

AGENDA
ACTIVE TRANSPORTATION ADVISORY COMMITTEE

Saanich Municipal Hall, Committee Room 2
Thursday March 23, 2023 at 4:00 p.m.

The District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the WSÁNEĆ peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum and Malahat Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

- 1. ADOPTION OF MINUTES** (attachment)
 - February 23, 2023
- 2. CHAIR'S REMARKS**
- 3. ACTIVE TRANSPORTATION PLAN UPDATE – Vision, Goals, Targets, Actions Review** (60 minutes)
 - Megan Squires, Senior Transportation Planner, Engineering
- 4. ROUNDTABLE AND DISCUSSION OF WORKING GROUP MOTIONS**

* Adjournment *

In order to ensure a quorum, please contact Kirsten Brazier at 250-475-5494 ext. 3508 or kirsten.brazier@saanich.ca if you are unable to attend.

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Council Chambers, Saanich Municipal Hall
Thursday February 23, 2023, at 4:05 p.m.

Present: Councillor Teale Phelps Bondaroff (Chair), Reed Poynter, Juliet Van Vliet, Philip Marciniak, Curran Crawford, Trevor Barry, Janine Konkel, Alexandre Beaubien and Dave Marecek.

Staff: Troy McKay, Senior Manager, Transportation and Development Services; Megan Squires, Senior Transportation Planner; Kirsten Brazier, Committee Clerk.

Regrets: Karen Laberee, Julia Cutt.

MINUTES

MOVED by C. Crawford and Seconded by T. Barry: “That the minutes of the January 26, 2023, Active Transportation and Advisory Committee meeting be adopted as circulated.”

CARRIED

CHAIRS REMARKS

Councillor Phelps Bondaroff welcomed the committee and guests.

ROAD SAFETY ACTION PLAN (RSAP): STATE OF REPORT

The Senior Manager, Transportation and Development Services provided a presentation on the Road Safety Action Plan.

- Council has adopted Vision Zero and has directed staff to develop a Road Safety Action Plan (RSAP).
- The State of Report is an important piece of developing the RSAP. Broad community consultation will take place this fall.
- Staff are currently working on Phase 2 of the plan.
- Other work includes the Active Transportation Plan (ATP) Update and the Speed Limit Establishment Policy.
- Saanich is one of 10 municipalities across the country to adopt a Vision Zero Policy.
- Current crash data was discussed. ICBC data was presented, which is limited to reported accidents.
- Driver inattentiveness is one of the highest contributing factors to crashes based on police data.
- Equity Analysis is being incorporated into the RSAP. Areas with larger equity-deserving populations will be prioritized for safety improvements.
- A member asked how people with disabilities are captured in this data set. As staff complete a more structured infrastructure review, this is a lens that will be applied. Data sets for this area are under development.
- Crash locations and overall equity scores have been captured and mapped.
- Network screening is underway to identify crash-prone locations and analyze infrastructure changes that may be needed.

- Stakeholder meetings are taking place on March 14th at Cedar Hill Golf Course.

Committee Discussion

- When looking at the maps, the areas that are prone to bike and car collisions are different. There is no priority focus group that is currently assigned.
- As only six other municipalities are working on Vision Zero, the question was raised as to why others are not working on this. Many other municipalities have not chosen this as an area of focus at this time. Saanich is ahead of the curve.
- In the last active transportation plan, Saanich skirted around Vision Zero. This time Saanich is diving in and is ahead of many other municipalities in the region.
- The definition of Vision Zero will be more clearly defined in the report. The data does not allow Staff to pull out serious injuries for study.
- Working with diverse data sets to bring them together has been challenging. Hospitalization data is useful, but not as complete as the ICBC data.
- Police now only attend collisions where there are injuries or over \$10k in damage. This data is difficult to collect.
- Transit is looking at building more park and ride facilities at Westshore, Royal Oak and Sayward.
- The question was raised of how hard residents and this committee be pushing to make major change in Saanich to keep people safe. One of the most effective ways to reduce collisions is to reduce vehicles. Conversation will continue around how bold Saanich wants to be in this area.
- These discussions are happening at staff level, and they are looking at how work with residents and council to bring forward meaningful change.
- Licensing in the report is referring to the process of how we license new drivers and provide.
- As we move to the Transportation committee, will there be a focus on work with BC Transit. Continuing with the municipalities' integration with transit is a goal on the planning side. There are some limitations to the existing model of how BC Transit services the region. Staff will continue to work to have BC Transit attend a future meeting.
- How Transit is evolving their service model is a conversation staff would like to have with Transit representative when they attend a future meeting.
- If most accidents are occurring at intersections, the question was raised as to if a reduction in intersections would be helpful. Installations of roundabouts and traffic circles will be suggested as solutions.
- Studies have been done across the country to see which infrastructure changes are most effective. The consultants that Staff are working with is one of the leading professionals in the country. The future document will have more detailed actions included. There are a range of cost implications and business cases for different safety measures.
- Other measures such as ride sharing and technology innovations that will change transportation as whole will be captured in the report.
- Mobility aids could be included in the language of the report.
- The ability of parents to efficiently access transit for school pick up and drop off is important. Many routes are not efficient for children to travel to school.
- A breakdown of the demographics and mode share would be important to include in this report.
- Transit on major roads to rural areas is lacking. There is a connection with the regional boards that need to be explored.

- It might be useful to see current mode share and trends in mode share explored in the report.
- Local area plans have been included and more will be added in the RSAP as they are developed.
- A map with road classifications would be helpful to map out accidents by type on residential streets. Network screening will address the point of road classifications.

ACTIVE TRANSPORTATION PLAN UPDATE

The Senior Transportation Planner provided an update on the Active Transportation Plan.

- The timeline presented tonight can be found on the website. Residents can sign up for notifications through the website www.Saanich.ca/atpupdate
- In September staff met with ATAC to workshop and seek input on the exiting plan.
- In the fall over 50 stakeholder groups were approached to take part in a workshop, 14 stakeholder groups attended.
- The goal was to look at targets in the existing plan and draft revisions on the feedback that was heard.
- Staff are now in the late stages of Phase 3 and are in the process of finalizing the draft updated plan. Public engagement is scheduled to begin in the spring (April).
- Phase 4 (March to June) will be public and stakeholder engagement.
- Phase 5 (July to October) will be finalized then presented to Council and committees.
- Prior to the March ATAC meeting a draft will be shared for review. Comments are welcome.
- In April public engagement will begin on the project website and through social media.

Committee Discussion

- The question arises of how bold Saanich is willing to be. There needs to be clarity on this in order to finish these documents. Direction has been provided by Council in this area.
- Staff are looking to present to Council in March and will look for feedback on the goals and vision.
- Members feel that Saanich “punches above its weight” in this area. A motion from this committee would help to give staff direction.
- How the policies are being adequately funded is also important.
- The need to be bold in this area is important. Sending a motion up to council would be an important step.
- Motions could also be workshopped and placed on the Transportation Committee (TAC) Action List.
- The question was raised as to how the objectives laid out in the ATAC Terms of Reference are linked to these reports.

SINCLAIR ROAD UPGRADE PROJECT

The Senior Manager, Transportation and Development Services provided an upset on the Sinclair Road Project.

- Staff are well on the way with designing the Sinclair Road project.
- The project includes protected bike lanes and separated sidewalks. Landscaping is being added.
- Schematic drawings are available to view on the website.
- The 4-way stop at Peppers will be converted to a roundabout. It will be raised on the approach to the roundabout to slow speeds.

- Through consultation with the community lots of concern was raised as to how the 4-way stop was not effective.
- Design will be out to tender this summer with construction beginning at the end of the year. It will be approximately an 18-month project. Underground utilities will also be replaced.

Committee Discussion

- The plan has been developed to maximize the use of the land that is available.
- University of Victoria staff have been consulting with Saanich. Student take-up on the opportunity for feedback was low. Partners in the university have been providing feedback.
- Saanich was successful in obtaining two BC Active Transportation Grants, \$500,000 for Shelbourne Phase Two and \$500,000 for Gorge Road Phase One.

ACTION LIST

The Chair led a committee discussion on the Action Item list. Points discussed included:

- To identify a few items that could be accomplished right way and to capture the institutional memory of passing along ideas to the next committee.
- Staff suggested the categories of policy, infrastructure, and advocacy for the items on this list. Some of the items would be incorporated into larger action plans.
- VKT and Streetlight data – this could be brought to Union of British Columbia Municipalities as a resolution from Council. Members could draft a resolution for discussion at the next meeting.

MOVED by T. Barry and Seconded by D. Marecek: “That the Active Transportation Advisory Committee create a working group to draft a UBCM resolution to present to Council to ask the province to improve active transportation data, and to report back to the committee for the next meeting.”

CARRIED

MOVED by D. Marecek and Seconded by J. Van Vliet: “That the Active Transportation Advisory Committee create a working group that drafts a motion to request that the Capital Regional District develop data on transportation mode-share in the region.”

CARRIED

- Advocacy and Culture: Pop-up Lab at University to explore methods of building/shifting culture to support sustainable mobility choice. Explore other ways of shifting transportation culture and be open to running pilots that are evaluated using a wide range of robust metrics.
- Reviewing bike lane priorities and Traffic Calming: Will be addressed at ATP.
- Temporary Chicanes: Will be addressed in RSAP.
- Serious Accidents Clearing House/Accident Report Platform: Creating a dashboard that documents major accidents in the District, it would include information relating to the accident – police reports, engineering reviews, recommendations, and outcomes for those involved (fines, punishments, injuries, respecting privacy). This will allow members of the public to follow up and understand what occurred (beyond immediate news media stories) and to understand what measures, if any, are being taken to evaluate the area and make any improvements should they be needed. The goal here is to provide follow-up

information – how do we fix any problems that are identified, what is the timeline for these changes.

MOVED by P. Marciniak and Seconded by D. Marecek “That the Active Transportation Advisory Committee create a working group to clarify the details of the serious action clearing house and report back next month.”

CARRIED

- Crosswalk education: Explore ways of improving education and safety around crosswalks for all road users. Add to TAC list.
- Walking School Bus: Explore ways of encouraging active transportation for school drop off and pickup, such as walking school buses. Add to TAC list.
- Parking Minimums: On work plan for planning permit
- On-Street Parking: Explore means to addressing on-street parking issues in Saanich, including reducing parking around parks, resident only parking programs, parking pass systems, paid parking to fund active transportation measures, and parking bylaw enforcement. Add to TAC list, this item will need update from Bylaw Enforcement. Develop a system have pay parking fund active transportation.
- Bike Parking Minimums: This item is on the work plan for a planning permit.
- Vehicular Noise: Propose a noise camera pilot project, improving our ability to monitor and enforce vehicular noise bylaws. Add to TAC list.
- Bike Lane Clearing and Cleaning: Add to TAC list. There is a “Report A Problem” area on the website. Further promotion of this tool would be helpful.
- Clear Paths, Trails and Sidewalks: Review and improve Saanich’s policies concerning cleaning/maintaining bike lanes and clearing bike lanes from snow. This could include policies to help prevent garbage and recycling bins from ending up impeding bike lanes. Create a central place for residents to communicate with the district. There needs to be a transparent system on issues that have been reported and if it has been fixed. TAC could ask for staff to report on existing reporting mechanisms.
 - Exploring awareness of the reported problem function on the website. Improving transparency feedback around reporting. Add to TAC list.
- Avoid Construction Confusion: Addressed in ATP.
- Bollard Safety: Review bollards on trails (within Saanich jurisdiction) for safety. Add to TAC list.
- Quick Build Evaluation: Establish processes for evaluating the effectiveness of the recent quick builds. Add to TAC list.
- Outstanding Quick Builds: Explore implementing the quick builds that were not included in the 2022 quick build list, with possible new additions (see components of this list). Add to TAC list.
- Problem Area Reporting Dashboard: Propose a simple feedback process for residents to report problem areas, one that includes a list of previously reported areas and actions taken. Combine with above.
- Bike Valets for events: In ATP.
- Build a Safety City: Explore building a regional ‘Safety City’ – a miniature town with example traffic devices to help train (young) people on traffic safety. Previously known as Tom Thumb Safety Village, this learning centre is no longer operational. Ask CRD to explore. Add to TAC list, possibly Parks Committee.
- Free Transit, Transit Payment Methods, Next Ride: Explore various models for increasing transit ridership and access, and request improvements to payment methods (with transit cards – Compass Card, Oyster Card). Transit dream list – provincial transit

- pass/card. Add to TAC list for Transit to present to committee.
- Bus Stop Accessibility: Add to TAC list and the Accessibility, Diversity, Equity, and Inclusion Committee (ADEI). This is also included in the ATP.
 - Pole in Sidewalk Inventory: Identify instances of utility poles in the middle of sidewalks or impeding mobility on sidewalks. Would require a motion through council asking staff to discuss with Hydro. Add to TAC list.
 - Push Button Review: Where they are used, ensure that pushbuttons are accessible. Send to ADEI.
 - Carrot and Stick Traffic Fines: Explore innovative ways to improve road safety and compliance with traffic laws through how fines are levied – such as the City of Canmore’s ‘reward ticket program’ whereby drivers found not breaking the law are entered into a draw to win a gift card to a local business. FYI.
 - Playground and School Zones or Areas: Add to TAC list. Include school liaison and drop-off safety.
 - Vision Zero Fund: Outside of scope of the committee.
 - Giant Trucks: Do something about the size of large personal vehicles (trucks and SUVs). This falls outside of the jurisdiction of Saanich Council but could perhaps be a letter to a higher level of government/a regulator, or a motion to UBCM or FCM. Outside of scope of the committee. Add to TAC list to continue to explore.
 - Bylaw Enforcement: Review, with an eye at improving, current practices around bylaw enforcement, including exploring increasing coverage for evenings and weekends, and less populous communities. Enforcement of parking in less populous communities. Add to TAC list.

ADJOURNMENT

The meeting adjourned at 6:40 p.m.

NEXT MEETING

The next meeting is March 23, 2023, at 4 pm.

Councillor Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

Kirsten Brazier, Committee Secretary

LET'S MOVE,
SAANICH!



#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

MOVING SAANICH FORWARD (PART 4)

DRAFT ACTIVE TRANSPORTATION PLAN

MARCH 2023



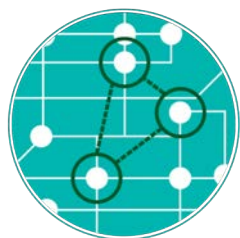


PART FOUR

STRATEGIES + ACTIONS

4.0 STRATEGIES + ACTIONS

The framework for the Active Transportation Plan consists of the following three overarching themes:



CONNECTIONS



CONVENIENCE



CULTURE

This section outlines several strategies and more detailed actions to improve active transportation as it relates to each of these three themes. As identified through community engagement and technical analysis, the strategies and action items under each theme address a variety of identified strengths, opportunities, challenges and concerns with active transportation infrastructure, policies, standards and support programs. The strategies have been enhanced and in some cases adjusted based on input from partners, District staff, and through recent engagement to strengthen language and better align with the Active Transportation Plan's updated vision, goals, and targets.

