

AGENDA
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Saanich Municipal Hall, Committee Room 2
Thursday January 26, 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)**
 - May 26, 2022
 - June 23, 2022
 - September 29, 2022
- 2. CHAIR'S REMARKS**
- 3. REVIEW OF ATAC PURPOSE, COMMITTEE PROCEDURES, MEETING SCHEDULE**
 - Councillor Phelps Bondaroff
- 4. ACTIVE TRANSPORTATION REPORT CARD PRESENTATION**
 - David Williams – Engineering Supervisor
- 5. ACTIVE TRANSPORTATION PLAN UPDATE**
 - Megan Squires – Sr Transportation Planner
 - Beth Hurford, Urban Systems
- 6. COMMITTEE ROUNDTABLE**

* Adjournment *

Next Meeting: February 23, 2023 at 4:00 pm

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 Gordon Head Recreation Centre, Youth Centre
Thursday May 26, 2022, at 3:32 p.m.

Present: Councillor Rebecca Mersereau (Chair), Karen Laberee, Julia Cutt, Philip Marciniak, Janine Konkel, Alexandre Beaubien, Curran Crawford, Dave Marecek, and Trevor Barry.

Staff: David Williams, Acting Transportation & Development Services; Megan Squires, Senior Transportation Planner; Mike Goldsworthy, Park Planner Designer and Megan MacDonald Committee Clerk.

Regrets: Juliet Van Vliet and Reed Poynter.

MINUTES

MOVED by T. Barry and Seconded by P. Marciniak: "That the Minutes of the Active Transportation Advisory Committee meeting held April 28, 2022 be adopted as circulated."

CARRIED

CHAIRS REMARKS

- There will be an opportunity for committee members to view recent additions to the active transportation network in the area following the meeting.
- David Williams is now the Acting Manager, Transportation & Development Services, he will be providing engineering/staff support to the committee for May and June.
- The committee will meet in June, there are no committee meetings in July or August.
- A workshop session to gather input on the Active Transportation Plan update would be beneficial to dig into the content and share thoughts on where to improve. This may happen at an extra meeting in September.

PETITION FOR VULNERABLE ROAD USERS

P. Harrison and J. Nelson of Livable Roads for Rural Saanich presented their Petition for Vulnerable Road Users summary information (petition on file). The following was noted:

- Oldfield Road, southern section of Old West Saanich Road, Brookleigh Road and Sparton Roads are dangerous for users of Active Transportation.
- A petition of vulnerable users was recently completed, with over 330 signature and comments. The comments were combined and provided to the committee.
- The effectiveness of speed reduction initiatives is less without traffic calming support such as speed platforms, traffic circles and enforcement.
- Petition comments and photographic examples were shared with the committee.
- LRRS expressed an urgent need to have traffic calming measures installed in this area.
- Pilot projects or temporary measures would help alleviate immediate safety concerns.

The following was noted during committee discussion:

- This petition focuses on this corridor as an example of the current conditions in Rural Saanich. This area has not yet had any traffic calming or speed limit reductions.
- Oldfield Road is a straight stretch with overnight speeding and aggressive drivers. A small traffic circle or one way yield would be beneficial to force drivers to slow down.
- Once the Speed Limit Establishment policy is finalized, rural Saanich will be a priority for implementation and speed limit reduction measures.
- Some users of active transportation avoid this area due to the unsafe nature and dangerous behaviour of drivers.
- Avoiding deposits of horse waste on limited shoulder space can cause additional safety concerns for those using the space.
- There are potential spot improvements, however addressing the volume and use of the road will require a large project for future consideration.

DRAFT SPEED LIMIT ESTABLISHMENT POLICY

The Senior Transportation Planner presented information on the Draft Speed Limit Establishment Policy. The following was noted:

- The Draft Speed Limit Establishment Policy was provided as part of the agenda. Staff hope to have the Policy approved by Council in July. Committee feedback will be considered and incorporated into the policy.
- The National Association of City Transportation Officials have created a document outlining street design guidelines, which gives guidelines on how municipalities can choose to set speed limits on urban streets. Saanich is a mix of urban, suburban and rural roads, so refinements and adaptations were made to accommodate the Saanich context.
- The pilot project to lower the default speed limit was put on hold by the Province.
- The street types have been defined and grouped together to simplify applying the policy.
- Different speed limits will apply to the streets based on traffic volumes and safety features.
- Considerations will be made to ensure that a consistent approach to address corridors is taken, avoiding having speed limits increase/decrease unnecessarily.
- The Speed Limit Determination Matrix will be a valuable tool to determine appropriate speed limits and manage the risk to all users on the street.
- Two primary factors determine how frequently potential conflicts between motor vehicles, and cyclists and pedestrians occur: modal mixing; and crossing point frequency.
- Under the proposed policy, streets with a greater number of potentially serious conflicts and a higher level of activity will have lower speed limits.
- Signs will be updated in accordance with the *Motor Vehicle Act* following approval.

