stops). Avoid circuitous, meandering, or out-of-the-way paths, that check a box but aren't useful as they add time and energy and discourage use.
- Consider where the stop signs are, it is impractical to stop frequently or at the bottom of a hill.

Ability to cross major roads

- Consider only implementing bikeways where there is a safe opportunity to cross at points of intersection with a major road. Consider the ease of crossings and connections between neighbourhoods.

Pedestrian priority

- Consider whether there are sidewalks and if there are not, sidewalks should be built instead.

Context

- Consider whether it is a “dead-end” street for cars connected to another “dead-end” street for cars
- Consider whether there are already bike routes, not every route needs to be a bike route
- Consider whether school buses stop to pick up and let off students on a narrow street

Safety

- Consider number of right turns per hour by vehicles across a bike route

No need to discriminate

- All roads without protected bike lanes should be neighbourhood bikeways

Current designation

- Consider whether the route has already been designated as a bicycle route but doesn't have proper bicycle lanes (for example: Emily Carr Drive)

Question 3 – Which of these ideas do you agree with for deciding which neighbourhood bikeways should be built first? (select all that apply)



(note: the above responses are from the online survey only)

Question 4 - Are there other prioritization criteria we should consider when deciding which neighbourhood bikeways get built first?

Common themes

The most commonly expressed themes were around safety and exposure to risk, network connectivity, concerns about infrastructure gaps, weighing the benefits and costs of the project against the level of disruption for changing an existing street.

The comments around safety and risk are captured in the proposed criteria of prioritizing routes near sensitive uses, those with low traffic volumes and speeds, and those that intersect with corridors identified for further analysis in the Road Safety Action Plan.

Comments about connectivity are addressed through the criteria “streets that connect to other cycling facilities get higher priority”. As for gaps, what was typically expressed with this comment is where there is a bicycle lane that abruptly ends, or there is a small stretch of road that doesn’t not have a bicycle lane, in between two existing facilities. In most cases these aren’t situations where it is appropriate to prioritize or build a neighbourhood bikeway, as the bicycle lanes that abruptly end are typically located on a major road where another type of cycling infrastructure is warranted. However to recognize this situation where gaps cause safety and logistical issues for cyclists, a new criteria was added for “parallel route”, where potential neighbourhood bikeways receive a higher score if there is no parallel route in proximity.

The criteria of “cycling volumes” acknowledges the need to consider the number of people who benefit, as the potential neighbourhood bikeways with higher existing cycling volumes will be prioritized over those with fewer. Saanich has direction from the Official Community Plan to “prioritize mobility modes within the transportation network based on the Mobility Priority Pyramid with walking as the highest priority followed by cycling and micro-mobility, public transit, goods movement, carshare, and personal vehicles”.

Suggestions consistent with the criteria proposed by the project team

Many factors that were suggested mirrored those options presented in the survey. They are listed below:

- Prioritize routes that are already well used by cyclists
- Prioritize routes that serve important destinations
- Prioritize areas with a history of safety issues, collisions, or cyclist-vehicle conflict
- Prioritize opportunities to build bike infrastructure alongside other projects
- Prioritize routes that connect to other facilities
- Prioritize routes with fewer motor vehicles
- Prioritize routes with lower motor vehicle speeds

Additional suggestions

Many further suggestions regarding the prioritization of neighbourhood bikeways were received, and they are listed below:

- Prioritize routes that fill gaps or choke points in the bicycle network, or function as an alternative route to nearby major or collector roads that do not have existing bike lanes.
- Prioritize routes that are significant regionally and connect with neighbouring municipalities' infrastructure
- Prioritize rural roads as there are few options in rural areas, high vehicle speeds and volumes, and a lack of space for cyclists
- Prioritize routes that can be built quickly with long-term quality in mind
- Prioritize routes that do not impact vehicle flow or space for vehicles
- Prioritize routes near equity-seeking groups and lower-income areas currently underserved by cycling infrastructure
- Prioritize routes that have a high degree of neighbourhood approval
- Prioritize areas where it is possible to divert vehicle traffic, ensuring that the route is safe for cyclists.
- Prioritize those that would have the greatest improvement in cycling conditions
- Prioritize those that are easily followed and logical
- Prioritize routes that aren't classified as feeders or arterials
- Prioritize routes where it would be easy to add trees for shade
- Prioritize routes with higher speeds, not slower speeds
- Prioritize routes with higher vehicle volumes, not less
- Prioritize routes that serve farms as a destination for bikes
- Prioritize bikeways used for commuting
- Prioritize where there is the least disruption to pedestrians
- Prioritize where routes will not be competing with other routes
- Prioritize routes that will have the least cost to build
- Prioritize routes where transit and pedestrian access is lacking
- Prioritize routes with access to e-bicycle share stations
- Prioritize bikeways that connect to transit
- Prioritize routes used by people that cannot or choose not to use a vehicle
- Prioritize routes where people adhere to the speed limit
- Prioritize areas without any existing bikeway infrastructure
- Prioritize avoiding steep hills

- Prioritize locations where families can use them
- Prioritize areas underserved by existing trails and greenways

Question 5 – How important is it to you that Saanich builds more neighbourhood bikeways?

(on a scale of 1 to 5, with 1 being “not important at all” and 5 being “very important”)

3.7 /5



(note: the above rating is from the online survey only)

Question 6 - Is there anything else you'd like to tell us?

Many comments not directly related to how to determine which routes should be built as neighbourhood bikeways or how neighbourhood bikeways should be prioritized were provided. They touched on the following themes: impact on motor vehicle traffic for major roads; cyclists safety and comfort; cyclist behaviour; multi-use conflict, fiscal responsibility, usage and cost; aesthetics; neighbourhood bikeway design considerations; design considerations for non-neighbourhood bikeway facilities; route utility and directness; regulation and education of users; process and governance for the project; critique regarding population served; long-term vision and transportation priorities; general transportation project feedback; cultural considerations; success stories; and specific street or area suggestions. These comments were noted for future consideration but fell outside the focus of the survey.