STRATEGIES

CONNECTIONS



- 1A: Expand and Enhance the Active Transportation Network
- 1B: Expand and Enhance the Trail Network
- 1C: Improve Intersections and Crossings
- 1D: Encourage Active Transportation with Safer Streets
- 1E: Improve Regional Connections
- 1F: Improve Transit Access and Experience

CONVENIENCE



- 2A: Ensure Infrastructure is Accessible for All Users
- 2B: Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C: Ensure Land Use Supports Active Transportation
- 2D: Create Great Places and Streets
- 2E: Maintain the Active Transportation Network

CULTURE



- 3A: Support and Encourage Walking and Cycling for People of All Ages
- 3B: Encourage Public Health and Active Living
- 3C: Improve Wayfinding, Signage and Trip Planning
- 3D: Improve Education and Awareness
- 3E: Increase Marketing and Communications
- 3F: Support Economic Development and Tourism
- 3G: Monitor Active Transportation Trips, Investments and Initiatives

WHAT WE'VE HEARD: CONNECTIONS

The following opportunities and suggestions to improve connectivity were received through engagement undertaken in 2017 during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

- Fill in gaps in the sidewalk network and improve the quality of existing sidewalks
- Focus on quiet streets, which can often provide great neighbourhood routes for walking and cycling
- Support walking and cycling with wayfinding, trail connections and traffic calming
- Build on the existing Regional Trails (Lochside Trail and Galloping Goose Regional Trail) as the spine of the network and improve connections to these trails
- Consider ways to reduce traffic volumes and speeds and make walking and cycling more comfortable in rural Saanich
- Expand the bicycle network throughout Saanich with a focus on facilities that are comfortable for people of all ages and abilities and that connect all major Centres and Villages
- Provide more cycling facilities on major streets to provide direct access to destinations
- Consider emerging technology and micro-mobility and how they can be accommodated
- Highlight safety including Vision Zero and a safe systems approach
- Include equity and accessibility considerations

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.1 CONNECTIONS

The purpose of this theme is to continue to build off the existing infrastructure that is already in place to enhance the connectivity of Saanich's network of pedestrian and bicycle routes. Through the implementation of new routes and enhancements to existing infrastructure, Saanich can work to ensure that walking and cycling are safe and comfortable for people of all ages and abilities.

Establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich, while ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease using active transportation for moving around Saanich.

Saanich already has a network of sidewalks, multi-use trails, and bicycle facilities throughout the community. Many Saanich residents are already walking, cycling and using other forms of active transportation for both recreation and transportation purposes. However, there are a number of gaps and barriers in Saanich's existing active transportation network.

The Active Transportation Plan now includes five strategies to improve connections. Each strategy is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is well-connected for people of all ages and abilities.

WHAT WE'VE ACHIEVED: CONNECTIONS

The District publishes a Active Transportation Report Card annually to track progress towards the implementation of the Active Transportation Plan. These annual reports are available publicly. The progress demonstrated below is also supported by other updates that support active transportation as outlined in Section 1.4. Below are the measures of success and 2022 statuses of these measures as they relate to **connections**.

TABLE 1 // CONNECTIONS MEASURE OF SUCCESS

MEASURE OF SUCCESS	WHERE WE ARE (2022)	PROGRESS (2019 - 2023)	STATUS
CONNECTIONS			
Total Length of bicycle network (km)	124	195	Behind
Off Street (AAA)	21	21	On-Track
Protected On-Street	11	20	Behind
Neighborhood Bikeway (AAA)	0	25	Behind
Painted or Buffered Bicycle Lane	111	115	Behind
Shared – Use Roadways*	31	12	Behind
Total length of sidewalk network (km)	288	306	Behind
Percentage of streets with a sidewalk on at least one side	35%	35%	On-Track
Percentage of bus stops that are accessible	51%	44%	Ahead
Percentage of bus stops with shelters	36%	35%	Ahead

*this number reduces as bicycle routes are upgraded

STRATEGIES FOR CONNECTIONS

The Active Transportation Plan includes six strategies to support a connected network of active transportation facilities. Each strategy is accompanied by a number of supporting actions that seek to continue to build a walking and cycling environment that is comfortable for people of all ages and abilities

STRATEGIES FOR CONVENIENCE



- 1A: Expand and Enhance the Active Transportation Network
- 1B: Expand and Enhance the Trail Network
- 1C: Improve Intersections and Crossings
- 1D: Encourage Active Transportation with Safer Streets
- 1E: Improve Regional Connections
- 1F: Improve Transit Access and Experience

STRATEGY 1A: EXPAND AND ENHANCE THE ACTIVE TRANSPORTATION NETWORK

Expanding and enhancing the active transportation network supports the goals of creating more connections for people walking, cycling, and using transit, and builds a more accessible and equitable network. Saanich has an extensive pedestrian network that includes approximately 288 kilometres of sidewalks, a network of over 100km of developed trails, including the Lochside and Galloping Goose Regional Trails, and over 130 kilometers of bicycle facilities.

However, there are still large areas of the community with no sidewalks, gaps in the sidewalk network and discontinuous cycling facilities. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. Asphalt sidewalks throughout the District also require upgrading. A discontinuous all ages and abilities cycling network does not provide the connectivity required to reach key destinations. Connectivity for active transportation users focuses on both expanding and upgrading the sidewalk and trail network and expanding and enhancing the bicycle network.

EXPANDING AND ENHANCING THE BICYCLE NETWORK

The long-term bicycle network is based on a series of four overarching network planning principles:

- **A Comfortable Network.** The recommended bicycle plan focuses on developing an All Ages and Abilities (“AAA”) network. The purpose of an AAA network is to provide an interconnected system of bicycle facilities that are comfortable and attractive for all users. The network is designed to be suitable for persons aged 8 to 80 years old and comfortable for most people cycling, regardless of their cycling ability. Developing an AAA bicycle network

was identified by Saanich residents and stakeholders during the Active Transportation Plan 2017 engagement process as one of the most important ways to encourage more cycling trips. Through engagement for the update of the Active Transportation it became clear that the desire for development of a AAA bicycle network continues. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: bicycle boulevards, protected bicycle lanes, and multi-use trails (Figure 23). These facilities, are the preferred types of facilities by all users and are proven to be the safest types of facilities. While a major guiding principle of Saanich’s planned bicycle network is to provide AAA facilities, it is important to note that there is still a place for complementary, non-AAA facilities such as painted bicycle lanes to support the AAA network.

- **A Complete Network.** The long-term bicycle network ensures all areas within Saanich’s urban containment boundary are within close distance to a designated and complete bicycle route. The bicycle network for Saanich strives for a minimum network spacing of 400 metres in areas with the highest population and employment density. The minimum grid network includes both the AAA network and the supporting network.
- **A Connected Network.** A network of “Active Transportation Spines” has been identified to provide high quality and direct north-south and east-west connections to connect each of the Centres and Villages. These spines are to be prioritized to provide a core network that connects Saanich.
- **An Enhanced Network.** Saanich has several existing on- and off-street bicycle facilities. One of the important components of improving the safety, comfort, and connectivity of the network is ensuring that these existing facilities are high quality and integrated into the network. This includes monitoring existing facilities and making spot improvements that can help to improve the comfort, safety and connectivity of the network. Additionally, Saanich can investigate successes and opportunities from projects developed over the past five years to ensure that new facilities are successful. Careful monitoring and applying ‘lessons learned’ are also critical to improving existing facilities.

- Figure 24 presents the long-term bicycle network, including the AAA Active Transportation Spine Network and the Supporting Network. Design and implementation of each proposed bicycle facility will require a more detailed assessment of facility type and consultation with residents and be guided by the *BC Active Transportation Design Guide*. More detailed maps can be found in Appendix B.

FIGURE 23 // FACILITY TYPES



Sidewalks and multi-use trails are the most common walking facilities within the District. Crossings are also essential components of the active transportation network. The design of all active transportation facilities will be guided by best practice design guidance including the *BC Active Transportation Design Guide*.

BC ACTIVE TRANSPORTATION DESIGN GUIDE

The design of all active transportation facilities throughout Saanich will be guided by the *BC Active Transportation Design Guide* and other available best practice guidance



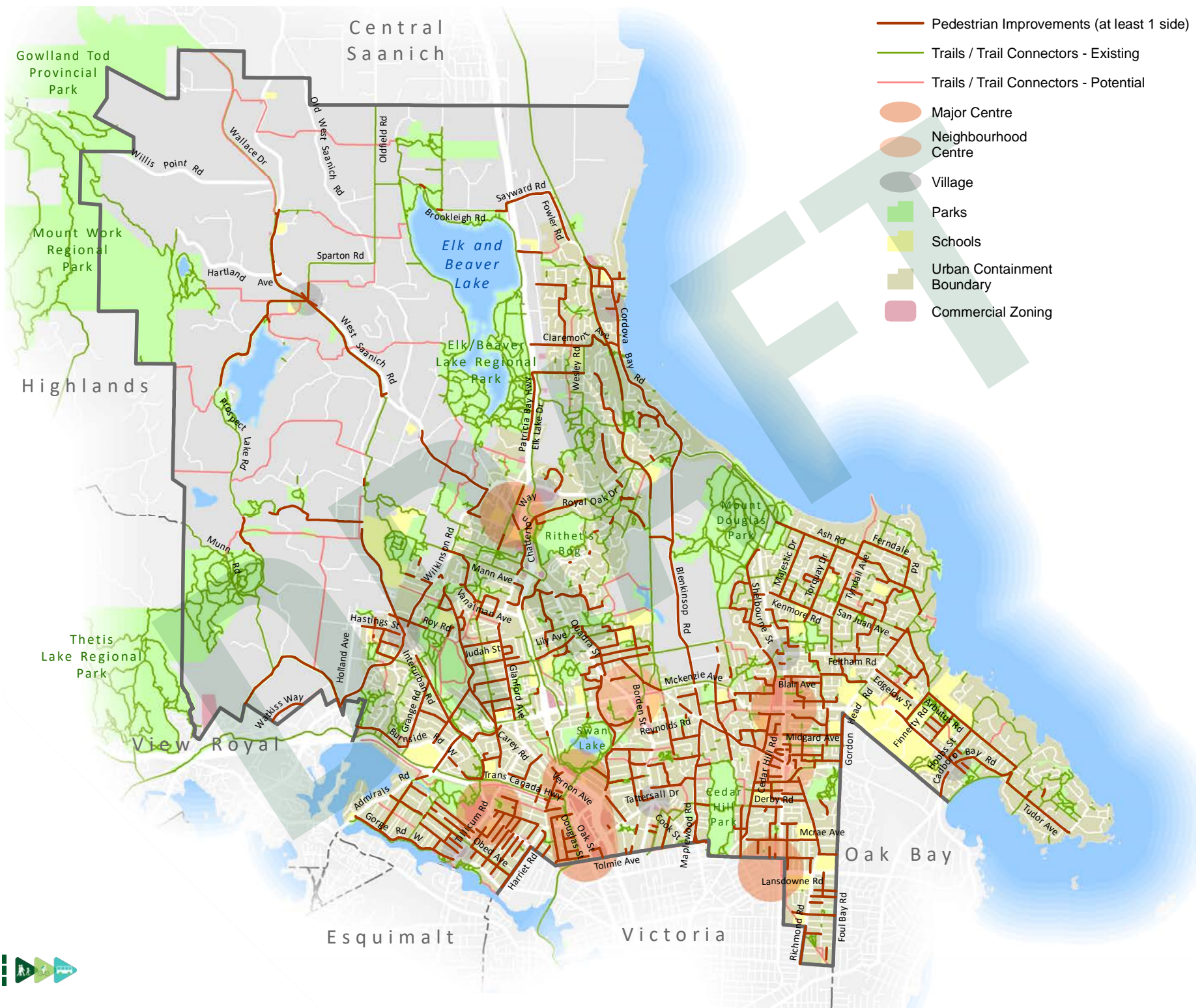
Published in 2019, the British Columbia Active Transportation Design Guide is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province.

The Design Guide brings together engineering principles and best practices from the municipal, provincial, national, and international levels. The goals of the Design Guide are:

- To provide a reference that is useful for communities of all types, sizes, and contexts;
- To create consistency in the design of active transportation facilities throughout the province;
- To provide a widely available resource to increase the quality of the design of active transportation facilities throughout B.C. and beyond; and
- To support provincial grant programs with design guidance specific to B.C. to clarify the provincial government's expectations for the design of active transportation facilities.

The *BC Active Transportation Design Guide* offers design guidance on a wide variety of active transportation facilities. Where the guide does not specifically address a design challenge, the District will reference other best practice design documents.

FIGURE 24 // LONG-TERM PEDESTRIAN NETWORK



ACTION 1A.1

ENSURE THE DESIGN OF ALL NEW AND UPGRADED ACTIVE TRANSPORTATION FACILITIES IS GUIDED BY THE *BC ACTIVE TRANSPORTATION DESIGN GUIDE* AND OTHER CURRENT BEST PRACTICES AND ALIGNS WITH THE SUBDIVISION BYLAW.

The Province has developed the *BC Active Transportation Design Guide* includes recommended policies, specifications, standards and guidelines to be followed in the development of active transportation infrastructure in British Columbia allowing for consistent treatments reflective of best practices to be installed throughout the province and has informed the District's update to the Subdivision Bylaw (Schedule H) which covers engineering specifications including sidewalk specifications based on road classifications.

TABLE 2 // UPDATED SIDEWALK STANDARDS

	MAJOR			COLLECTOR			RESIDENTIAL		
	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD	# OF SIDES	MIN. WIDTH	BOULE-VARD
Centres and Villages	2	3-6m	1.5m	2	3-6m	1.5m	2	1.8m	1.5m
Within Urban Boundary	2	2m	1.5m	2	2m	1.5m	2	1.8m	1.5m
Outside Urban Containment Boundary	1	1.8m	1.5 m	1	1.8m	1.5m	1	1.8m	n/a

ACTION 1A.2

UPDATE THE PROCESS FOR PRIORITIZING NEW SIDEWALKS.

Sidewalks are the backbone of a well-connected walking network for people of all ages and abilities. As noted previously, as of 2022 there are approximately 288 kilometres of sidewalks throughout Saanich, including streets that have sidewalks on one or both sides of the street. However, there are many streets that do not have any sidewalks at all. Saanich has an allocated annual capital budget that can be spent on increasing sidewalk coverage. The focus of this action is to increase sidewalk coverage primarily on arterial and collector streets, with specific emphasis along Corridors and within Centres and Villages within the District's urban containment boundary. Additional streets have also been identified for increased sidewalk coverage based on the following criteria:

- Along corridors and within centres and villages
- Presence of equity-deserving groups
- Proximity and connectivity to parks and community facilities
- Proximity to schools and seniors' facilities
- Along transit routes and connecting stops
- Traffic volumes
- Road Safety Concern (known locations of concern)
- Pedestrian network connections
- Ability to coordinate with other projects

Figure 25 identifies the pedestrian improvement priorities. More detailed maps can be found in Appendix A. Further information around prioritizing pedestrian improvements can be found below in Section 5.1.3.



ACTION 1A.3

CREATE COMMUNICATION MATERIALS TO OUTLINE HOW SIDEWALK IMPROVEMENTS (UPGRADES) AND NEW SIDEWALK PROJECTS ARE PRIORITIZED TO PROVIDE CONSISTENT MESSAGING TO THOSE WHO SUBMIT REQUESTS OR INQUIRIES RELATED TO PEDESTRIAN INFRASTRUCTURE

Ensuring residents are provided consistent and clear messaging around how investments in active transportation are prioritized is key to raising awareness of the importance in strategically implementing improvements. This can be realized through clear communications and educational materials that can be shared with concerned residents. It is recommended that the District create accessible educational materials to attach to emails and/or make available online or in hard copy to help respond to requests and inquiries of this nature.

ACTION 1A.4

COMPLETE A SIDEWALK CONDITION ASSESSMENT FOR EXISTING SIDEWALK INFRASTRUCTURE INCLUDING EXISTING ASPHALT SIDEWALKS AND USE THIS INVENTORY TO PRIORITIZE UPGRADES.

There are numerous locations throughout Saanich where the space designated for walking currently consists of an asphalt shoulder that is separated from the motor vehicle lane by a concrete curb or painted line or where the existing sidewalk does not meet minimum standards or is obstructed. At present, Saanich does not have a formal process for prioritizing upgrades or replacements to sidewalks, and current issues and repairs are addressed through a complaint-based system. A process for prioritizing these upgrades and replacements will

be developed to allow a systematic and proactive review. Saanich will continue to allocate a portion of its capital renewal funds to upgrading sidewalks, replacing asphalt sidewalks, and develop a list of upcoming projects.

ACTION 1A.5

WHENEVER POSSIBLE IMPLEMENT NEW ACTIVE TRANSPORTATION FACILITIES IN CONJUNCTION WITH ROAD IMPROVEMENTS, CAPITAL PROJECTS, PLANS AND/OR DEVELOPMENT PROCESSES.

Considerations for active transportation facilities will be made through the design and implementation of all infrastructure projects. This will require different internal departments, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan. This goes beyond simply looking at the roadway to consider peripheral features such as vegetation, curb ramps, damaged or narrow sidewalks, and connections to parks and trails.

A list of criteria will be developed to consider when reviewing new plans, developments and infrastructure projects.

ACTION 1A.6

CONTINUE TO DEVELOP A COMPLETE AND CONNECTED BICYCLE NETWORK FOR PEOPLE OF ALL AGES AND ABILITIES.

Developing a complete and connected network of bicycle facilities for all users is an important component of encouraging more cycling. A well-designed cycling network needs to be visible, intuitive, and provide connections between destinations and neighbourhoods. Ideally, a cycling network serves users of all ages and abilities, offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

Saanich will install and upgrade designated cycling routes with guidance from the *BC Active Transportation Design Guide* and national design guidelines as well as design options that have been successfully implemented elsewhere. These guidelines can also include recommendations for facility type selection based on the characteristics and context of a given street.

STRATEGY 1B: EXPAND AND ENHANCE THE TRAIL NETWORK

Trails are an important component of Saanich's active transportation network. Existing regional trails form the backbone of Saanich's active transportation network and include approximately 11 kilometres of the Lochside Regional Trail and 4.5 kilometres of the Galloping Goose Regional Trail. These trails connect Saanich north to Swartz Bay and west towards Sooke.

Additionally, the Centennial Trails make connections east/west and north/south to all geographic areas of the District. These include the following marked routes: Colquitz River Trail, Interurban Rail Trail, Glendale Trail, San Juan Greenway, Blenkinsop Greenway and Royal Oak Trail. Trails also increase an individual's access to parks, green spaces, and other places for recreation. These facilities are used for both transportation and recreational purposes and provide important connections to the on-street active transportation network.

Saanich's trail definitions are aligned with the Capital Regional District's definitions for trails. For active transportation purposes, Saanich focuses on two trail classifications:

Multi-Use Trail (MUT): a paved or unpaved route that is suitable for different types of users including pedestrians, runners, bicyclists and in certain segments equestrians. A MUT is used for active transportation and recreation and can be shared spaces with all users travelling on the same surface or separated with dedicated space for different types of users.

Recreational Trail (RT): a paved or unpaved route suitable for pedestrians and runners but may also be used by other active users such as bicyclists and equestrians. A RT is primarily used for recreation and restrictions on use may apply, in some cases.

ACTION 1B.1

SUPPORT INITIATIVES BY THE CAPITAL REGIONAL DISTRICT TO WIDEN OR IMPROVE THE SYSTEM OF REGIONAL TRAILS.

The regional trail network is an important component of Saanich's existing active transportation network. These facilities are used for both transportation and recreational purposes, and provide important connections. The CRD has jurisdiction over the regional trail network, inclusive of the Galloping Goose and Lochside Trail. Saanich will continue to support regional initiatives identified by the CRD to widen and improve the regional trails network.

ACTION 1B.2

IMPROVE CONNECTIONS FROM NEIGHBOURHOODS TO TRAILS.

Accessing existing trails such as the Lochside Regional Trail from neighbourhood streets has been identified as a challenge by some residents and stakeholders. This can be because of topography, grade separation, or limited right-of-way. Providing safe and comfortable connections to off-street trails can make travelling within Saanich more convenient. Saanich will work to improve connections from neighbourhoods and important destinations to new and existing trails.

ACTION 1B.3

IMPROVE SAANICH'S TRAILS TO ENSURE THEY ARE ACCESSIBLE AND COMFORTABLE FOR PEOPLE OF ALL AGES AND ABILITIES.

There are a number of existing trails throughout Saanich that provide important active transportation connections. However, many of these are not accessible by all members of the public and some are currently informal connections. Saanich will work to ensure that the trails identified as part of the active transportation network are accessible to all. This includes paving, widening to best practice minimum standards, and considering lighting. Existing trails will be reviewed individually to consider current users, the role within the active transportation network, and context sensitivities.

ACTION 1B.4

ENHANCE AND INCREASE NEW CONNECTIONS TO REDUCE TRAVEL DISTANCES FOR ACTIVE TRANSPORTATION USERS.

There are many existing connections through neighbourhoods across Saanich that are in the public right-of-way and help facilitate walking and cycling.

These trails provide street-to-street connections and add to the permeability of neighbourhoods by shortening walking distances and providing important connections to destinations. These trails are an important asset to the active transportation network. They should be preserved and enhanced to ensure they remain accessible and open to the public. Saanich will develop a strategy to avoid closing these trails wherever possible and work to preserve and enhance existing connections, while seeking opportunities to create new ones as properties redevelop and through plan updates.

ACTION 1B.5

DEVELOP NEW TRAILS THROUGH KEY PARKS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

Through the development of the Active Transportation Plan, several existing and future trails located within parks were identified as important components of the active transportation network. These park connections help provide off-street alternatives. They can also shorten travel distance and provide important connections to parks, schools and community centres. As a result, Saanich will work to develop these identified trails through parks to improve active transportation connections while taking into consideration the local context of the park and finding ways to integrate the facilities.

ACTION 1B.6

DEVELOP A DEDICATED FUNDING PROGRAM FOR PARKS TO IMPROVE, AND DEVELOP, NEW TRAILS

Through the development of the Active Transportation Plan, the locations of new trails as well as improvements to existing trails were identified. Many of the existing and future trails are located within parks and are under the jurisdiction of Saanich's Parks, Recreation, and Community Services Department. As a result, funding improvements to existing trails, and installing new trails in these locations would be undertaken by the Parks Division. Ensuring the Parks Division has a dedicated funding program to make these projects possible will be necessary to achieve the long-term vision for active transportation in Saanich.

ACTION 1B.7

INVESTIGATE OPPORTUNITIES WITHIN EXISTING UTILITY AND SURPLUS ROAD RIGHT-OF-WAY TO DEVELOP NEW TRAILS AND PATHWAYS.

There may be opportunities for Saanich to take advantage of unconstructed road allowances to develop active transportation trails. If the right-of-way can provide a connection or an alternative route to an on-street active transportation facility, then Saanich will consider purchasing or holding onto the land.

ACTION 1B.8

DEVELOP A POLICY AND PROCEDURE TO PRIORITIZE THE ACQUISITION OF NEW RIGHTS-OF-WAY FOR CONSTRUCTION OF FUTURE TRAIL CONNECTIONS.

Having a mechanism to ensure new rights-of-way can be acquired and improved to provide connectivity for active transportation users will be essential to building out the network of connecting trails and integrating the complete active transportation network.

ACTION 1B.9

ENHANCE WAYFINDING FOR TRAILS.

It was noted through engagement with residents and stakeholders that there are a number of trails throughout Saanich that are not well marked or easy to find unless people are familiar with the area and trail network. It was recognized that enhanced wayfinding of these trails would help to make traveling by foot and bike more convenient.

ACTION 1B.10

PROVIDE SAFE ROUTES FOR EQUESTRIANS WHERE THEY MUST USE ROADS TO ACCESS TRAIL NETWORKS.

Equestrian activities are a recreational pursuit for many residents. The special needs of equestrians and other pathway users will be carefully considered when implementing changes to trails and improving connections between roads and trails in areas with equestrian activity.

STRATEGY 1C: IMPROVE INTERSECTIONS AND CROSSINGS

Barriers such as major intersections, highways, and watercourses can be significant impediments to active transportation. Improvements to intersections and other crossings can make using the active transportation network safer and feel more comfortable and convenient.

ACTION 1C.1

PROVIDE ENHANCED PEDESTRIAN CROSSINGS IN CENTRES AND VILLAGES AND OTHER AREAS OF HIGH PEDESTRIAN ACTIVITY.

Enhanced crossings, such as curb extensions, protected traffic signal phasing with longer walk times, and decorative crosswalks, should be prioritized at locations with high levels of pedestrian activity or where more walking trips are anticipated such as Centres and Villages. Saanich currently uses a variety of crossing controls, including crosswalks, pedestrian activated signals, and grade separated crossings. Saanich will explore options to integrate new crossing enhancements for pedestrians at key intersections.

ACTION 1C.2

PRIORITIZE THE INSTALLATION OF CROSSINGS ALONG BUS ROUTES.

Most transit users begin or end their trip by foot or bicycle. Filling gaps in the sidewalk and pedestrian network as well as installing new crossings to provide more direct access to transit stops will be a priority for Saanich and will be an important principle adopted when installing active transportation infrastructure (refer to Section 5).

ACTION 1C.3

IDENTIFY ADDITIONAL PEDESTRIAN CROSSING LOCATIONS WHERE WARRANTED OR WHERE THEY CONTRIBUTE TO THE ACTIVE TRANSPORTATION NETWORK.

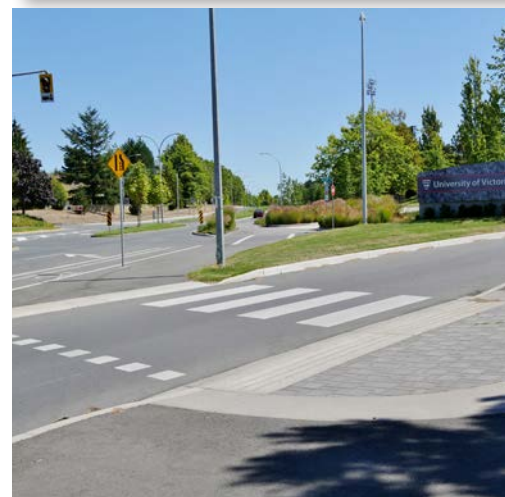
There are opportunities to increase accommodations at street crossings for people walking to make the environment safe and comfortable and to help encourage more people to walk. Saanich installs on average two new crosswalks each year. To evaluate the need for new crossings and upgrades to existing ones, Saanich is guided by applicable provincial and national guidelines. Saanich will develop a list of additional crossing locations that are warranted or required to enhance the active transportation network.

ACTION 1C.4

CONTINUE TO IMPROVE CROSSING TREATMENTS WHERE MULTI-USE TRAILS INTERSECT WITH A ROADWAYS.

There are a number of locations throughout Saanich where off-street trails intersect roadways. Most of these locations are marked with a zebra crosswalk and bollards, and motor vehicle drivers are required to stop for people in the crosswalk. At locations where new or upgraded facilities have recently been installed, treatments such as green paint and elephant's feet have been used. Saanich will continue to improve crossing treatments in accordance with the District's approach to Multi-Use Trail Crossings which ensures crossings are standardized and in compliance with best practices.

Locations for improvements may be identified by monitoring ICBC and Saanich Police collision data as well as data available through Bikemaps.org



ACTION 1C.5

REVIEW CURRENT TREATMENTS AND LOCATIONS FOR MID-BLOCK CROSSINGS IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Mid-block crossings are often used to shorten the distance people are required to travel to access a designated road crossing. Mid-block crossings are often used at locations where the block length is long, there are destinations on both sides of the street, and pedestrian volumes are high.

Guiding documents from TAC and NACTO will be applied following a review of existing mid-block crossings and the treatments that are being used.

ACTION 1C.6

ENSURE ALL NEW OR UPGRADED SIGNALS HAVE PROPER PEDESTRIAN AND BICYCLE DETECTION AND ACTIVATION IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Signal activation and detection for people walking and cycling can help facilitate safer and more convenient crossings at signalized intersections. Pedestrian and bicycle pushbuttons are currently used as one way to activate the change in signal and ensure the pedestrian signal is initiated. Bicycle pushbuttons are particularly important at locations where routes intersect with arterial streets. All new or upgraded signals will have pedestrian and bicycle detection and activation in accordance with current best practices.

ACTION 1C.7

MONITOR PEDESTRIAN AND CYCLING HOT SPOT COLLISION LOCATIONS AND IDENTIFY SAFETY MITIGATION MEASURES.

Hot spot collision locations refer to locations with a higher reported number of collisions or incidents. Hot spots can include corridors as well as specific intersections. Saanich will continue to review ICBC, Saanich Police and BikeMaps.org data to monitor active transportation hot spot collision locations and identify mitigation measures to improve safety. These efforts will be captured in the District's Road Safety Action Plan.

ACTION 1C.8

THROUGH STRATEGIC PARTNERSHIPS, IMPROVE CONNECTIONS AND ACCESS TO UNDERPASSES AND OVERPASSES AND INCREASE THE NUMBER OF GRADE-SEPARATED CROSSINGS TO REDUCE BARRIERS FOR ACTIVE TRANSPORTATION.

There are facilities for people walking and biking on many existing bridges, underpasses and overpasses, but in many cases the active transportation facilities can be challenging to access due to poor connectivity and they may not necessarily feel comfortable or safe. They also may not provide the most direct route for pedestrians and cyclists. Saanich will continue to work with its partners to increase the number of walking and cycling facilities on bridges, underpasses and overpasses. They will also look for opportunities to improve existing walking and cycling facilities in these locations. This includes ensuring facilities meet current design standards in terms of width, clearance and appropriate railings.

STRATEGY 1D: ENCOURAGE ACTIVE TRANSPORTATION WITH SAFER STREETS

Through engagement with Saanich residents and other stakeholders several trends have emerged, including: concerns over motor vehicles speeds, concerns about truck traffic on non- designated truck routes in rural areas, and the importance of spreading education and awareness to all road users that there are people living, walking and cycling along the streets within all areas of Saanich. There are also significant gaps in the sidewalk, trail and on-street bicycle networks throughout the District and particularly in Rural Saanich. As a result, people are often using the paved shoulder to walk or bike. The District has adopted a Speed Limit Establishment Policy to address speed limits on all roads and development of a Road Safety Action Plan is underway to address road safety issues. Implementation of these policies and plans is progress towards safer streets and implementation of this.

ACTION 1D.1 CONTINUE TO PRIORITIZE IMPLEMENTATION OF THE SPEED LIMIT ESTABLISHMENT POLICY.

As the speed of vehicles travelling through Rural Saanich has been identified as a concern by residents and stakeholders, the Saanich Police Department should continue to enforce posted speed limits on all streets in Saanich, including in Rural Saanich.

ACTION 1D.2 REVIEW AND UPDATE THE TRUCK ROUTE BYLAW TO IMPROVE PROTECTIONS FOR STREETS NOT INTENDED FOR TRUCK USE.