Impact on Motor Vehicle Traffic for Major Roads

- Many commenters communicated concerns with placing bike lanes on main commuter roads/arteries. They communicated that these roads should be reserved for vehicles and/or transit priority. It was expressed that removing vehicle lanes causes congestion, delays and vehicle idling, and pushes traffic to residential streets. Concerns about climate change and pollution were raised.
- Critics of the removal of right-hand turn lanes commented that this has caused significant backlogs on major arteries like Shelbourne Street and McKenzie Avenue. Concerns were raised that lane reductions near traffic signals decrease the number of vehicles that can pass through a green light cycle.
- Respondents raised a concern that permanent concrete barriers on main thoroughfares make it difficult to pull over for emergency vehicles and that barriers impede wide vehicles (busses, garbage trucks) from navigating the road.
- It was mentioned that many Saanich residents require motor vehicles, to transport work tools and material, to transport children and pets, and to run errands over distances that are too great to use bikes.

Cyclist Safety and Comfort

- Some commenters indicated that separate and protected bike infrastructure is preferred over painted bike lanes or "sharrows," which can give a false sense of security. There was feedback received that paint is not protection. It was commented this is especially needed near high-risk areas like schools, for safety.
- It was commented that high-quality, barricaded bicycle lanes (similar to Fort Street in Victoria) provide the strongest incentive for casual riders to start cycling.
- Commentors mentioned that cyclists prefer routes away from heavy traffic to avoid congestion, exhaust, and angry drivers.

- Improved road surfaces for cyclists were requested.
- The desire to improve sight lines where they are a concern was raised.
- People hanging around the trails at night can make cycling feel unsafe
- Oftentimes there is debris in the enclosed bike lane - with no where to go

Cyclist Behaviour

- Some comments noted that cyclists often disobey traffic laws and ride on sidewalks even with bike lanes present. Requests were received for police to ticket cyclists for red-light violations and stop-sign infractions to create a predictable environment for all users.
- The unpredictability of cyclists that ride in the centre of the road was raised as a concern.
- Concerns were received about about cyclists "blowing through" stop signs at the Lochside Trail and Saanich Road intersection
- It was suggested that cyclists should have to use a bell

Multi-Use Conflict

- Some concerns were raised about mixing cyclist and pedestrian infrastructure, in particular for situations where modes are mixed on sidewalks and multi-use paths. In situations where there is no physical barrier between the sidewalk and bike lane, pedestrians feel unsafe.
- It was mentioned that situations where walkways and bikeways "switch sides" and aren't transitioned well create dangerous confusion for both parties.
- Current shared pathways were noted as being too narrow to safely accommodate the speed differentials between motorized and non-motorized users.

Fiscal Responsibility, Usage and Cost

- Many mentioned a concern over the costs of bicycle infrastructure, rising taxes and expenditures that are viewed as unnecessary. Calls to be fiscally responsible were received.
- Others acknowledged neighborhood bikeways are an inexpensive and fiscally responsible way to build infrastructure, and are concerned that less expenditure on cycling infrastructure is worrying.
- It was suggested that building bike lanes opportunistically during development could reduce overall costs.
- Some respondents mentioned that bike infrastructure should be viewed as a luxury and that if surplus money exists, it should be used to reduce the tax burden.
- Others mentioned that cost should not be a deciding factor. Neighbourhood bikeways are cheap and quick to implement, but there is a risk of cannibalizing nearby high-quality All Ages and Abilities cycling routes on major corridors if a neighbourhood bikeway is already nearby. (This happened in Vancouver with the 10th Avenue bike route, which is why there is still no quality bike infrastructure on Broadway decades later.)

- Some residents suggested exploring tolls or specific licensing fees for cyclists to fund their own infrastructure.
- Comments were received that asked about the need for neighbourhood bikeways. Some respondents indicated that they have witnessed low usage of existing lanes.
- Comments were shared that Saanich relies too little on data about current cyclists and that the cost of bicycle infrastructure is too high compared to the number of people using it. It was identified that Saanich should track cycling usage before and after building lanes to determine cost-effectiveness.
- Feedback was received that bike lanes are rarely used at night, or in rainy or cold weather.
- It was noted that some of the highest usage in the region is on infrastructure that is not a bicycle lane, for example: Lochside Drive/trail, Beach Drive, Centennial Trails and the Galloping Goose
- It was mentioned that more should be done to highlight existing bike lanes and encourage their use
- Some pointed out that the cost to society of building bikeways is far lower than the cost of supporting catastrophically injured cyclists.
- Some respondents mentioned they do not want to pay for infrastructure they do not use.
- It was suggested that savings be found elsewhere in the budget to fund this project
- It was suggested that progress in implementing the Active Transportation Plan thus far be audited before embarking on additional projects
- Other priorities for Saanich funding in lieu of neighbourhood bikeways were: homelessness, traffic calming, better recreation facilities, more regular road maintenance, congestion solutions, core municipal services, sidewalks, public transit, pedestrian overpasses, Light Rail Transit

Aesthetics

- Concerns were received about bike infrastructure causing neighborhoods to appear industrial in nature.

Neighbourhood Bikeway Design Considerations

- Ensure the danger of being doored by parked vehicles is considered; suggestion to eliminate parking on one side of the street.
- Ensure that traffic diversion is used to physically block vehicle traffic on neighbourhood bikeways.
- Ensure traffic calming is used to reduce vehicle speeds and volumes. Any street can be made to have less vehicles or slower vehicle speeds.
- It was commented that traffic calming is essential on all designated bikeways because speeding vehicles are a problem everywhere.
- Would love to see road calming features on bike routes similar to what Victoria has done! It makes bike routes safer for bikes, but also pedestrians. I look forward to safer corridors as both a cyclist and pedestrian!
- Reduce the number of stop signs, yield signs and traffic lights for cyclists to help with flow.