Saanich has a Truck Route Bylaw that regulates which streets trucks can travel on. The existing bylaw will be updated to improve protections for streets throughout Saanich that are not intended to accommodate truck traffic. In the interim enforcement will continue to ensure vehicles identified as trucks are using designated routes.

ACTION 1D.3 DEVELOP TRAFFIC CALMING POLICY AND PROCESS FOR SAANICH.

A traffic calming framework is being developed in parallel to the Active Transportation Plan update. This framework will lead to the development of a policy and process for implementing traffic calming features and the eventual policy will apply to the entire District.

ACTION 1D.4 FOLLOW THE GENERAL GUIDANCE IN THE B.C. ACTIVE TRANSPORTATION DESIGN GUIDE TO CONSIDER LOCAL STREET CONTEXT WHEN UNDERTAKING PROJECTS ALONG RURAL ROADS.

The British Columbia Active Transportation Design Guide (BCAT) is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province including facilities in rural settings. When considering installing new and upgrading existing active transportation projects in Rural Saanich this guide, along with the 2007 Rural Saanich Local Area Plan.

WHAT IS TRAFFIC CALMING?

Traffic calming refers to the range of approaches used to reinforce appropriate driver behaviour and support the creation of safer streets.

References are most commonly to physical infrastructure designed to reduce vehicle speeds, reduce traffic volumes, or address traffic short-cutting. They may also include signage, communications, enforcement and other non-infrastructure approaches.

WHY A FOCUS ON TRAFFIC CALMING?

Many Saanich residents do not feel safe walking or cycling on Saanich streets. Through reductions in traffic speed and volumes (and in combination with improvements to active transportation facilities), traffic management will help address safety concerns and encourage more people to walk or cycle.

Improved traffic management will help create safer, more comfortable conditions for people walking and cycling, resulting in more trips made by active travel options and fewer GHG emissions related to transportation.

Vehicle travel speeds are a contributing factor in many crashes. Successful traffic calming will help reduce vehicle speeds and create safer conditions, helping the District meet its target of zero fatal or serious crashes on Saanich streets.

Managing vehicle speeds and volumes, particularly in neighbourhoods and nearby schools and parks, presents an opportunity to support livable neighbourhoods and contribute to social and community building opportunities.

HOW WILL TRAFFIC CALMING BE PURSUED?

A *Traffic Calming Framework* is being created to guide the approach, policy and programs for pursuing traffic calming improvements in Saanich.

The Framework will identify a series of ways that the District will pursue traffic calming, including the following:

- A *Traffic Calming Policy* will be developed clarifying the District's approach and the conditions where traffic calming is appropriate.
- A program will be established to prioritize traffic calming in Saanich neighbourhoods.
- Traffic calming features will be included in future capital projects.
- Traffic calming improvements will be made as part of improvements made through implementation of the *Active Transportation Plan* and *Road Safety Action Plan*.





STRATEGY 1E: IMPROVE REGIONAL CONNECTIONS

Saanich is part of the Capital Regional District (CRD), which is made up of 13 municipalities and three electoral areas. Saanich is bordered by the municipalities of Central Saanich, Oak Bay, Victoria, Highlands, View Royal, and Esquimalt. It also has two of the CRD's regional trails located within its borders – the Galloping Goose and the Lochside Regional Trails. Additionally, the University of Victoria is located both within Saanich and Oak Bay. The vision identified in the CRD's Pedestrian and Cycling Master Plan is to ensure that citizens of all ages and abilities in all parts of the region will be able to travel on a seamless network of active transportation facilities. Ensuring this seamless integration of facilities with Saanich's neighbouring municipalities, agencies and the CRD is a critical component of this strategy and the actions identified below.

ACTION 1E.1

CONTINUE TO WORK CLOSELY WITH NEIGHBOURING MUNICIPALITIES, THE CAPITAL REGIONAL DISTRICT, AND THE UNIVERSITY OF VICTORIA TO ENSURE FUTURE ACTIVE TRANSPORTATION CONNECTIONS ARE WELL INTEGRATED.

As Saanich's neighbouring municipalities, institutions, and the CRD develop and implement their own active transportation plans and networks it is important that Saanich continues to work closely with them. This will be important to ensure that active transportation throughout the region is well integrated. Considerations regarding the location of infrastructure but also the type of facilities being installed will be important to ensure seamless integration of facilities between municipalities and avoid routes that end or change dramatically upon crossing a municipal border.

ACTION 1E.2

CONTINUE TO WORK WITH NEIGHBORING MUNICIPALITIES TO ENSURE CONSISTENT SIGNAGE ACROSS JURISDICTIONAL BOUNDARIES.

Through engagement, concerns were raised that street designations and signage was not consistent across municipal boundaries. Additionally, it is often not always clear when individuals have crossed into another municipality. Saanich will work with neighboring municipalities to ensure consistent signage is posted across municipal boundaries. This signage includes speed limits, truck routes, and gateway signs.

ACTION 1E.3

ENSURE ALL PROVINCIAL PROJECTS ARE DESIGNED IN ACCORDANCE WITH THE BC ACTIVE TRANSPORTATION DESIGN GUIDE.

There are several major roadways in Saanich that are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Some of these roadways such as Blanshard Street, Vernon Avenue, Douglas Street, and McKenzie Avenue travel through urban areas of the community and should have a very different look, feel and function than highways and other corridors under MoTI jurisdiction. Saanich will continue to work with MoTI to ensure that streets, overpasses, and connections in urban areas under its jurisdiction have context sensitive designs that reflect the guidance found within the *BC Active Transportation Design Guide*.

STRATEGY 1F: IMPROVE TRANSIT ACCESS AND EXPERIENCE

Saanich is part of the Capital Regional District (CRD), which is made up of 13 municipalities and three electoral areas. Saanich is bordered by the municipalities of Central Saanich, Oak Bay, Victoria, Highlands, View Royal, and Esquimalt. It also has two of the CRD's regional trails located within its borders – the Galloping Goose and the Lochside Regional Trails. Additionally, the University of Victoria is located both within Saanich and Oak Bay. The vision identified in the CRD's Pedestrian and Cycling Master Plan is to ensure that citizens of all ages and abilities in all parts of the region will be able to travel on a seamless network of active transportation facilities. Ensuring this seamless integration of facilities with Saanich's neighbouring municipalities, agencies and the CRD is a critical component of this strategy and the actions identified below.

ACTION 1F.1

WORK WITH BC TRANSIT TO IDENTIFY LOCATIONS FOR SECURE BICYCLE PARKING AT HIGH ACTIVITY STOPS AND EXCHANGES.

Saanich will work with BC Transit to provide both short- and long-term parking at transit stops, transit exchanges such as Uptown and Royal Oak, and at locations that are well integrated with the bicycle network. This can help provide a safe and secure place for people to lock up their bicycle if they are travelling the rest of their journey by transit, or if there is no space available on the bike racks on the bus.

ACTION 1F.2

WORK WITH BC TRANSIT TO ENSURE THE DESIGN OF BICYCLE FACILITIES CONSIDERS THE LOCATION OF AND ACCESS TO BUS STOPS.

There are several different designs that can be used to integrate bicycle facilities with bus stops; however, integrating various users and modes of transportation can be challenging at times, particularly at locations that have space restrictions. For example, the installation of fully separated bicycle facilities on transit routes can present potential issues at bus stops. Several design guidelines and manuals provide recommendations about how to design for separated bicycle facilities and bus stop integration. Saanich will continue to work with BC Transit to ensure that the design of bicycle facilities considers the location and access to bus stops.

ACTION 1F.3

AS PART OF SITE PLANNING FOR NEW DEVELOPMENTS, ESTABLISH SUFFICIENT RIGHT OF WAY TO ACCOMMODATE TRANSIT SHELTERS.

As Saanich reviews applications for new developments, ensuring that site plans allocate enough space for transit facilities such as bus stops and amenities is an important consideration. Developing a checklist that provides guidance on considerations specific to transit facilities can ensure that Saanich is able to identify opportunities to provide facilities such as shelters, benches, and awnings that provide coverage for people using transit as funding is made available to do so.

ACTION 1F.4

CONSIDER DESIGN RECOMMENDATIONS OUTLINED IN *BC TRANSIT'S INFRASTRUCTURE DESIGN GUIDE*, SUCH AS BUS STOP SPACING AND LOCATION GUIDELINES.

BC Transit has established Infrastructure Design Guidelines that relate to the planning and design of transit infrastructure. This includes components of the environment that are occupied and/or used by transit patrons waiting to get on and off buses, as well as the roadway used by bus vehicles. The document was developed to promote a more consistent and uniform practice across BC Transit jurisdictions. The document contains guidance on several different planning and design considerations including spacing, placement, and physical design of bus stops among other things. Saanich will continue to support and follow the design recommendations outlined in the design guide.

ACTION 1F.5

COORDINATE WITH BC TRANSIT TO REVIEW AND PROVIDE INPUT ON NEW AND IMPROVED ACTIVE TRANSPORTATION INFRASTRUCTURE ALONG EXISTING TRANSIT ROUTES.

As Saanich continues to build out the active transportation network, it will be important to work with BC Transit to consider their needs as part of the design process. For example, working with BC Transit to find ways to ensure bus travel times are minimally impacted by the installation of new facilities through features such as transit priority lanes and signals at intersections as well as ensuring that lane widths are appropriate for BC Transit bus vehicles and that separated cycling facilities can be safely integrated with transit stops and amenities.

ACTION 1F.6

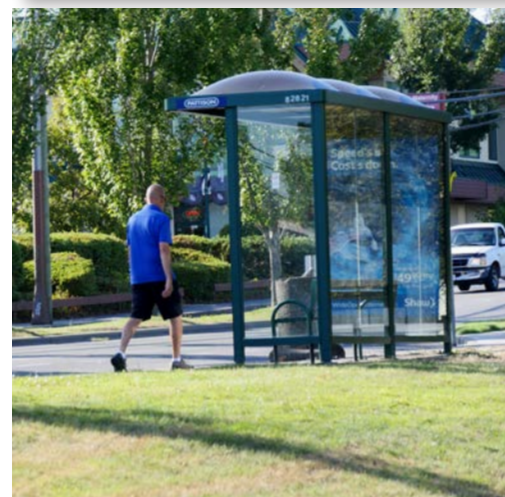
ENSURE BUS STOPS ARE DESIGNED TO BE ACCESSIBLE AND IN ALIGNMENT WITH PROVINCIAL AND FEDERAL LEGISLATION AND ADVOCATE FOR BC TRANSIT TO REFLECT THESE IMPROVEMENTS IN THEIR GUIDELINES.

Saanich's transit network contains approximately 700 bus stops, of which approximately 36% have permanent shelters and approximately 51% are accessible for people with limited mobility according to the District's 2022 Active Transportation Report Card. Despite this, lack of sidewalk access to bus stops was identified as a key issue in Saanich. Saanich is committed

to enhancing the transit customer experience by ensuring that all bus stops are accessible and providing more benches, lighting, shelters and network

information at stops. Currently, Saanich has committed to work with BC Transit to improve transit amenities by adding several new bus shelters annually. This commitment over the past five years has put Saanich ahead of schedule in relation to transit improvements.

Saanich will continue to work with BC Transit to identify and prioritize bus stop improvements, as well as to seek opportunities to increase the number of improved bus stops each year. Improvements to bus stops should be prioritized at stops with the highest use and those that are in Centres and Villages, and located near schools and senior centres.



WHAT WE'VE HEARD: CONVENIENCE

The following opportunities and suggestions to improve convenience were received through engagement undertaken during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2022-2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

Through the 2017 public engagement for the Active Transportation Plan, we have heard a number of opportunities and suggestions to improve convenience in Saanich:

- Ensure all bus stops and routes to bus stops are accessible
- Display more information at bus stops and ensure it is accessible
- Provide safe and accessible crossings/sidewalks for seniors and people with mobility challenges
- When approving higher-density, mixed-use developments, work to ensure the proposed design includes active transportation facilities and integrated with surrounding networks
- Ensure Centres and Villages have good land use principles offering a diversity of services that are accessible and walkable, provide good access to transit, and provide community spaces and parks.
- Provide more bicycle parking at transit locations, public facilities, and neighbourhood destinations
- Require bicycle parking for all new developments, such as multi-family and commercial uses

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.2 CONVENIENCE

For active forms of transportation to become sustainable transportation options, they first need to be as convenient as possible. An important factor in terms of convenience is the distance between destinations. People travelling by active modes typically travel shorter distances than people driving or using transit. Creating a connected active transportation network with the necessary infrastructure and encouraging compact and complete communities will enhance convenience for all active transportation users and provide opportunities for improved integration with transit.

Other features that can make active transportation more convenient include providing secure bicycle parking; end-of-trip facilities for people cycling such as storage lockers, showers and changing rooms; and bicycle repair maintenance stations, among other things.

The Active Transportation Plan includes five strategies to improve convenience. Each of the strategies is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is convenient for all Saanich residents and visitors.

WHAT WE'VE ACHIEVED: CONVENIENCE

The progress demonstrated below is also supported by other updates that support active transportation as outlined in Section 1.4. Below are the measures of success and 2022 statuses of these measures as they relate to **convenience**.

TABLE 3 // CONVENIENCE - MEASURE OF SUCCESS

MEASURE OF SUCCESS	WHERE WE ARE (2022)	PROGRESS (2019 - 2023)	STATUS
CONVENIENCE			
Signals with audible pedestrian signals	99%	75%	Ahead
Signals with pedestrian countdown timers	100%	100%	On-Track
Curb ramps that meet Saanich's requirements for accessibility	46%	51%	Behind
Signals with cyclist detection	37%	40%	On-Track
District owned and operation locations with short-term and long-term bicycle parking and end-of-trip facilities	15%	30%	Behind

STRATEGIES FOR CONVENIENCE

Improving the convenience of trips made by active modes can encourage greater uptake in active and sustainable transportation. The five strategies and associated actions described below build on this direction and compliment the theme of connections as described above, and culture, as described below (Section 4.3).

STRATEGIES FOR CONVENIENCE



- 2A: Ensure Infrastructure is Accessible for All Users
- 2B: Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C: Ensure Land Use Supports Active Transportation
- 2D: Create Great Places and Streets
- 2E: Maintain the Active Transportation Network

STRATEGY 2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS

Walking to everyday destinations can be convenient for people of all ages and abilities if streets and neighbourhoods are safe and well-designed

to support pedestrian accessibility. It is important that the pedestrian environment throughout Saanich be accessible by a large cross-section of people, including people with disabilities, seniors, and other equity deserving groups. The walking environment should include accessibility features to accommodate the unique needs of these groups and to provide better pedestrian circulation for everyone.

Improving accessibility at intersections and crossings is particularly important as crossings can act as barriers to walking - making trips longer or creating safety issues, particularly for seniors, children, and people with physical and cognitive disabilities.

ACTION 2A.1

IDENTIFY AND PRIORITIZE LOCATIONS AND TREATMENTS FOR ACCESSIBILITY IMPROVEMENTS WITH INPUT FROM THE ACCESSIBILITY COMMUNITY.

Accessible curb ramps are critical to enable everyone to comfortably navigate the street and sidewalk network. Curb ramps provide access between the sidewalk and street at intersections. Accessible curb ramps and tactile features will be provided as part of all new or rebuilt sidewalks and intersections. Additionally, Saanich will also continue to work prioritize upgrades to ensure that existing intersections have accessible curb ramps and tactile features. Special considerations should be made to ensure that curb ramps are positioned to provide direct access to the crosswalk and that abrupt lips at the gutter are minimized.

Additional improvements at intersections may also include audible pedestrian signals and/or locator tones which is emitted from the pushbuttons to assist pedestrians, who are blind or visually impaired, in locating the pushbuttons.

ACTION 2A.2

PROVIDE ACCESSIBLE CURB RAMPS WITH TACTILE FEATURES AT A TOTAL OF 30 LOCATIONS ANNUALLY.

Enhancing existing curb ramp locations to improve access will be an ongoing effort made by the District. The District has a target of installing curb ramps and tactile features at a total of 30 locations annually and continuing to ensure all new curb ramps have these features.

ACTION 2A.3

ENSURE BEST PRACTICES IN ACCESSIBILITY ARE CONSIDERED IN CONJUNCTION WITH ALL NEW OR IMPROVED TRAIL AND ROADWAY PROJECTS.

Accessible infrastructure will be included as integral components and be part of all new or improved roadway projects. This includes ensuring that Saanich is considering current best practices in accessible infrastructure design and is reviewing existing facilities to ensure they meet the needs of all users.

ACTION 2A.4

REVIEW AND UPDATE PEDESTRIAN CROSSING TIMES AND SIGNAL PHASING AT INTERSECTIONS TO ENSURE ADEQUATE TIME IS PROVIDED FOR ALL USERS.

Signal timing can help ensure that people who may travel more slowly have time to cross an intersection. This action includes reviewing and, if necessary, adjusting pedestrian crossing times to ensure people have enough time to cross an intersection before the signal changes. This is particularly important in areas of high concentrations of children, seniors or people with disabilities. The *Transportation Association of Canada's Manual of Uniform Traffic Control Devices*

for Canada (MUTCDC) provides guidance on determining appropriate crossing times at intersections. Additionally, opportunities for protected and advanced signal phasing for people walking, cycling and transit service will be considered to improve safety and operations of these modes.

ACTION 2A.5

REDUCE PEDESTRIAN CROSSING DISTANCES BY PROVIDING NARROWER ROADS AND LANES AND CONSIDERING CURB EXTENSIONS OR MEDIAN ISLANDS WHERE FEASIBLE

There are several features that can be installed at crossings to help reduce crossing distances and make people crossing intersections more visible to oncoming and turning vehicles. These features include curb extensions or median islands which provide a safe place to stop if someone is unable to cross the entire length at once.. These features will be considered where feasible to reduce crossing distances and enhance the safety and comfort of people walking.



STRATEGY 2B: PROVIDE MORE BICYCLE PARKING & OTHER END-OF-TRIP FACILITIES

Bicycle parking and end-of-trip facilities are critical to encourage people to cycle as a primary mode of transportation by providing a secure place to leave their bicycle and a place to tidy up and or change upon arriving at their destinations.

Short-term and long-term bicycle parking is currently provided at various locations throughout Saanich.

- Short-term bicycle parking typically consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations and should be located as close to destinations as possible, in convenient locations that are highly visible for users. Providing a limited number of covered bicycle racks for protection from the elements is desirable.
- Long-term bicycle parking is more secure than typical bicycle racks. This may include bicycle lockers or larger secure facilities, such as bicycle rooms, bicycle cages, secure bicycle parking areas or full service bicycle stations. Long-term parking is generally oriented toward cyclists needing to park a bicycle for an entire day or longer. Major employment areas, transit stations and areas with high cycling activity are ideally suited to long-term parking facilities. They can also be required in private developments.

Other end-of-trip facilities, such as changing rooms, receptacles for charging electric bicycles, showers, and storage space for equipment can build a culture for active transportation within a specific development or place of employment.

ACTION 2B.1

REVIEW AND UPDATE REQUIREMENTS FOR SHORT- AND LONG-TERM BICYCLE PARKING AND END-OF-TRIP FACILITIES SUCH AS SHOWERS AND LOCKERS.

Saanich's Zoning Bylaw specifies the type and number of bicycle parking spaces required based on zoning and building size.

Saanich's bicycle parking requirements will be reviewed as part of an 2023-24 update to the District's parking regulations in the Zoning Bylaw which is also supported within the District's Climate Plan to support improved e-bike charging. In addition, design guidance for short- and long-term bike parking will be included in the Development Permit Guidelines to be completed in 2023 and Public Realm Design Guidelines that will be completed in 2024-25. Each of these updates will be informed by current best practices.

ACTION 2B.2

ENSURE HIGH QUALITY BICYCLE PARKING AND END-OF-TRIP FACILITIES ARE PROVIDED AT ALL FACILITIES OPERATED BY SAANICH.

Installing and improving existing bicycle parking and end-of-trip facilities at facilities operated by Saanich demonstrates leadership and reinforces to residents, developers and private business owners that bicycle parking is important and will benefit employees, residents and visitors accessing these facilities using active transportation. Providing bicycle parking and end-of-trip facilities at municipal sites would require identifying the type and quantity of bicycle parking needed at each facility. This could include the provision of short-term parking at locations with a lot of visitor activity. Long-term bicycle parking and other end of trip facilities will be considered at locations where there are high concentrations of employees. Provision of both short- and long-term bicycle parking at civic facilities should be consistent with requirements for new developments and as outlined in the Zoning Bylaw and Development Permit Guidelines.

ACTION 2B.3

DEVELOP A PROGRAM THAT SUPPORTS BUSINESSES AND OTHER PARTNERS TO IMPLEMENT SHORT-TERM BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES WITHIN PUBLIC SPACE.

A program will be developed to support businesses in existing developments to retrofit existing buildings to provide short and/or long term bicycle parking and other end-of-trip amenities to support employees' cycling to work year-round. Adding these facilities would likely require a reallocation of existing motor vehicle parking to bicycle parking. There are several other North American cities that have implemented these bylaw regulations including San Francisco, Toronto and Minneapolis. Saanich will examine existing best practices to develop their own program to support businesses to provide bicycle parking and other end-of-trip amenities.

ACTION 2B.4

WORK WITH PARTNERS TO CONSIDER THE FEASIBILITY OF DEVELOPING AN ON-STREET BICYCLE CORRAL PROGRAM ON COMMERCIAL STREETS WITHIN THE EXISTING RIGHT-OF-WAY.

Bicycle corrals refer to a grouping of bicycle racks located on the street. They are typically located in a parking space that was traditionally allocated to motor vehicles. Because they are often located within the roadway, bicycle corrals minimize sidewalk clutter, free up space for other uses and increase bicycle parking at locations with high demand or where space is otherwise constrained. Saanich will work with businesses and other interested partners to develop an on-street bicycle corral program and look for opportunities to increase on-street parking in strategic locations with bicycle corrals.

ACTION 2B.5

WORK WITH EVENT COORDINATORS AND PARTNERS TO PROVIDE TEMPORARY BICYCLE PARKING AT LARGE COMMUNITY EVENTS.

Large community events can create traffic congestion and overwhelm motor vehicle and bicycle parking capacity. Depending on their location, they can also generate a significant amount of walking and cycling trips and a temporary spike in bicycle parking demand. One way to mitigate such challenges and provide a sense of security for people arriving by bicycle is to work with event organizers to provide and promote the use of temporary secure bicycle parking and/or bicycle valet programs. Saanich will work with event coordinators to ensure that temporary bicycle parking is provided at large community events.

ACTION 2B.6

CONTINUE TO IMPLEMENT AND MAINTAIN BIKE REPAIR STATIONS AT HIGH ACTIVITY LOCATIONS.

Saanich has already installed several 'bike-kitchens' that provide tools and equipment to make quick bicycle repairs. These stations are located within the public right-of-way throughout the community. In addition to these self-serve stations, there are opportunities for Saanich to partner with the private sector to provide additional bicycle repair and/or retail and rental services at different

locations. These facilities work best at high demand locations. Bike kitchens will continue to be installed and maintained at high demand locations throughout the District.

ACTION 2B.7

SUPPORT BIKE SHARE AND OTHER SHARED MOBILITY SERVICES.

Bike share and shared mobility programs provide affordable access to shared mobility options for short distance trips and can help solve the 'first/last mile' problem for transit users. While shared mobility may not always be fulfilled by active means, implementing services shared among others can reduce motor vehicle dependence and promote mobility choice.

High activity areas could potentially support a bike share system as an example however other shared mobility services may also emerge.. Convenient bike share systems can be attractive to casual riders and visitors and could encourage more people to try cycling, and ultimately compliment other shared mobility services that may be offered within Saanich.

STRATEGY 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION

Saanich's location within the region provides residents numerous amenities, including beautiful parks and trails, a scenic coastline, and abundant recreational activities. The community is home to major employment and regional destinations such as the University of Victoria, Camosun College, Vancouver Island Technology Park, and many tourism opportunities.

Saanich's OCP includes the creation of a network of Corridors, Centres and Villages throughout the community. Focusing growth around these Corridors, Centres and Villages has been identified as a key strategy to increase sustainability by promoting compact development, and making walking, cycling and transit more viable. Currently, most of Saanich's neighbourhoods are low density and comprised predominantly of single family housing. Multiple family developments within neighbourhoods tend to be located along established transportation routes or adjacent to a significant amenity. The OCP calls for most future growth to be concentrated along Corridors and in Centres and Villages, however, residential infill is also expected to take place throughout Saanich.

At a macro-scale, land use and development patterns play a profound role in shaping how convenient and safe active transportation is. Even when streets have comfortable facilities for active transportation, residents may be deterred from using these modes if the street network within their neighbourhood is indirect and circuitous, placing essential services and other destinations outside convenient walking or cycling distance.

At a micro-scale, land use includes urban design as it relates to individual site layout and orientation, the setback and setting of buildings, and the details and materials of streetscaping elements (e.g. trees, seating, lighting, bicycle racks, etc.).

ACTION 2C.1

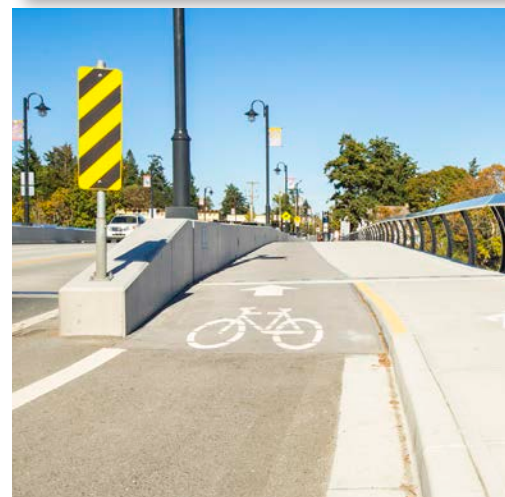
ENSURE THE ACTIVE TRANSPORTATION NETWORK IS PRIORITIZED TO PROVIDE ACCESS AND CONNECTIONS TO CORRIDORS, CENTRES AND VILLAGES AND OTHER EMPLOYMENT DESTINATIONS.

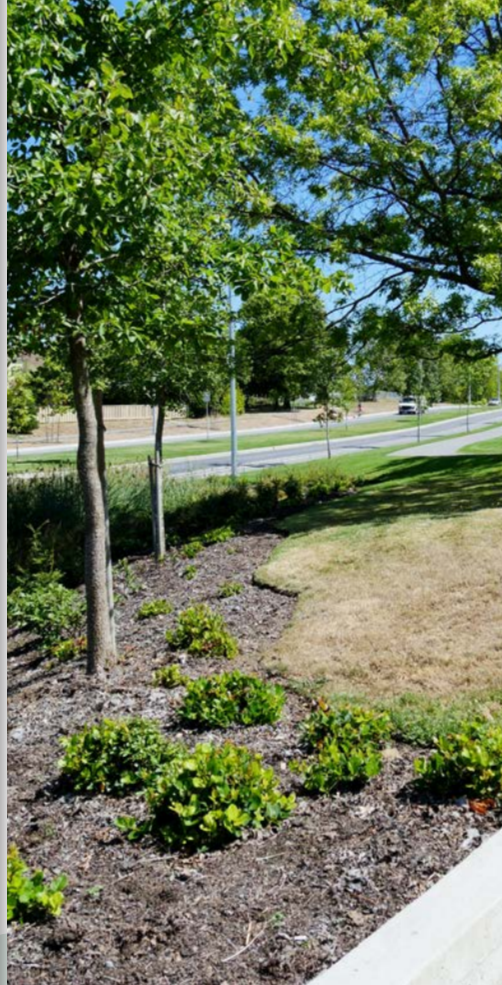
A key component of expanding and enhancing the active transportation network is to provide access and connections to Corridors, Centres and Villages within Saanich as well as other employment destinations, as they are often areas of high activity and are generators of transit, walking and cycling trips. The bicycle routes that follow and connect these destinations have been identified as the active transportation spine network and enhancing the sidewalk coverage within proximity of these destinations has been proposed and prioritized. Infrastructure projects that provide walking and cycling connections to these important destinations will be prioritized.

ACTION 2C.2

SUPPORT HIGHER DENSITY, MIXED USE DEVELOPMENT THAT PROMOTES AND ENCOURAGES ACTIVE TRANSPORTATION IN CENTRES AND VILLAGES AND ALONG FREQUENT TRANSIT CORRIDORS.

Higher density and mixed use developments can help support active transportation by providing more destinations within a shorter travel distance. Areas that contain a mix of commercial, institutional, and recreational uses, allow residents the opportunity to 'live, work, and play' in the same area and to move between activities conveniently on-foot, bicycle, or transit. The ongoing land use planning processes have presented opportunities to encourage higher density developments with mixed uses to help support active trips.





ACTION 2C.3

UPDATE GUIDELINES AND STANDARDS FOR NEW DEVELOPMENTS TO INCORPORATE ACTIVE TRANSPORTATION FACILITIES WITHIN DEVELOPMENT SITES.

Parking lots and busy driveways can present barriers for pedestrians and cyclists. To ensure new developments incorporate active transportation within their property and can improve overall site permeability amendments to relevant policies and plans will require that items such as sidewalks, marked crossings, and bicycle facilities be provided that connect the street to the main entry and bicycle parking areas.

ACTION 2C.4

ENSURE ACCESS TO SAANICH'S ACTIVE TRANSPORTATION NETWORK IS CONSIDERED WITH ALL NEW DEVELOPMENTS.

Access points that provide clear connections to adjacent streets and developments support walking and cycling trips and maximize transit route coverage. It is important that new developments are integrated and well connected with the active transportation network to ensure there is a comfortable and accessible way to access the main entries. All development applications will be reviewed with considerations for whether active transportation connections have been considered and staff will work with developers to find opportunities to enhance connectivity.

ACTION 2C.5

CONTINUE TO REFERENCE THE LAND DEVELOPMENT GUIDANCE SPECIFIC TO WALKING, CYCLING AND TRANSIT SUPPORTIVE SITE PLANNING CHECKLIST.

To help ensure that new developments consider the recommendations of the Active Transportation Plan and help support enhancing network connectivity, a checklist has been developed that provides land development guidance that is specific to walking, cycling and transit supportive site planning. This checklist

outlines criteria to address things such as location and width of sidewalks, amount and type of bicycle parking provided, if the building can be accessed directly from the street or if individuals are required to walk through a parking lot to enter the building, site permeability (if applicable). etc. This checklist can be used to review applications and outline changes needed before approval.