- Look at examples elsewhere to learn what works (for example: Humboldt Street in Victoria).
- Sharrows and paint are sufficient and a cost-effective way to build out the network. It was commented that one of the best solutions out there is a side street with the bike and arrow on the road as a "share the road" sign.
- Let's start with simple painted lines and indicators and good signage before cutting the pavement, pouring concrete, and installing dedicated cycle specific traffic lights
- Don't resort to over-engineering and rely on simple, intuitive designs over complex curb systems.
- Put better lighting in where cars and bikes share space. Or put small sensors that light up if bikes are in the bike lane approaching an intersection so you can be more aware of the presence of a bike at night when turning right.
- Cycling speed efficiency is paramount. Stop and go traffic in a car is annoying, stop and go on a bike is exhausting. If a given cycling network element is inconvenient or needlessly impeded by awkward layouts or bad light timing then some users will divert to other routes, which critics will cite as evidence of failure of the upgrades.
- Please improve bike crossings of major roads
- There are still too many intersections that do not have bike sensitive pressure pads to activate traffic signals; please place activation buttons where cyclists can actually reach them and be seen by traffic
- It is highly undesirable for cyclists to have to dismount their bicycle to push it across a pedestrian crosswalk
- The prior bikeways that were created 20 years ago have not been supported with changes to the design to favour cyclists
- No additional infrastructure is needed for cycling to occur on side streets
- Ensure there is no parking removed and no narrowing of lanes for motor vehicles
- Some respondents indicated a preference for open streets as opposed to the installation of curbs and barriers
- Calls to remove parking and provide it in an alternative location for residents were received, as some respondents believe the roadway to be for movement of vehicles/cyclists and not parking. Or, residents should provide their own parking.
- Some mentioned many households have multiple generations or non-related individuals living within a building, which means street parking is essential.
- Respondents were concerned bikeways may force traffic restrictions (for example: right-turn-on-red restrictions) at major intersections.
- Places to lock our bikes are key
- Network continuity and safe intersection treatments should be a priority
- Ensure the road has sufficient space for cars, busses, garbage/recycling trucks and bikes to navigate, pass, and pick up passengers and refuse, with cars parked on both sides of the road.

- It was commented that speed bumps and painted sharrows are not enough, the infrastructure needs to be separated cycling lanes.
- No bikeways should be on roads where the speed limit is above 60km/h
- Vancouver made a simple but effective route simply by requiring cars to turn right at each intersection but allowed cyclists to continue straight. Cars then had access to each street section but were encouraged not to use those streets.
- Please consider more aggressive traffic calming measures than simply bumps and paint. Suggest alternating street parking with bulb outs for tree planting so the street is narrowed even when cars are not present.
- Signage and traffic signals are oriented to vehicular traffic needs, need more signage that is tailored to cyclists. Bicycle route signage should be improved.
- There should be ample signage clarifying cyclists are welcome on the road and drivers are expected to share

Design Considerations for non-Neighbourhood Bikeway facilities

- Park paths must have signs to indicate that cyclists should make way for pedestrians.
- Concrete curbs and bollards are hazards that increase the risk of self-imposed accidents.
- Barriers should be limited to highways.
- Having lower barriers instead of the existing curbs would allow cyclists to move out of the way if needed.
- Ensure signs and lights face the correct way for two-way bike lanes.
- Prioritize protection for cyclists in the 20 meters leading up to traffic signals to prevent "right-hook" accidents.
- Often a white line is sufficient to designate a bike lane, except in the 20 metres or so right before a signalized intersection. Often cars block the painted-only bike lane when stopped waiting to turn right.
- Bike lanes should be in safe places without vehicles crossing bike lanes, definitely not sandwiched between right turn lane and other traffic or disappearing altogether
- Please give considerable thought to retaining shade trees to keep the pavement cooler for cyclists, pedestrians, and all the city people needing protection from excess heat due to climate change.
- We need signs that explain how to behave in bike lanes to the many non-bike vehicles that use them.
- The green road paint is deadly in the rain, maybe use it for the Lines not the Entire area
- Lane paint needs to be reflective so commuters can see it in inclement weather.
- The traffic light system should sync to allow traffic to flow freely.
- Arterial roads should be expanded to accommodate increased population and bus lanes or allow space for an LRT.
- Bike lanes need to be at road level, building them up to sidewalk level is not good practice

- Maybe consider making all intersections the same with bike lanes. Some you can turn on a red light and some you can't. It is confusing.
- Cover up ditches or utilize wide boulevards and make bike lanes in these spaces.
- Bike lanes built completely separate from the road are highly desirable
- Quieter roads with painted bike lanes feel dangerous to cycle on because drivers tend to speed.
- It was commented that using sharrows on streets like Quadra St would be preferred over barriers
- Adapting a sidewalk to be multi-use is more desirable than building bicycle lanes
- Saanich needs to widen main routes in order to support efficient bike, transit and motor vehicle traffic and ensure emergency vehicles have the space they need
- Ensure bike lanes do not impede bus stops
- It is challenging when cycling infrastructure is designed so that cyclists can't pass each other or passing is dangerous
- Painted lines on the road are enough, barriers are not required
- It is important to plan bikeways to take into account pedestrians. There is confusion when bikeways and walkways switch sides
- Please don't change standard road rules to implement bicycle lanes. Concerns about right turn on red restrictions were raised.

Route Utility and Directness

- The importance of logical, non-circuitous routes that are easily followed and efficient for commuting was raised.
- Arguments were provided for placing protected bike lanes on high-traffic corridors because that is where the destinations are.
- Infrastructure must connect people to functional locations (grocery stores, workplaces) rather than just providing recreational loops.
- It was expressed that cyclists should experience seamless transitions when crossing borders into neighboring municipalities.

Regulation and Education of users

- Comments were received concerning scooters sharing facilities with cyclists as these are different user groups.
- Suggestions included requiring a governor on scooters (30km/h max) and requiring users to have ICBC insurance.
- Traditional cyclists and walkers feel physically threatened by high-powered e-bikes traveling at high speeds.
- It was raised that speed limits on shared trails need to be strictly enforced with monetary fines.

- Education for all road-users is needed on the new bike paths. Drivers don't seem aware that at certain crossings, cyclists have the right of way.
- It was mentioned that drivers do not drive at safe speeds, give space to pedestrians and cyclists, or follow the rules of the road. More enforcement is needed.