STRATEGY 2D: CREATE GREAT PLACES AND STREETS

Creating great places and streets goes beyond providing new sidewalks and bicycle facilities and focuses on providing enhancements to public space to make it more inviting, safe and attractive for all people using sustainable modes to move throughout the community. There are several different types of opportunities and enhancements to the public realm that can create a more vibrant and

pedestrian-friendly environment. Streetscapes and the public realm includes streets, trails, rights-of-way, parks, open spaces and civic buildings and facilities. Within the public realm, Saanich's street network comprises one of its most extensive public spaces. Enhancing streetscapes and the public realm creates safer, more welcoming and vibrant everyday spaces to travel and move around, linger within, and socialize and creates more spaces

for people who are walking, cycling, taking transit or using other forms of active transportation to access destinations.

ACTION 2D.1

CREATE GUIDELINES FOR THE PROVISION OF PEDESTRIAN AMENITIES, SUCH AS BENCHES, DRINKING FOUNTAINS, WASHROOMS, AND WASTE AND RECYCLING BINS IN THE PUBLIC RIGHT-OF-WAY.

There are several features that are considered pedestrian amenities. These amenities are intended to create more attractive, convenient and lively public areas that encourage people to spend more time outdoors and to provide more opportunities for people to rest and socialize. Guidelines for the installation of pedestrian amenities within the public right-of-way will be developed to provide direction on siting, style and appropriate materials etc.

ACTION 2D.2

REVIEW THE POLICY FRAMEWORK TO SUPPORT INSTALLATION AND MAINTENANCE OF LANDSCAPING IN THE RIGHT OF WAY.

Landscape enhancements such as plants, trees, and shrubs are esthetically appealing and can improve the look and feel of a public space making it more inviting for residents and visitors to travel through. Saanich will continue to provide landscaping enhancements where space is available within the public right-of-way.

ACTION 2D.3

REVIEW THE POLICY FRAMEWORK TO SUPPORT INSTALLATION AND MAINTENANCE OF PUBLIC ART IN THE RIGHT-OF-WAY.

streetscape enhancements such as street banners and public art are esthetically appealing and can add a sense of place to public space making it more inviting for residents and visitors to travel through.

Saanich currently has a Comprehensive Arts Policy where 1% of the value of capital budgets for above ground projects, municipal building/renovation projects, or parks development/ redevelopment projects goes towards commissioning

new and maintaining existing public art pieces. Saanich will continue to provide streetscape enhancements where space is available within the public right-of-way.

ACTION 2D.4

EXPLORE THE DEVELOPMENT OF A PARKLET/STREATERIES PROGRAM.

Parklets and Streateries are extensions of the public realm that create designated spaces for people to rest, gather and socialize. Parklets are typically installed in the road right-of-way by converting motor vehicle parking spaces. Streateries allow restaurants to offer table service in their parklets during business hours.

Where appropriate, such as along Corridors and in Centers and Villages, Saanich will consider working with interested businesses and other stakeholders to explore the development of a Parklet/Streateries program and update bylaws as necessary.

ACTION 2D.5

CONTINUE TO WORK WITH PARTNERS SUCH AS GREATER VICTORIA PLACEMAKING NETWORK TO DEVELOP A REIMAGINED STREETS PROGRAM.

The Greater Victoria Placemaking Network is a volunteer, non-profit group of Greater Victoria residents focused on enhancing shared spaces within the CRD. They focus on making public spaces such as parks, green spaces and streets great places to come together. Saanich will work with partners such as the Greater Victoria Placemaking Network to develop a Reimagined Street Program. This program would outline cost-effective strategies to experiment with developing new public spaces and street improvements to energize the public realm such as pilot projects and temporary installations and will continue to explore opportunities to install road murals through the newly established road mural process.

ACTION 2D.6

EXPLORE PARTNERSHIP OPPORTUNITIES WITH COMMUNITY GROUPS AND ORGANIZATIONS TO EXPLORE OPPORTUNITIES TO PURSUE ACTIVE TRANSPORTATION IMPROVEMENTS AND PROGRAMMING.

Where there is mutual interest the District may wish to pursue strategies and actions as identified within this plan with involvement and support from community groups and organizations. These opportunities could relate to programming, promotion, and smaller-scale road safety improvements for active transportation users. This approach may benefit both the District and interested community-based groups and organizations to help address site-specific road safety concerns, and promote active transportation at the neighborhood level.

ACTION 2D.7

EXPLORE OPPORTUNITIES TO CREATE PEDESTRIAN-ONLY STREETS EITHER TEMPORARILY, SEASONALLY, OR PERMANENTLY.

Cities within North America and internationally have been creating opportunities to build pedestrianized streets. This can range from the length of one block to several. In many cases these have been temporary or seasonal closures often enhanced with the addition of streetscape improvements, and amenities, and can have programmed events. Streets that are free of motor vehicles provide additional space for people in areas with high pedestrian volumes and enhance pedestrian comfort. They can also promote less automobile congestion, in turn improving air quality. Opportunities will be investigated to create pedestrian-only streets within Saanich.

ACTION 2D.8

USE WOONERF PRINCIPLES TO SUPPORT AND ACCELERATE THE BUILD OUT OF THE PEDESTRIAN AND CYCLING NETWORK.

A woonerf is the Dutch word for living street, which is intended to be a shared space for all modes of transportation where motor vehicles travel at the speed

of a person walking and pedestrians have right of way. Saanich will explore opportunities to apply woonerf principles to support the expansion of the pedestrian and cycling networks.

STRATEGY 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK

While new infrastructure to promote walking and cycling is often seen as a top priority, ongoing rehabilitation and maintenance of existing infrastructure should be an equally important focus. Sidewalks and trails are an important component of Saanich's transportation

system and, therefore, they must be capable of accommodating all users. Maintenance is necessary to keep infrastructure functional and usable over time. Additionally, proper maintenance is required throughout the year. In some situations, maintenance can often be overlooked or neglected due to tight operating budgets, large outstanding maintenance needs, or an insufficient inventory of bikeway maintenance issues.

ACTION 2E.1

DEVELOP A SIDEWALK AND TRAIL ASSESSMENT PROGRAM TO IDENTIFY ACTIVE TRANSPORTATION INFRASTRUCTURE IN NEED OF MAINTENANCE.

Currently, Saanich does not have a defined process for assessing existing sidewalk and trail infrastructure to determine condition of these facilities in an ongoing way. However, in 2022 a sidewalk condition assessment was undertaken to understand conditions of sidewalks. Completing these assessments regularly will ensure that the District can use a more objective and systematic process to identify infrastructure improvements vs. the complaint-based system currently in place.





ACTION 2E.2

CONTINUE TO INSPECT CROSSWALKS TO ENSURE THEY ARE WELL MAINTAINED, MARKED, AND PAINTED TO ENHANCE VISIBILITY.

It is important to ensure that painted crosswalks are visible and well maintained, with high-visibility pavement markings, appropriate lighting, and clear sightlines. This work is undertaken as part of regular maintenance program and will continue in this capacity.

A program will be developed to inspect and inventory crosswalks throughout Saanich to ensure the current inspection process reflects best practice.

ACTION 2E.3

REVIEW AND UPDATE, AS NEEDED, CURRENT MAINTENANCE AND ICE/SNOW REMOVAL REQUIREMENTS FOR ACTIVE TRANSPORTATION INFRASTRUCTURE INCLUDING SIDEWALKS, BIKE LANES, AND TRAILS.

Currently, maintenance issues are addressed based largely on a complaint-based system. Saanich has limited requirements for the removal of leaves and other types of road debris on bicycle routes. Snow clearing is prioritized on major

and collector streets, transit routes, designated Snow Emergency Routes, and hilly residential streets and bridges. Saanich will review existing debris, ice, and snow removal requirements for walking and cycling infrastructure and provide additional guidance specific to on-street bicycle facilities. This could include

re-prioritizing streets that are identified as part of the active transportation spine network as well as areas such as bridges where icing may be more likely.

ACTION 2E.4

CONTINUE TO ENSURE SAANICH HAS THE APPROPRIATELY SIZED EQUIPMENT AND OPERATING FUNDING TO MAINTAIN ALL TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE AS THE NETWORKS CONTINUE TO DEVELOP.

Protected or separated bicycle lanes along existing roadways have been found to increase safety for people cycling, which can result in an increase in ridership.

However, these facilities can present challenges related to maintenance, especially if appropriate funding and equipment to maintain the protected network is not available. While sweepers have been purchased to support maintenance of painted bicycle lanes and protected bicycle lanes, continued investment will be required to maintain all planned and existing types of active transportation infrastructure will be reviewed. As more walking and cycling facilities are installed, it will be important to ensure the amount of funding available grows in accordance to the amount of infrastructure being added to the network.

ACTION 2E.5

REVIEW AND UPDATE CURRENT OPERATING PROCEDURES FOR MAINTENANCE AND REFINE IF WARRANTED.

Current operating procedures for maintenance and snow removal on active transportation infrastructure will be reviewed and updated. This includes departmental responsibilities, employed contractors and its existing fleet of machinery. In addition, there may be a need to review current Bylaw enforcement procedures for addressing property owners who fail to clear their sidewalk of snow and ice.

ACTION 2E.6

PROVIDE ACCESSIBLE DETOURS FOR PEOPLE WALKING AND CYCLING DURING CONSTRUCTION AND MAINTENANCE IN ACCORDANCE WITH APPLICABLE REQUIREMENTS.

Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk, bicycle lane, or transit stop is closed or inaccessible and providing adequate detour information to bypass the construction zone. Signage should also display alternate routes and dates of closure. Saanich can require contractors to establish accessible, temporary, paths where necessary and implement a penalty structure for those who do not comply. Current construction detour policies will be reviewed and WorkSafeBC requirements will be included to reflect best practice for safely accommodating all active transportation users.

WHAT WE'VE HEARD: CULTURE

The following opportunities and suggestions to support a culture of active transportation were received through engagement undertaken during the development of the Active Transportation Plan. These suggestions were further reinforced through engagement undertaken as part of the 2022-2023 update process and have therefore been included, and in some cases enhanced, with new recommendations.

Through the public engagement for the Active Transportation Plan, we have heard a number of opportunities and suggestions to continue to evolve a culture of active transportation in Saanich:

- Provide easy to access to information on walking and cycling routes.
- Promote road user etiquette and common courtesy to change the attitudes and behaviours of all road users.
- Offer more cycling education in schools and for other groups interested in learning .
- Make more information available to the public and ensure that it is user friendly, consistent, and ongoing.
- Make connections between active transportation and tourism as well as economic and health benefits for residents and visitors
- Actively involve health care partners to promote walking, cycling and getting out of the car.
- Celebrate new projects and achievements to realize the long-term vision of the Active Transportation Plan
- Collaborate with partners to offer programs that support and encourage active and sustainable modes of transportation.

Input will also be provided during the next phase of engagement as part of the Active Transportation Plan update in late Spring, 2023.

4.3 CULTURE

Although 'hard' measures such as new infrastructure are critical to supporting active transportation, a range of 'soft' support measures are also important to encourage a shift towards sustainable modes. These 'soft' measures can help to provide education and raise awareness about active transportation in Saanich, and will help to achieve Goal #1 of the Active Transportation Plan: Build a culture to support sustainable transportation.

The theme of developing a culture of active transportation in Saanich includes a range of strategies and actions that address support measures such as education, encouragement and awareness raising.

Education and encouragement initiatives can include providing information to the public on the benefits of active transportation, hosting events to promote active transportation, and supporting programs that teach skills and awareness of road safety, walking and cycling. Education and awareness initiatives are important and cost-effective measures to enable residents to feel more safe and comfortable walking and cycling throughout Saanich.

Approaches to increase awareness can include enhanced wayfinding and signage, trip planning tools, route maps, skills-building programs, promotional campaigns, and public education campaigns.

WHAT WE'VE ACHIEVED: CULTURE

The progress demonstrated below is also supported by other updates that support active transportation as outlined in Section 1.4. Below are the measures of success and 2022 statuses of these measures as they relate to culture.

TABLE 4 // CULTURE - MEASURE OF SUCCESS

MEASURE OF SUCCESS	WHERE WE ARE (2022)	PROGRESS (2019 - 2023)	STATUS
CULTURE			
Number of schools within Saanich that have completed Active and Safe Routes to School Programs in the last 10 years	25	30	Behind
Number of public way-finding displays	22	26	Behind
Number of annual walking and cycling events including infrastructure grand openings	8	4	Ahead

STRATEGIES FOR CULTURE

The Active Transportation Plan includes seven strategies to build a culture for active transportation. Each strategy is accompanied by a number of supporting actions that seek to create a walking and cycling environment that is comfortable for people of all ages and abilities.

STRATEGIES FOR CULTURE



- 3A: Support and Encourage Walking and Cycling for People of All Ages and Abilities
- 3B: Encourage Public Health and Active Living
- 3C: Improve Wayfinding, Signage and Trip Planning
- 3D: Improve Education and Awareness
- 3E: Increase Marketing and Communications
- 3F: Support Economic Development and Tourism
- 3G: Monitor Active Transportation Trips, Investments and Initiatives

EQUITY-CONSIDERATIONS

Equity considerations play a crucial role in informing the actions and priorities of the Active Transportation Plan Update. They refer to ensuring that all members of the community, regardless of their age, race, ethnicity, socioeconomic status or other factors, have equal access to the benefits of active transportation and transit such as increased physical activity, improved mental and physical health, reduced congestion, and improved air quality and safety. To incorporate equity-considerations into this update the District has conducted an equity analysis to understand the distribution of equity-deserving groups using the following criteria, results of this analysis have been provided in Section 2.3.4:

- Youth
- Seniors
- Low-household income
- Indigenous populations
- Recent immigrants
- Visible minorities
- People with limited knowledge of English
- Rent Burdened households
- Single parent households

the findings of this analysis was then used to Incorporate the presence of equity-deserving groups into the prioritization criteria for new active transportation facilities and adjust engagement approaches to acknowledge the presence of equity-deserving groups and using a variety of engagement methods to interact with groups or communities who are often underrepresented within traditional engagement approaches.

STRATEGY 3A: SUPPORT AND ENCOURAGE WALKING AND CYCLING FOR EVERYONE

Targeting walking and cycling education, encouragement and other support programs to people of all ages and abilities – including children, youth, seniors and other equity-deserving groups– can lead to significant community-wide benefits. The actions below include working with these groups directly as part of on-going targeted engagement to understand their issues and barriers to walking and cycling in more detail to collaboratively develop targeted strategies to increase walking and cycling among all residents. Saanich will also work with its partners, including advocacy groups, non-profit associations and other government agencies, to develop and deliver targeted outreach programs.

ACTION 3A.1

PARTNER WITH CAPITAL BIKE, CRD, AND OTHERS TO SUPPORT THE PROVISION OF ADULT EDUCATION AND CYCLING SKILLS TRAINING THROUGHOUT SAANICH YEAR-ROUND.

In the past, the CRD and Greater Victoria Bike to Work Society have partnered to offer cycling skills courses and workshops for adults through a program called Ride On! These courses and workshops recognize that cycling education is an important component of encouraging individuals who may be interested in cycling but do not feel confident to make it a part of their everyday lives.

Hands-on bike skills courses are offered at schools to help students gain the confidence and skills to ride to school. These courses are primarily offered through the CRD or individual schools however between 2020-2022 Capital Bike delivered bike skills courses to grades 4 and 5 students in School Districts 61 and 63 at schools participating in the Ready, Step, Roll program. Saanich will work

with partners and will strive to provide bicycle education and skills training for all elementary, middle and secondary schools.

Saanich will also continue to partner with these groups and others to support adult education and cycling skills training on an on-going basis throughout Saanich and encourage municipal workplaces and the public to participate.

ACTION 3A.2

SUPPORT THE CRD'S READY, STEP, ROLL PROGRAM TO ENCOURAGE WALKING AND CYCLING TO SCHOOL AND TO SPREAD AWARENESS ABOUT WALKING AND CYCLING SKILLS AND THE BENEFITS OF WALKING AND CYCLING.

Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation by children to and from school. This program

is currently organized by the CRD throughout the region and typically focus on the 5 E's: engineering, education, encouragement, enforcement and evaluation. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary school students support active transportation education and student uptake. Saanich will continue to support the Ready, Step, Roll program.

ACTION 3A.3

SUPPORT AND ENCOURAGE TARGETTED COMMUNITY OUTREACH PROGRAMS FOR OLDER ADULTS TO SUPPORT ACTIVE TRANSPORTATION AND INTEGRATION WITH OTHER AGE FRIENDLY TRANSPORTATION OPTIONS AS THEY EMERGE.

In 2017, Saanich developed an Older Adults Strategy outlines improvements planned for programs, parks and facilities where Saanich is a community where all adults can engage in meaningful social, cultural and recreational experiences.

Active transportation was explored through the strategy which recommends that



transportation options targeted towards older adults should be complemented by active transportation improvements and amenities such as seating.

STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING

The connection between active transportation and public health has increasingly been researched and promoted by those in the health field and within municipalities. There is an understanding that increasing the number of trips an individual makes by foot or bike increases levels of physical activity and in turn promotes a healthier lifestyle. Throughout the COVID-19 pandemic we also saw firsthand the importance of active transportation for community connectedness and social integration.

ACTION 3B.1

CONTINUE TO ENGAGE EQUITY-DESERVING GROUPS THROUGH TARGETED ENGAGEMENT TO UNDERSTAND TRANSPORTATION BARRIERS AND SEEK OPPORTUNITIES TO MINIMIZE THESE BARRIERS WHERE POSSIBLE.

Saanich recognizes that children, youth, people with physical disabilities and other equity-deserving groups may face different barriers within the transportation network, that they are often more likely to depend on walking, cycling or taking transit. These groups are also often identified as more vulnerable road users when it comes to safety. Though the Youth Development Strategy, Saanich had opportunities to engage with members of these groups to understand

the challenges and opportunities for walking and cycling in Saanich from their perspective. Since the Youth Development Strategy's development, Saanich has also continued its commitment to embracing diversity and creating an equitable and inclusive community through the District's. Saanich will continue to work

with these groups to understand their key issues with active transportation and identify opportunities to promote more walking and cycling among these groups. Saanich will continue to work with these groups and expand efforts to reach other equity-deserving groups to understand their key issues with active transportation and identify opportunities to promote active transportation and prioritize improvements to walking and cycling networks in areas with a high presence of equity-deserving groups.

Targeted communication and engagement with equity-deserving groups will continue to be undertaken to better understand and address barriers that prevent these groups from walking and cycling, while also identifying the best forums for participation and opportunities to encourage active transportation.

ACTION 3B.2

WORK WITH PARTNERS SUCH AS VANCOUVER ISLAND HEALTH AUTHORITY (VIHA), ICBC, AND EDUCATIONAL INSTITUTIONS TO DEVELOP AND DELIVER INFORMATION MATERIAL OUTLINING THE HEALTH BENEFITS OF WALKING AND CYCLING.

Saanich will continue to look for opportunities to collaborate with researchers such as VIHA and the University of Victoria's Medical Faculty studying the relationship between health and active living. There are examples of studies in other municipalities that look at the health benefits of new active transportation infrastructure on residents. Looking for opportunities to collaborate on these types of studies can help to demonstrate and report out on local examples of the benefits of active transportation infrastructure such as the relationship between health, mental and physical well-being, improved air quality and active living.

STRATEGY 3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING

A seamless, consistent, and easy-to-understand system of trip planning tools, signage and wayfinding for active transportation can make the transportation network easier to navigate, identify the location of important destinations, and provide information about route type. Most

importantly, wayfinding helps people make decisions about how to navigate a neighbourhood or area.

Current wayfinding, signage and trip planning measures in Saanich are primarily focused on bicycles and vehicles and situated along designated bicycle routes. Saanich's website includes webpages dedicated to walking and cycling, which provide information on the existing networks, maps, upcoming projects, and information on how infrastructure projects are prioritized and selected.

ACTION 3C.1

ENHANCE AND EXPAND BICYCLE AND PEDESTRIAN WAYFINDING INFORMATION TO BETTER NAVIGATE CENTRES AND VILLAGES AND BETTER INTEGRATE ACTIVE TRANSPORTATION NETWORKS ACROSS JURISDICTIONS AND ALONG CORRIDORS.

Saanich will work with local businesses and associations to create kiosks identifying key information, such as transit, community facilities and businesses, as well as a map with "you are here" locators with five-minute walkshed (sites within five-minute walking distance). This should be implemented consistently throughout Saanich's Centres and Villages for pedestrian oriented signage. Transit stops are key opportunities for locating wayfinding facilities.

In 2014, the CRD published the Cycling Destination Wayfinding Guidelines as a tool for municipalities to use when developing plans for cyclist wayfinding. The CRD's guidelines will continue to be used to guide wayfinding for cyclist-oriented signage to ensure a consistent approach across municipal boundaries.

ACTION 3C.2

SUPPORT THE ON-GOING DEVELOPMENT OF AN UPDATED REGIONAL CYCLING NETWORK MAP, INCLUDING HARD COPY AND DIGITAL FORMATS THAT CONSIDER EMERGING TECHNOLOGIES.

The CRD currently develops a bicycle network map for the region. The map identifies bicycle facility types as well as the level of comfort along designated bicycle routes. The map is available online in PDF format and is available as a hard copy. Saanich will continue to support on-going updates of the regional cycling network map and encourage the CRD to consider opportunities to share the network through other emerging technologies to integrate active transportation information.

ACTION 3C.3

WORK WITH PARTNERS TO DEVELOP NEIGHBOURHOOD-BASED WALKING AND CYCLING MAPS.

Saanich will continue to work with partner agencies and community organizations to develop more detailed neighbourhood-based maps and wayfinding. By showing walking and cycling routes at a neighbourhood-scale, these maps can provide people with more detailed information on where to travel within neighbourhoods to access local destinations, while complementing community-wide information.



ACTION 3C.4

WORK WITH PARTNERS TO ENSURE SUSTAINABLE TRIP PLANNING INFORMATION IS AVAILABLE THROUGH AN INTEGRATED TRANSPORTATION DATA SYSTEM AND INNOVATIVE MOBILE APPLICATIONS; UPDATE SERVICE PROVIDERS WHEN NEW FACILITIES ARE INSTALLED (EG. GOOGLE).

Providing multi-modal trip planning information in one consolidated place can make planning trips by foot, bicycle and transit convenient and effortless. This type of tool may encourage the development of an innovative third-party mobile application for promoting transportation options and sharing existing data by allowing the data to be available in an open format. Potential partners could include CRD and the SPAR Lab at the University of Victoria or existing private sector services such as Google.. An example of some of the data that can be consolidated and shared includes, walking, cycling and transit routes, trip planning and trip chaining information, bike parking locations, bicycle repair stations, public washrooms, and real-time information on the availability of bicycle racks on approaching buses to name a few. Saanich will work to identify key contacts for known trip planning tools.

STRATEGY 3D: IMPROVE EDUCATION AND AWARENESS

Education and awareness initiatives geared towards motorists as well as active transportation users are important components of any active transportation plan. These initiatives encourage all parties to "share the road" and can contribute to increased bylaw and Motor Vehicle Act compliance. While infrastructure is not built

overnight, education and awareness items are often "quick wins" that can be implemented at relatively low-cost. In addition, education and awareness campaigns can actively build community interest for Saanich's investments in active transportation.

ACTION 3D.1

CELEBRATE THE INSTALLATION OF WALKING AND CYCLING FACILITIES WITH GRAND OPENINGS AND EVENTS THROUGHOUT THE YEAR.

Saanich will continue to find ways to celebrate the installation of new active transportation projects through website material, videos, posts on social media, and events that raise awareness and get people excited about the ongoing implementation of the Active Transportation Plan. When new major active transportation projects are completed, celebration events will be held and Saanich will continue to promote new projects through social media, press releases and other forums to raise awareness and will promote the opportunity to try the new facility.

ACTION 3D.2

ENSURE A PORTION OF PROJECT FUNDING IS ALLOCATED TO EDUCATION, AWARENESS AND ENCOURAGEMENT BY INCLUDING THIS WITHIN PROJECT CHARTERS.

An important component of installing new infrastructure projects is ensuring that residents are aware of new investments and are familiar with how to use the facilities. Promotion of new infrastructure projects helps to build education and share safety information specific to new facilities that may be unfamiliar. For previous projects, Saanich has created videos promoting the opening of new active transportation facilities. The videos are used to help promote the project and raise awareness of new signals, signage and changes to travel patterns.

Saanich will continue these promotions accessible through its website and social media to educate all road users on how to use new and existing infrastructure and how to share the road. To ensure appropriate funds are available for education, awareness and encouragement, a portion of every active transportation project's budget will be allocated to education, awareness and encouragement as identified in the respective project charters.

ACTION 3D.3

ADVOCATE TO THE PROVINCIAL GOVERNMENT FOR MODERNIZATION OF THE MOTOR VEHICLE ACT TO IMPROVE SAFETY FOR PEOPLE TRAVELLING BY ACTIVE MODES.

There is growing support from municipalities and organizations within British Columbia to see an update to the current Motor Vehicle Act. Saanich will look for opportunities to make changes and update the Motor Vehicle Act to better reflect the differences of motorized and non-motorized road users and the impact this has on increasing trips made by active transportation.

STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS

Community-wide communications and marketing of active transportation by use of radio advertisements, transit shelter advertisements, and website and social media content can be effective tools for reaching out to residents, increasing awareness and building interest in active transportation.

ACTION 3E.1

USE THE MOVING SAANICH FORWARD BRAND AS A RECOGNIZABLE VISUAL IDENTITY AND EXPAND INFORMATION ON WEBSITE.

A comprehensive branding strategy and/or a visual identity can be used to market educational material and spread awareness about active transportation programs, policies and standards and facilities. This can be important, particularly as more events, construction, and news pertaining to walking and cycling are available.

Saanich's website includes a "Getting Around" page that provides information on walking, cycling, road safety, and other current and ongoing initiatives. Keeping this page up to date and maintaining it as a central resource will continue to build support and share active transportation resources.

ACTION 3E.2

USE COMMUNITY-WIDE CAMPAIGNS TO DELIVER POSITIVE MESSAGING TO PROMOTE ACTIVE TRANSPORTATION.

Campaigns and community-wide communications through various forums such as social media, radio advertisements, bus shelter advertisements, online/website content and others can be effective tools for reaching out to Saanich residents, increasing awareness and interest in active transportation. Saanich's "Getting Around" section provides a reliable platform for regular news updates, project information and other materials and resources related to moving throughout Saanich.

ACTION 3E.3

SUPPORT EVENTS AND FESTIVALS THAT ENCOURAGE WALKING AND CYCLING.

Saanich will continue to support events such as the Saanich Cycling Festival, Bike to Work Week, and International Walk to School Day, among others. These events celebrate walking and cycling and help to build a culture for active transportation. Saanich will also work with community associations and other groups to support and encourage walking and cycling programs such as neighbourhood walking or cycling clubs. Annual events may be included in event calendars produced internally and by external organizations where feasible.

STRATEGY 3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM

Active transportation can contribute to the development of a healthy and diverse economy. Neighbourhoods and destinations that are accessible and attractive for active transportation users can attract more visitors, who will in turn be patrons of local services and amenities. For employment areas, active transportation provides more choice for people travelling to work, which is essential for individuals who may

not have access to a vehicle. Furthermore, having options that support residents who use active forms of transportation in their neighbourhoods and to other destinations can decrease traffic congestion and increase the attractiveness and vibrancy of the area for both locals and visitors. Active transportation can also support and encourage tourism.

ACTION 3F.1

SUPPORT THE DEVELOPMENT OF A BICYCLE TOURISM INITIATIVE.

Promoting active transportation from a tourism perspective can provide a variety of benefits to the local economy. Saanich will partner with local organizations

to promote active transportation options and activities for visitors. For example, bicycle friendly businesses can increase awareness about cycling by establishing initiatives that encourage visitors, as well as residents and employees, to cycle to shops and restaurants. Promoting walking and cycling tours in Saanich can help to increase active transportation and grow local businesses such as wineries, farmers markets and other attractions. Saanich will also work with neighbouring municipalities to encourage hotels and bed and breakfasts to invest in bicycles and umbrellas to lend to their patrons to support active transportation.

ACTION 3F.2

WORK WITH LOCAL BUSINESSES TO ENCOURAGE EMPLOYEE TRAVEL OPTIONS.

The Transportation Demand Management (TDM) programs and initiatives can encourage employees to use active forms of transportation. This includes encouraging employers located in Saanich to provide amenities and benefits that help to encourage employees travel by sustainable modes. This can include providing secure bicycle parking, showers and storage lockers, and transit passes.

ACTION 3F.3

WORK WITH PARTNERS TO RESEARCH AND EVALUATE THE LOCAL ECONOMIC BENEFITS OF ACTIVE TRANSPORTATION INFRASTRUCTURE.

There are various municipalities, agencies and organizations that have been researching or are interested in furthering research on the economic impact that investments in active transportation infrastructure have on local businesses. Saanich will look for opportunities to work with partners to research and evaluate the local economic benefits within Saanich of walking and cycling infrastructure. The results should also be shared to encourage business to be friendly towards walking and cycling.

STRATEGY 3G: MONITOR ACTIVE TRANSPORTATION TRIPS, INVESTMENTS, AND INITIATIVES

Monitoring active transportation trips, investments and initiatives can help promote walking and cycling and justify future investments. Monitoring is also a tool to track progress towards achieving the vision and goals of the Active Transportation Plan and ensure that Saanich is implementing the strategies, actions and infrastructure identified in the Plan.

The District's Active Transportation Advisory Committee was established in 2018 following the adoption of the Active Transportation Plan. In early 2023 Council restructured committees and has formed the Transportation Advisory Committee which will advise Council and staff on matters related to transportation policy, regulation, and programming including the implementation of this updated Active Transportation Plan, among other transportation policies and matter.

ACTION 3G.1

CONTINUE TO REPORT PROGRESS TOWARDS THE IMPLEMENTATION OF THE ACTIVE TRANSPORTATION PLAN ANNUALLY.

To assist in monitoring the implementation of the Active Transportation Plan, a transportation monitoring program should be developed. This program helps identify baselines for each of the goals and targets of the plan as well as the various success measures that will be developed as part of the implementation plan. Saanich already has an established vehicle count and bicycle count program. Incorporating data on people walking and taking transit would make the program more robust and would allow Saanich to report on all transportation trends within the community. Through the development of the program, Saanich will develop guidelines for data collection. The program should go beyond

collecting only count data and look to obtain information through the Citizen Survey which is scheduled to occur every two years. Data collection can also be targeted to support various themes including the health, economic and environmental benefits of travelling by foot, bike, and transit.