Process and Governance for the project

- Criticism was received that the survey process is skewed and that public engagement was manipulated to justify predetermined projects. Some respondents commented that they believe the survey has been manipulated to produce desired results. The survey is geared to elicit response positive to cycling.
- It was suggested that the questions in the survey don't need to be asked if there is already an Active Transportation Plan
- It was suggested that the council asks ALL saanich residents if they even ride bikes. Not a survey online. Go door to door and actually ask the questions. Get in touch with everyone not just the 100 who answer surveys
- Questions were raised as to how the considerations for neighbourhood bikeways are going to be considered. Does number of motor vehicles using the road mean high volume roads should get bike paths or that they should be avoided in favour of less congested and less conflicted routes?
- It was mentioned it's not clear what is meant by neighbourhood bikeway
- Some comments expressed distrust, suggesting project selection is driven by "kickbacks" to developers and construction companies.
- Some commented that the municipality is prioritizing a vocal minority of cycling advocates over the silent majority.
- This is so important - thank you!
- It was suggested that Saanich finish what is started before breaking ground on new projects.
- Every resident on proposed bikeways should be informed via mail
- It was proposed that Saanich seek alignment with other CRD municipalities regarding the identification and prioritization of bikeways.
- Thank you for this engagement opportunity!
- These are technical, complicated questions that the general public has no business weighing in on. This is a matter of public safety, and it should be up to experts to determine the best path forward. There's a reason Boeing doesn't ask the public how many bolts are needed to fasten a wing to an airplane.
- Survey cyclists regarding the routes they take to get to where they want to go.
- You could identify neighbourhood champions say in each neighbourhood, then ask Capital Bike or other active transportation groups for people who frequently cycle in those areas. These are the people you ask directly about their own area and how improvements can be made there.

- Please ensure all aspects of accessible planning are part of your selection and design for bikeways.
- This project consultation is only the appearance of a consultation

Critique regarding the population served

- Some commentors mentioned that bike lanes are a benefit for a select few who are privileged: those with a lot of time, financial means, health and who are able to live close to where they work. Any seniors, anyone with kids, those that do not work close to home, and those with less than perfect health are not able to bike.
- It was mentioned that bike lanes don't benefit seniors, families with small children, or those who need efficient public transit.
- A high percentage of kids are driven to school and that won't change.
- Concerns were raised that e-bikes are heavy and difficult to manage for older adults.

Long-term Vision and Transportation Priorities

- A segment of the community see the prioritization of cyclists as a crusade that ignores the reality of car dependence.
- Other commentors link cycling to climate goals and public health, viewing the infrastructure as a worthwhile investment for the future. They believe it will reduce car dependence and boost fiscal responsibility, improving the environment and physical wellbeing of people.
- It was requested that Saanich prioritize buses and public transport over cars.
- It was suggested that Saanich consider whether neighbourhood bikeways are necessary at all
- Building out bike infrastructure is an OPPORTUNITY for Saanich to invest in a connected, active, and healthy community. Biking has improved my quality of life so much, and I would love for it to be more accessible and safe. Better bikeways can attract new residents (we plan to buy a home in a few years and access to bike lanes is one of our priorities), businesses, and tourists
- Thank you for this engagement activity! I've lived, biked, and driven cars in and around Saanich for the past 12 years. I've seen how far Victoria and Saanich have come in that time and how much work remains to be done. Moving away from car-centric neighbourhoods will be absolutely essential for the future of a thriving and healthy Saanich. I will be buying a home soon, and access to cycling infrastructure will be at the top of my priority list!
- It would be helpful to clarify the relationship between neighbourhood bikeways and Saanich trails and greenways. It often feels like engineering (active transportation focus) and parks (trails focus) are a bit disconnected.
- I feel very deeply about this issue. I hope that you are able to hear family cycling concerns about the safety of our Saanich streets. It is not currently safe for children to ride in Saanich like they can in Victoria.
- Safety is top priority. I've been hit by car and get daily near misses

- In addition to facilities located adjacent to a busy main street, local connections are also needed for pedestrians and cyclists away from major roads to maintain liveable and healthy neighbourhoods
- Please consider the proposed greenway/trail routing identified in the 2024 OCP (see map in OCP appendix) that shows the Bowker Greenway and its connections from Saanich panhandle to the Blenkinsop connector and Lochside system. This greenway has been the subject of discussions for 30 years now and is referenced in the Shelbourne Local area Plan (1998), Bowker Creek Blueprint (2011), Centennial Trails (2003), Saanich Blue/Greenspaces Strategy (2000), Shelbourne Valley Action Plan (2017), Saanich OCP (2024) among others.
- Commentors mentioned that they love the direction that we're headed
- An ask was submitted to restore speed limits to 50km/h on major routes
- A fear was expressed that important protected lanes on major routes will be deprioritized for less important neighbourhood bikeways. A preference for building important and direct routes before neighbourhood bikeways was expressed.
- Some mentioned, "I would use my bike more often for daily trips if there were more bikeways."
- Recent deaths at Quadra + the Lochside trail, as well as on Cedar Hill X make active transportation and safer routes in Saanich a priority.
- Respondents indicated that although they own a car, they still prefer cycling for some trips.
- Increasingly, people are cycling. And the more safe bikeways we build, the more likely people will get out of their cars and bike. As well, the more that kids can see that there is importance in getting daily and regular exercise through active transportation.
- Vancouver over-relied on neighbourhood bikeways for years, don't make the same mistakes! Bikeways on major roads are still very important. Neighbourhood bikeways should not supplant good All Ages and Abilities infrastructure and major routes.
- I just want to make sure these bikeways are used as a supplement to more significant bike infrastructure (like separated lanes on major roads), rather than being used as a cheaper alternative to that infrastructure. Bikeways are great for crossing town more pleasantly, but they don't provide access to any of the places that cyclists actually want to go (stores, services, apartments), so major roads should still be safe for cycling too.
- An example of the struggle between cycling infrastructure on a major road and a neighbourhood bikeway are Hillside Avenue and Haultain Street. Haultain Street is a much nicer route to bike, sure, but Hillside Ave connects to a ton of shops and residences which are inaccessible [safely] by bike.
- I would use my bike more often for daily trips if there were more bikeways. I already travel to work downtown on bike and Victoria leads the way in decent bikeway infrastructure.
- I would like to see Saanich achieve similar outcomes as Victoria along major transportation corridors.
- Don't repeat the actions of Victoria, taking away ease and speed of vehicular traffic.
- It was mentioned that neighbourhood bikeways are a better experience for cyclists.

- Neighbourhood bikeways could be a good option for e-vehicles and keep the Goose/Lochside for non-motorized transportation.
- Whichever modes that have safe spaces for travelling will be encouraged.
- Spending on bike lanes does not have to be everywhere, they have to be strategic. It was commented that not every street needs a bike lane.
- It's important to make our streets safe, slow drivers, and make streets more comfortable to walk and cycle.
- The network as a whole needs to be built as a high priority. Viewing active transportation as an optional element in the budget is literally selling lives for dollars.
- This is a critical component of our Active Transportation Plan and vital for connectivity.
- It is essential to seamlessly link up with the protected cycling infrastructure of other jurisdictions ie City of Victoria. The result will be to encourage even greater usage of these vitally important transportation corridors.
- Biking improvements make a big difference and are encouraging more cyclists. I am a cyclist and car owner, and I appreciate everyone who cycles, especially for commuting as it creates less car traffic which is better for everyone.
- Build the main corridors for All Ages and Abilities as per the Active Transportation Plan.
- It was mentioned that riding on a road without any physical protection will always be a safety concern for inexperienced cyclists so neighbourhood bikeways shouldn't be considered All Ages and Abilities
- Neighbourhood bikeways are essential for building a safe, connected, low-carbon transportation network. Expanding active travel options reduces congestion, supports transit, and strengthens community health. It's also important that drivers are educated on the purpose of these corridors and understand how to safely and respectfully share neighbourhood bikeway routes.
- Reducing car dependency by making cycling more accessible for everyone is a win for the entire city. We can't build car lanes indefinitely, but we CAN shift people from cars to other modes of transport. Cycling infrastructure is a critical piece of that mission
- Minimize parallel routes, instead have a well-connected network with access to primary routes.
- Non-road paths for both walking and cycling are preferred over being on the road
- Keep the bike lanes coming, especially protected bike lanes!
- Routes are needed north/south and east/west every 10 blocks or so and connectors to the Goose trails every 5 blocks or so
- Improve bike paths going north/south
- Find right of ways and alleys where dedicated bike trails like the Lochside and Galloping Goose could be provided.
- Safe neighborhood bikeways would allow my children to ride independently, replacing many of our daily car trips

- Using common sense to develop bike corridors on lesser travelled roads is a fantastic lower cost idea.
- It was commented that Saanich should develop a flushed out network with different cycling options (for example protected bike lanes on main streets that are direct as well as greenway routes)
- We need common sense transportation that treats all segments of society equally including older residents
- Bike infrastructure is crucial to alleviating car traffic. The barricaded bike lanes are the best at protecting cyclists, such as the ones on Fort Street where the two lanes allow cyclists to safely pass each other as well.
- I love the bike infrastructure, thanks for building it!
- Keep going, you're doing great!
- Please build more bicycle infrastructure
- Saanich is an incredible community in which to cycle. It is important that we continue to invest, in a sustainable fashion, in cycling assets.
- I love neighbourhood bikeways. I feel much more comfortable cycling on them with my kids as opposed to non-neighbourhood bikeways
- Students gain health benefits and the ability to pay attention better if they have outdoor exercise cycling to school and can build lifetime habits early
- Developers should have to specifically invest in cycling infrastructure within the neighbourhood of any approved development
- Every connection to another existing cycling route just exponentially increases usefulness
- Having safe cycling corridors will encourage more people to use them and reduce vehicle trips and traffic congestion
- Residents in rural Saanich report safety risks for runners and dog walkers due to a lack of dedicated space.
- Rural roads have been taken over by short-cutting traffic: high volumes and speeds of vehicles
- Comments opposing bikeways in general were received, describing them as a nuisance or as vanity projects, causing confusion
- Some respondents asked that Saanich stop building bike lanes and indicated that they believe bike lanes do not serve the majority of residents. Some commented that there are enough bike lanes.
- It was mentioned that bikeways are not what every cyclist wants
- It was raised that it rains in Saanich and therefore bicycle lanes are not appropriate
- It's so important to build separated bikeways that offer a safe alternative to riding on streets with heavy traffic and vehicles going too fast
- I cycle my children to school and myself to work 5 days/week. Sometimes, my oldest child bikes on her own bike but it does not feel safe due to lack of bike infrastructure. I would like to see safe enough active transport for children and youth to bike.

- It was suggested Saanich discontinue the war on cars.
- Developing the cycling network is critical during this cost-of-living crisis
- We are car free (don't own a car). Please pay attention to the connectivity of the bikeways.
- A lot of people don't ride bikes and use active transportation routes because they feel unsafe on roads and don't trust drivers. Neighbourhood bikeways are critical to the adoption of active transportation routes and helping people feel safe and enjoy the benefits of health and wellness. Saanich has the opportunity to be a leader in the CRD with the adoption of neighbourhood bikeways while building sustainability in our communities and encouraging future generations of active transportation participants to feel safe.
- This is the single most important action Saanich could take to improve my quality of life. My current commute/to from work and other places of high importance involves basically no bike streets or paths. Although I can access the Lochside, it is a considerable detour. Moving from major points in Saanich, like the Quadra/Mckenzie Hub to Uptown, should be possible on a variety of bikeways.
- Additional bikeways will lower pressure on the increasingly busy Galloping Goose and Lochside Trails. Please continue adding bike infrastructure on arterial roads to allow cyclists to feel safe during their commutes as well as recreational rides!
- This is super important for me!
- Getting more people biking helps even those who have to drive by getting cars off the road.
- The bike framework / backbone for cycling across town / from district to district is more important to me than travel within a neighbourhood.
- Comments highly supportive of All Ages and Abilities infrastructure were received.
- I think good progress has been made and I hope for a better future, better bike lanes make better cities
- Bike parkades at transit hubs would encourage ridership
- Those who want to ride on quieter streets can find them themselves. I have never felt unsafe riding on a side street.
- I personally find that, as a cyclist, what bothers me most, is the disorder on the streets and the Goose and Lochside trails, whether that's seeing garbage everywhere, drug dealing or using, or invasive plants out of control on trees, and ecosystem degradation in general.
- Bikeways make sense politically, in terms of cost, and in making our streets safer
- I'm no longer a cyclist but still think it's very important
- The trails are great, they should be improved instead
- Parking should be restored and vehicle lanes should be restored
- We need increased vehicle capacity
- Concern about lack of vehicle parking provided in new developments
- Working cycling maps like google maps that links actual safe routes would be great.