An annual Active Transportation Report Card', a tool to monitor the development of walking, cycling and transit activity in a community on a regular basis and is used to assess whether a community is achieving its cycling and walking vision, goals, targets, and strategies, has been produced since 2019. The Transportation Report Card can also be used as a community-wide marketing tool to promote and encourage walking, cycling and transit.

ACTION 3G.2

DEVELOP A FIVE-YEAR PLAN THAT IS REVIEWED ANNUALLY WHICH OUTLINES SAANICH'S ACTIVE TRANSPORTATION PRIORITY PROJECTS.

Every five years the Active Transportation Action Plan will be updated to keep the Active Transportation Plan a living document and ensure priorities continue to reflect the build out of the network as identified through engagement, equity-based considerations, and best practice criteria. Every five years the Plan should be reported back to the public to ensure awareness for current planned projects and investments in active transportation.








Saanich Active Transportation Plan, 2023 Update

Key Changes

The District of Saanich's first active transportation plan, *Moving Saanich Forward* was adopted by Council in June 2018 as a guide for investment in active transportation improvements over 30 years. The award-winning plan establishes a vision, goals and targets. It also outlines strategies and actions, and an implementation plan to ensure progress on the District's policies, standards, infrastructure and programs for active transportation.

Saanich is committed to monitoring and updating the *Active Transportation Plan* (ATP) on an ongoing basis and in 2023, five years of implementation will have occurred. The purpose of the ATP update is to develop a current framework to support the implementation of active transportation policies and actions. The updated plan will help guide investment and decision-making in the next five years, and beyond.

This document has been prepared as a companion document to the draft updated *Active Transportation Plan* to identify where key changes are being proposed within the Plan. A summary is provided on the following pages demonstrating section-by-section changes, categorized as follows:

-  New or additional material
-  Updates or substantial changes to existing material
-  Removal of existing material



Part 1.0

Introduction

- ★ Addition of the Territorial Acknowledgment
- ◆ Reference to community engagement being undertaken through the process of 2023 update.
- ★ Description of progress made implementing the ATP over the past five years, including new sidewalk and cycling infrastructure, quick build projects, intersection and signal improvements, and policy initiatives.

Part 2.0

Setting the Stage

- ◆ Existing sidewalk and bicycle network information has been updated to reflect progress over the past five years.
- ★ An equity analysis is included to help understand opportunities for active transportation in equity deserving areas and to prioritize future investment.
- ★ Addition of e-bikes and micro mobility devices, trends, and related directions in the *Electric Mobility Strategy*.
- ◆ Demographic information and travel patterns are updated to reflect the most recent Census (2021) and Origin-Destination Household Survey (2017).
- ◆ Community planning and land use is revised to reflect Corridors, Centres and Villages designations used in the Official Community Plan (OCP) strategic update.
- ◆ Updates to the policy framework to reference current provincial and regional policies and strategies, as well as District policies including the *Climate Plan*, *Housing Strategy*, and *Electric Mobility Strategy*.

Part 3.0









Future Directions

- ◆ The vision statement has been updated for reduced length, better alignment with ATP strategies, and to emphasize safety for people of all ages and abilities.
- ★ A new goal has been created (Goal 5) focused on community accessibility and equity.
- ◆ The section on targets has been removed. Specific targets are now addressed through goals relating to a shift to active modes and alignment with the *Climate Plan* (Goal 2), and eliminating traffic injuries and fatalities (Goal 3), with reference to goals and targets forthcoming in the *Road Safety Action Plan*.







Part 4.0

Strategies + Actions

-  Edits where policies and plans have been updated over the past five years, including community plans and the *Subdivision Bylaw*.
-  New actions to address traffic concerns, including a District-wide traffic calming policy and a program to pursue traffic calming in Saanich neighbourhoods.
-  Updated cycling facility types and criteria to align with the 2019 *B.C. Active Transportation Design Guide*.
-  New Multi-Use Trail and Recreational Trail classifications established that are consistent with regional definitions.
-  Actions specific to rural Saanich (previously Strategy 1E) have been combined with actions to be applied throughout Saanich. Rural areas are specifically mentioned in actions pertaining to traffic calming and active transportation facilities for rural contexts.
-  Actions relating to traffic enforcement and partnership with Police and ICBC have been removed, instead to be addressed in the forthcoming *Road Safety Action Plan*.
-  New actions to establish a policy for acquisition of trail rights-of-way and to ensure bicycle parking and cycling end-of-trip facilities are provided at Saanich parks.
-  Select actions removed relating to on-going operational procedures (e.g., snow clearing, pavement marking maintenance).

Part 5.0

Implementation + Monitoring

-  Updates have been made to the strategies and actions summary table (Tables 2-4) for consistency with Part 4 and with updated implementation timeframe, responsibility and goals.
-  Priority network improvements have been identified for the sidewalk, bicycle and trail networks. Some projects are carried forward from 2018, while others are new and reflect updated District priorities.
-  Evaluation criteria used to identify priority network improvements are updated to include equity considerations.
-  Funding strategies have been updated including reference to Provincial and Federal grant opportunities to support active transportation infrastructure.



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OUR 30 YEAR ACTIVE
TRANSPORTATION PLAN





Active Transportation Plan Update

Active Transportation Advisory Committee

March 23, 2023





Focus for Today...

ATP Framework

- Vision
- Goals

ATP Strategies + Actions

Next Steps



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OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

2023
update

ATP Framework

2018 ATP Framework



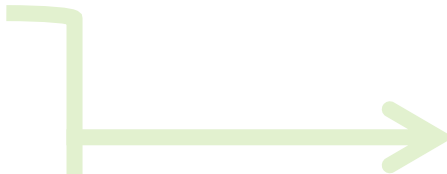
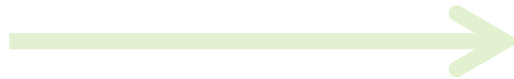
Vision



Goals



Targets



2023 ATP Framework (draft)



Vision



Goals
(includes targets)



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OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

2023
update

Vision Statement

2018 ATP:

Walking, cycling and transit are safe, convenient and enjoyable ways to move around Saanich, and are a common part of everyday life for all residents and visitors.

Saanich has a complete network of walking and cycling facilities that is universally accessible and comfortable for people of all ages and abilities and connects all Centres, Villages, Neighbourhoods, and other key destinations including transit facilities.

Walking, cycling and transit are key contributors to Saanich's economic vibrancy, cultural and recreational experiences, social well-being, natural environment, physical beauty, and neighbourhood and social connections.

Vision Statement

What we heard from ATAC:

- **Reduce length**, focus on areas of greatest importance
- **Safety**, comfort, and connectivity should be highlighted
- Reference to **integration with transit**
- Consider specific mention of transportation for everyday needs and **transportation choice**
- Include climate targets and urgency, **transportation choice**, and linkage to community resilience
- Recreational aspects of active transportation

Vision Statement

2023 ATP Update (draft):

Saanich is home to universally accessible and complete walking and cycling networks that make it convenient and safe for people of all ages and abilities to move around the community.

The connectivity and convenience of these networks supports a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.

Vision Statement

2018 ATP:

Walking, cycling and transit are safe, convenient and enjoyable ways to move around Saanich, and are a common part of everyday life for all residents and visitors.

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Walking, cycling and transit are key contributors to Saanich's economic vibrancy, cultural and recreational experiences, social well-being, natural environment, physical beauty, and neighbourhood and social connections.

2023 ATP Update (draft):

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The connectivity and convenience of these networks supports a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.

Goals

2018 ATP:

- Goal 1. Build a culture for active transportation**
- Goal 2. Observe a significant shift to active modes of transportation**
- Goal 3. Improve safety for people using active transportation modes**
- Goal 4. Create more connections and places for walking and cycling**

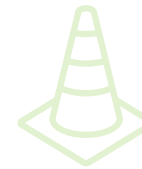
Goals

2018 ATP:

Target 1. Double the proportion of all trips made by active transportation



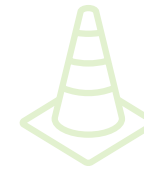
Target 2. Work towards zero traffic-related fatalities or serious injuries



Goals

2023 ATP Update (draft):

- Goal 1. Build a culture to support sustainable transportation
- Goal 2. Achieve a significant shift to active modes of transportation to reduce vehicle trips to reduce vehicle reliance
- Goal 3. Eliminate all fatalities and serious injuries on Saanich roads and trails
- Goal 4. Create more connections for people walking, cycling, and using transit
- Goal 5. Build a network that is accessible and provides equitable mobility options



Strategies + Actions

Overarching Themes (unchanged)



CONNECTIONS

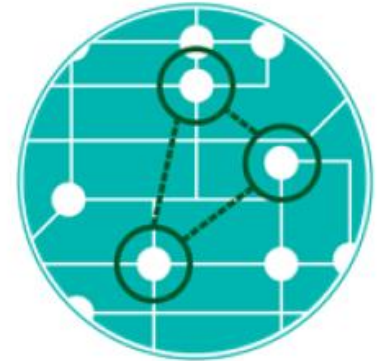


CONVENIENCE



CULTURE

Strategies + Actions



CONNECTIONS

2018 ATP:

- 1A.** Expand and Enhance the Sidewalk Network
- 1B.** Expand and Enhance the Bicycle Network
- 1C.** Expand and Enhance the Trail and Pathway Network
- 1D.** Improve Intersections and Crossings
- 1E.** Encourage Active Transportation in Rural Saanich
- 1F.** Improve Regional Connections
- 1G.** Improve Transit Access and Experience



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OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

2023
update

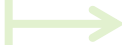
Strategies + Actions



CONNECTIONS

2018 ATP:

- 1A. Expand and Enhance the Sidewalk Network
- 1B. Expand and Enhance the Bicycle Network
- 1C. Expand and Enhance the Trail and Pathway Network
- 1D. Improve Intersections and Crossings
- 1E. Encourage Active Transportation in Rural Saanich
- 1F. Improve Regional Connections
- 1G. Improve Transit Access and Experience



2023 ATP Update (draft):

- 1A. Expand and Enhance the Active Transportation Network
- 1B. Expand and Enhance the Trail Network
- 1C. Improve Intersections and Crossings
- 1D. Encourage Active Transportation with Safer Streets
- 1E. Improve Regional Connections
- 1G. Improve Transit Access and Experience



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OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

2023
update

Strategies + Actions



CONVENIENCE

2018 ATP + 2023 ATP Update (draft):

- 2A.** Ensure Infrastructure is Accessible for All Users
- 2B.** Provide More Bicycle Parking and Other End-of-Trip Facilities
- 2C.** Ensure Land Use Supports Active Transportation
- 2D.** Create Great Places and Streets
- 2E.** Maintain the Active Transportation Network

Strategies + Actions



CULTURE

2018 ATP + 2023 ATP Update (draft):

- 3A.** Support and Encourage Walking and Cycling for People of All Ages
- 3B.** Encourage Public Health and Active Living
- 3C.** Improve Wayfinding, Signage and Trip Planning
- 3D.** Improve Education and Awareness
- 3E.** Increase Marketing and Communications
- 3F.** Support Economic Development and Tourism
- 3G.** Monitor Active Transportation Trips, Investments and Initiatives

Strategies + Actions

Key Changes, Additions

Traffic Calming

New District-wide traffic calming policy,
new neighbourhood traffic calming policy

Trail Classifications

New trail classifications consistent with
regional definitions

Strategies + Actions

Key Changes, Updates/Edits

Rural Saanich

Incorporated as part of Saanich-wide actions,
incl. active transportation facilities and traffic calming

Policy References

Updated references to new plans
BC Design Guide, Electric Mobility Strategy, Climate Plan

Strategies + Actions

Key Changes, Housekeeping

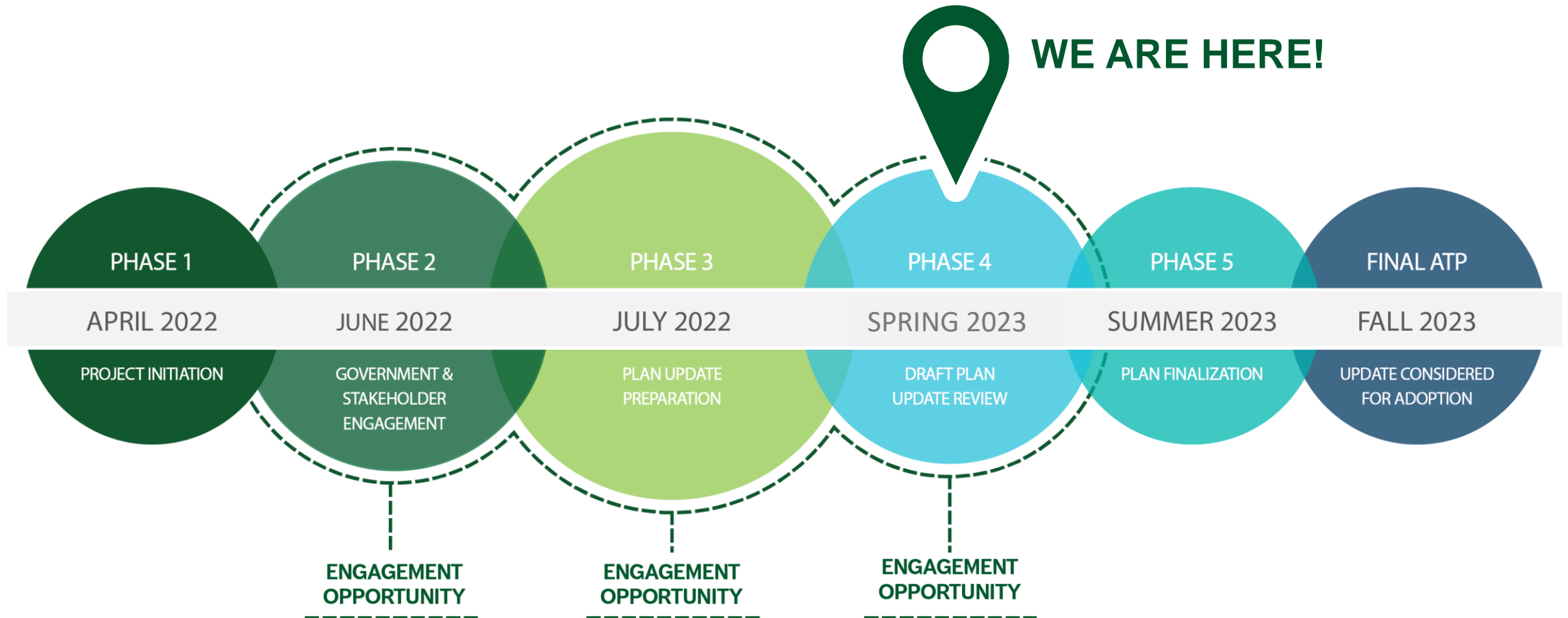
Road Safety

Actions removed related to enforcement and partnership with Police, to be addressed through RSAP

Policy References

Updated references to new plans
BC Design Guide, Electric Mobility Strategy, Climate Plan

Next Steps



Next Steps

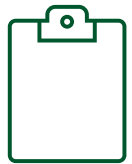
Upcoming Engagement Activities (Phase 4):



ATAC Session (!)



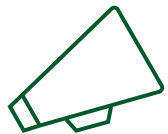
Open Houses (x2)



Online Survey



Pop-Ups (x7)



Promotions

Next Steps

Upcoming Engagement Activities (Phase 4):



Pop-Ups

Mid-Late April

7 events

Locations TBC



Open Houses

Gordon Head Rec Centre, late April

Commonwealth Place, early May



Thank you!



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