- Thank you for doing this. It is very important for many many reasons--affordability (for the individuals biking rather than driving and for the municipality building and maintaining bike infrastructure rather than care infrastructure); health (physical mental, social and community); pollution reduction (air, water, GHG, noise); slowing climate change and biodiversity loss; safety; fun/pleasure.

General transportation project feedback

- The length of time taken for the Shelbourne Street project has been a concern
- We've had way too much road work in the last 3 years. We're tired of being stopped by flaggers daily. We need a break.
- Better communication with taxpayers when there is a project delay is recommended
- Projects can cause damage to vehicles and disrupt local business
- A concern was received about expropriation of property that occurred during past projects, for example Richmond Rd and Haultain St

Cultural considerations

- Stakeholders note that infrastructure alone won't work without addressing the cultural hostility between drivers and cyclists.
- Cyclists report high levels of aggression from drivers ("brake checks," objects thrown).
- Concerns were raised about large, loud cycling groups negatively impacting the peace of quiet neighbourhood roads.
- Cyclists that need to use busy roads with no bike lanes cycle on the sidewalks and can be disrespectful to pedestrians

Success stories

- Michigan Street (Victoria), Hereward Road (Esquimalt), and Topaz Avenue (Victoria) were cited as positive examples of functional bikeways.
- Montreal has done a really good job with their bike lanes, including road choices, shade, and integrating with transit (buses stay outside bike lanes, rather than cutting into them).
- Personal stories were submitted involving buying an e-bike, reducing the number of vehicles in the family, beginning to commute to work by bike or returning to cycling after being hit by a vehicle, specifically because of the new bicycle lanes.
- Users wrote in with gratitude, as the protected lanes make them feel safe from vehicles.
- Comments indicating appreciation for all the new infrastructure for cyclists were received.
- Commentors mentioned that they love the existing bike lanes, they are making a positive impact on peoples' lives, making the roads safer for vulnerable users and making cycling an easy choice.

- Commentors mentioned that having safe bike routes gives them peace of mind and ensures they can stay a car-free household
- Commenters stated that protected bicycle lanes and bikeways have allowed them to keep cycling as they progress through their senior years.
- Commentators mentioned that family members with disabilities are able to cycle due to the huge improvements in the cycling network
- It was mentioned that the cycling infrastructure in Saanich is very good
- Positive feedback was received about the following projects:
 - Grange Road
 - Larchwood Drive
 - Shelbourne Street
 - Lochside Drive
 - Sinclair Road
 - McKenzie Avenue
 - Finnerty Road
 - San Juan Avenue
 - Vanalman Avenue
 - Raymond Street
 - Gorge Road
 - Carey Road
 - Small linkage improvements such as the removal of lane service gates between Cheverage Place and Thornhill Crescent

Specific Street or Area Suggestions

The following streets and areas were suggested for neighbourhood bikeways, changes to the Long-Term Bicycle Network or improved cycling infrastructure:

- Maddock Avenue
- Balfour Avenue
- Mayfair area
- Bay Street Bridge
- Wallace Drive
- Burnside Road (Harriet to Jutland)
- Crossings of Burnside Rd along side streets
- Lochside Trail (feedback received to pave it to eliminate mud and dust)
- Narrowness of Midgard Street is a concern due to parked cars and width constraints

- Wilkinson Road
- Hampton Road including access to Tillicum Road
- Gorge Road between Harriet Road and Tillicum Road
- Tillicum Elementary area
- Cedar Hill area
- Glanford Avenue area
- Quadra Street was mentioned as a gap in the network that would provide a convenient north-south route.
- Cedar Hill near Shelbourne, there is no safe place to walk or run on Cedar Hill for a large portion heading to Shelbourne.
- Santa Clara Avenue
- Dean Avenue
- Marigold Road
- Reynolds Rd generally, and up Lasalle St to cut through Reynolds Park to Prestwood Dr
- Connection from Reynolds and Cumberland to the Galloping Goose – would like to connect right to the Goose via Reynolds Road by riding straight through the light at Reynolds and Quadra. As it is, it is very disjointed to either ride to the light and cross or cut through lumber world.
- Improve bike paths going north/south (past Beckwith park - there's a point where it starts to become quite unsafe).
- Lochside trail is a good example of a route already in existence, it's better to prioritize ways to get to the trail than to build another route parallel to the trail on the eastern side of the Peninsula.
- I was hit by a car on Grandview at Greentree terrace. It is a narrow, busy street where you have curbs that protect pedestrians but that lock cyclists in. If a car squeezes you out, there is no where to go.
- We are looking forward to the protected bike lanes on Gorge Road to connect Harriet with Tillicum/Admirals.
- I enjoy cycling and would love to transition to using a bicycle for all my daily needs, but the lack of connectivity between different parts of town is a strong deterrent. Please prioritize areas such as Quadra Street that are a major transportation link
- Need strong east/west connectivity that isn't interrupted by traffic lights.
- You need to complete the bike lane on Cedar Hill Road, having a lane that comes and goes means kids do not cycle to Doncaster Elementary or Cedar Hill Middle School, and people do not cycle to Cedar Hill Recreation Centre. Shelbourne is great but Cedar Hill Road is equally critical.
- Lochside Trail crossing Saanich Road is really unsafe.

- The CRD/Saanich have a lot of disconnected km of bikeways that don't get used because they're not connected, have poor access, and don't connect through to destinations - like Saanich Commonwealth Place, Uptown, Saanich Centre, etc.
- There are many trails/routes that aren't accessible, such as the intersection of Viewmont Avenue and West Saanich Road. There's bike lanes/routes there but you can't cross the road to get to them.
- On my commute I ride daily from Glanford Middle School to the Coast Guard base in James Bay. I'd propose putting a bike lane or better sidewalk structure for the students that travel across the pedestrian bridge over the highway to Glanford Middle School and Rogers Elementary. All the street parked vehicles and busy traffic make it dangerous for the kids. The neighbouring streets don't even have sidewalks.
- The bike lanes on Carey Road are great, but driving northbound past McKenzie Avenue the bike lane merges at the same time the car merge happens before the hill. This is so dangerous because the vehicles can't focus on both. Glanford Avenue hill is very narrow and the cars are not patient. Car mirrors graze my handle bars daily. The Carey Road bike lanes need to continue up Glanford Avenue.
- I'm not going to ride down Wilkinson Road with my kids (or on my own) when the bike lane has gaps - so all the existing km of bike lanes with gaps like that are wasted resources - they need to be connected without gaps.
- A south Wallace Drive bike path or shoulder has been requested numerous time and it would connect two existing bike paths
- Please also consider adding lighting along the Galloping Goose as it is incredibly dark and feels unsafe, especially near Switch Bridge and south of there.
- Please ensure there is actually a need before building infrastructure, and not just building for building's sake. e.g., Gordon Head already has an extensive network of cycling infrastructure and probably needs less than areas that have no/minimal infrastructure.
- I live on Derby Rd which has an E-W connection through the golf course for cyclists. We get a lot of bikes on the road and it is currently not safe for cyclists or pedestrians due to vehicle volume and speed.
- Some areas with narrow roads, street parking and high traffic volumes at times can be dangerous, for example Regina Avenue during rush hours.
- Concern about narrow pathways where non-standard bicycles or kids' trailers won't fit, for example to access High Street from the Galloping Goose
- I'm a regular cyclist/bike commuter and for recreation. I'd love to see designated connections from the Cordova Bay ridge down to the Lochside, and also between Broadmead and Royal Oak. A bike lane along the entire length of Elk Lake Dr. I also think a full connection along Wilkinson Road between Royal Oak Drive to the highway (connect to galloping goose), makes a lot of sense for

recreation riding, but also commuting from the Broadmead/Royal Oak/Cordova Bay areas to Victoria General Hospital.

- Take a close look at some areas that have major congestion at peak hours and do an analysis. Example: Helmcken/Wilkinson Road, Interurban, Mackenzie. Much of the traffic in those corridors is going relatively short distances locally. Why not put a separate bike/walk path all the way down the major arteries such as Mackenzie, Interurban and Wilkinson? The Goose and Lochside are amazing but do not go directly down the main corridors.
- Something as simple as a few strategic bollards would make the bikeway on Blanshard much better.
- Unrelated to the survey but there should be Share the Road signage on Royal Oak Drive above Pat Highway. Very dangerous spot for cyclists near a transit hub and busy intersections at Elk Lake Drive and Broadmead mall.
- Many of the rural streets are already quiet and safe for biking. Some could benefit from traffic-calming measures. The places that require upgraded cycling infrastructure are larger roads that could use the addition of bike lanes instead of bikeways, such as Quadra Street, the Western end of Mackenzie Ave, and Royal Oak Drive.
- Love the fact Sinclair Hill has bikes paths, but it's incredibly steep, making travel both up and down difficult. Why Arbutus, and Cadboro Bay Rd appear not to be considered for development even though it's a heavily traveled routes, especially by recreational cyclist groups traveling through to PKOLS via Ash creates conflicts between vehicles and cyclists.
- I am happy with a lot of infrastructure, but there are areas where the bollards that have been installed are dangerous (West Saanich at Interurban for example), cyclist heading southbound on West Saanich are often traveling 40-55km/h here and the bollards are a hazard to navigate at speed. Another location, is Lochside at Hunt road for the same reason.
- Please build proper sidewalks on Maplewood/Blenkinsop. You have to cross Maplewood 4 times if you walk from Cook St to Judge Pl.
- Please don't close the galloping goose or E&N for long upgrades. The main reason I started to cycle commute is because I don't have to ride on a street with cars by using these rail trails. I personally would strongly prefer riding on congested rail trails than having to detour onto a street with cars.
- I would love for there to be lighting on the Derby path through the Cedar Hill Golf Course. It is used heavily by walkers and bikers.
- Have lived off Glanford Avenue for 26 years and roads haven't been paved in that time. My grandmother had a house on Agnes Street 60 years ago and that street still has no sidewalks.
- Large cycling groups, moving through neighborhoods with narrow, unlined roads (like mine) often ride very early, speaking or yelling loudly (5-6 AM) and not riding single file. This is unsafe for walkers, noise pollution for previous quiet neighborhoods and unsafe for my neighbors who must use a vehicle. Most of my neighbors no longer feel safe walking on our road (Beaver Lake).

- A bike/pedestrian laneway connecting Beckwith Park to Lochside Trail via Beckwith Creek is a no brainer.
- Some areas are really hard to ride between right now. Uptown to Shelbourne Plaza is tricky. Quadra village is hard to access from the North. Mayfair is hard to access from most angles.
- Connect Glanford Avenue at McKenzie Avenue to the Eagle Creek/Victoria General Hospital area
- At the intersection of Richmond and Haultain, the NE corner is hidden behind a tall shrub and cyclists "suddenly" appear when they need to cross
- On Quadra Street between Panorama and West Saanich where there is high traffic, speeding, and limited alternatives for cyclists was suggested as a priority
- Extend Interurban Rail Trail
- We need a much better way to connect Douglas Street near the Rogers Avenue overpass to the Lochside trail over by Mann construction/Bike park area
- Many cyclists use the following route: Down Doncaster St on Pearl St on Shakespeare St on Ryan St through Oaklands Park to continue on Shakespeare to Haultain St and Belmont Ave area.
- Alderley Street is an example of too many cars, too many walkers and too narrow for cycling unless cars are limited.
- There are enough bikeways now. Fix the trestles on the Galloping Goose Trail first.
- I'd love a better bikeway from my place near Interurban to UVic (the improvements along MacKenzie help but a quieter route would be so welcome)!
- We would love a bike crossing at Wascana and Burnside Rd!
- Cordova Bay Road would benefit from a continuous bikeway that also continues down Blenkinsop.
- There is a bike lane by Rithetwood right by Lochside Elementary. There are just loads of kids from kindergarten to grade 5 that use that one block part of Royal Oak. Adding a barrier for that one block would make a lot of people feel safer and probably encourage long term increases in cycling.
- I live in the in-between zone near Cloverdale/Cook/Quadra and it is uncomfortable to get to my destinations with my kid. Cedar Hill, Blenkinsop and Quadra are all terrible and dangerous roads to ride.
- A bike / walk option from Roger's Elementary to Lakehill area (cross walk++) and Quadra McKenzie Center are needed
- Alternate routes that connect Saanich to Downtown, the Ferry, and View Royal. The Goose/Lochside trails are great, but when they're closed or too busy, cyclists take risks on busy roads.
- A connection from the Blenkinsop Greenway to Shelbourne/Feltham should be a priority.
- Avoid using streets that cross busy roads at uncontrolled intersections (Haultain St at Foul Bay Rd is a prime example)
- Many respondents identified pinch points or small gaps that prevent an entire route from being viable. Specific challenges in the network that were mentioned:
 - A ~500 metre gap on Mount Douglas Cross Road

- A ~20 metre gap on Cedar Hill Road
- A missing link between Epsom Drive and Diana Road or Derby Road
- The Quadra Street and Chatterton Way intersection
- The crossing of Cook Street at Linwood Avenue
- Crossing Burnside Road at Wascana Street or Millgrove Street
- Southwest corner of Mayfair Shopping Centre eastbound
- Please create a dedicated bikeway on Linwood Avenue and Holmes Street
- It was suggested that roads like Oldfield Road, Prospect Lake Road, and Sparton Road may not meet basic neighbourhood bikeway criteria but need bikeway-like treatment, with sharrows and traffic calming.
- Please make a physical barrier bicycle lane on McKenzie Avenue between Quadra Street and University of Victoria, the current plastic posts are not sufficient
- The section of Feltham that is closest to Gordon Head
- Old West Saanich, Sparton, Oldfield Road and Brookleigh Road should form a rural system of Neighbourhood Bikeway-like roads
- A request was received that road markings are changed on multi-use trails like Lochside Trail, so pedestrians walk on the left facing oncoming traffic, so they can better see oncoming traffic.
- Concerns were raised about the bicycle lanes on Mann Avenue being unwarranted
- Cedar Hill Road needs bike lanes on both sides
- It was suggested that Emily Carr Drive needs proper bicycle lanes
- A neighbourhood bikeway from the Galloping Goose down to Gorge Rd was suggested
- Jackson Street in Victoria was provided as an example where using paint and sharrows with signage didn't work to slow vehicles
- Cedar Hill Cross Road and Maplewood Road should be priorities as those streets do not have parallel side streets that cyclists can use
- Wallace Drive from just north of the Red Barn to Brentwood is an arterial biking road (due to its flatness), but its condition is quite dangerous with fast traffic on such a narrow road.
- Challenges exist from reducing the number of vehicle travel lanes on Tillicum Road and Gorge Road
- No changes are needed to bikeways in the Gordon Head area, focus on bike lanes
- Many riders come up Viewmont Avenue to West Saanich Road but there is no safe crossing for bicycles there
- Corridors like Raymond Street are traffic calmed, have multiple modal filters, are used by cyclists, and yet are not officially designated bike routes. You need cycling experience and local knowledge to know this route even exists. This is problematic because the people we are targeting by building AAA

infrastructure are not aware it exists. If your first experience riding a bike in Saanich is Interurban Road, that bad impression will stick with you.

- The condition of Interurban between Alan Road and North Road is terrible due to dirt and gravel from MacNutt's, and standing water during heavy rain due to poor road drainage
- A commuter route should be provided to the University of Victoria from south of McKenzie
- Intersection of McKenzie Avenue and Gordon Head Road a concern to navigate for cyclists
- Routes into Saanich Commonwealth Place are not bicycle friendly. We need better connections from Broadmead/Cordova Bay across the highway to Commonwealth Place.
- Rural Saanich desperately needs cycling safety
- Deter cyclists from using Horner Park
- Concern raised with the funding spent on Grange Road
- Remove Long-Term Bicycle Network connection through Sayward Hill Park
- Please remove bike lanes from Shelbourne Street
- Please do not put bike lanes on Quadra Street, Cook Street or Blanshard Street

Hello Saanich Survey Respondents Summary

Number of Responses

540 people completed the survey.

Survey Demographics

Age

| Age | Percent of participants |
|----------------|--------------------------------|
| 0 - 19 | 0% |
| 20 – 29 | 0% |
| 30 – 39 | 0% |
| 40 – 49 | 7% |
| 50 – 59 | 14% |
| 60 – 69 | 14% |
| 70 – 79 | 29% |
| 80 + | 0% |
| Unknown | 36% |

Location

| Area of Saanich | Percent of participants |
|------------------------|--------------------------------|
| Saanich Core | 0% |
| Gordon Head | 0% |
| Tillicum | 7% |
| Rural Saanich | 14% |
| Quadra | 15% |
| Shelbourne | 14% |
| Cordova Bay | 7% |
| Royal Oak | 22% |
| Outside Saanich | 0% |
| Carey | 0% |
| North Quadra | 7% |
| Somewhere else | 2% |
| Blenkinsop | 0% |

| | |
|-------------|-----|
| Cadboro Bay | 0% |
| Unknown | 14% |

The survey was most commonly answered by those living in the Royal Oak, Quadra, Rural Saanich or Shelbourne areas. The least number of responses came from Blenkinsop, Carey, Gordon Head and Saanich Core.