The following was noted in response to questions from committee members:

- Installing bike/car counters near schools during spring break or summer months will not provide accurate information. Timing considerations need to be made to ensure accuracy.
- Considerations will be made for bike routes based on traffic volumes.
- The Administrative Traffic Committee will oversee any disputes as some disagreement is anticipated. The Director of Engineering will make the final decision if a dispute is raised.
- Implementation of the policy will take a phased approach. Groups of streets will be submitted

to Council to have the appropriate bylaw changes considered. The bylaw amendments will each include a new map or section for consideration rather than individual roads. Signs will be updated to advise drivers of the new speed limits once approved.

- The Road Safety Strategy is currently being developed to align with Vision Zero.
- Concern was raised regarding the installation of sidewalks on one side only on rural roads. This means those who wish to use the sidewalk may have to cross the street to do so.

MOVED by T. Barry and Seconded by P. Marciniak: “That the Active Transportation Advisory Committee recommend that Council adopt the Saanich Speed Limit Policy substantially as presented at the Active Transportation Advisory Committee meeting of May 26, 2022.”

The following was noted during committee discussion:

- There could be more consideration to improve safety on roads outside the Urban Containment Boundary. There may be benefit to see how the working group recommendations would compare to the staff suggestions outlined in the policy.
- Most rural roads would fall within the high or moderate modal mixing category due to the lack of paved shoulders. This would mean lower speed limits on those roads.
- The inclusion of the word “substantially” in the motion is intended to provide support to move this initiative forward while staff consider additional options to improve rural roads.
- The policy provides Saanich specific guidelines that will be extremely beneficial.

The Motion was then PUT and CARRIED

ACTIVE TRANSPORTATION PLAN ENGAGEMENT STRATEGY

The committee was given an opportunity to provide feedback on the Engagement Strategy for the Active Transportation Plan (ATP) Update at the previous meeting. Members were welcomed to provide additional thoughts or ideas on the engagement strategy. Committee members will be invited to provide feedback on the ATP to staff at a meeting in September. The Senior Transportation Planner provided a verbal on recent updates to the engagement strategy, the following was noted:

- The stakeholder list was updated to include feedback from the committee.
- The Phase 2 engagement was updated to ensure the strategy is accessible to those who are familiar with the ATP as well as those who are not familiar with the document.

Committee discussion ensued with the following comments:

- Placing information in accessible places is beneficial, get the information to where people visit frequently such as recreation centres, local papers or magazines.
- Members are interested in a map where the public can mark areas of concern, such as blind corners or dangerous intersections. This information could help staff determine areas of priority or potentially identify issues that have not yet been noted in the plan.

DISCUSSION: WHAT WOULD YOU LIKE TO SEE IN SAANICH’S ROAD SAFETY ACTION PLAN?

The Road Safety Action Plan will help Saanich achieve Vision Zero goals. Infrastructure, education, awareness, enforcement and speed limit reduction all play an important role. Staff are now beginning work on this important initiative; the committee was asked to provide ideas that could potentially be included. The following was noted:

- The Road Safety Action Plan will include the safety of all users on the road right of way, including sidewalks, boulevards, bike lanes and all other aspects.
- Following a serious accident, there is value in a comprehensive investigation to produce recommendations of actionable items that will prevent the same thing from happening again. This could consider contributing factors, look at a range of solutions and lead to meaningful changes to infrastructure and driver behaviour.

Due to time constraints members were encouraged to submit suggestions to staff.

ADJOURNMENT

The meeting adjourned at 5:29 p.m.

NEXT MEETING

Next meeting is Thursday June 23, 2022.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Megan MacDonald, Committee Secretary

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Held at Council Chambers, Saanich Municipal Hall
Thursday June 23, 2022, at 4:03 p.m.

Present: Councillor Rebecca Mersereau (Chair), Reed Poynter, Philip Marciniak, Julia Cutt, Curran Crawford and Trevor Barry (4:13).

Staff: David Williams, Acting Manager of Transportation & Development Services; Megan Squires, Senior Transportation Planner; and Megan MacDonald, Senior Committee Clerk.

Guests: Tara Sutherland and Dave Wharf of Evo Car Share.

Regrets: Karen Laberee, Juliet Van Vliet, Janine Konkol, Alexandre Beaubien and Dave Marecek.

MINUTES

Due to a lack of Quorum, the minutes could not be adopted.

CHAIRS REMARKS

- The committee does not meet during the summer months (July/August). The regular meeting will take place in September, as well as an additional special meeting to provide input for staff to consider while updating the Active Transportation Plan.
- The Capital Regional District (CRD) has submitted a grant request to the Federal Government to widen urban sections of trails as well as add lighting in some areas.

***** Committee member T. Barry arrived at 4:13 ****

EVO EXPANSION TO SAANICH

T. Sutherland and D. Wharf of Evo Car Share presented their Petition for Vulnerable Road Users summary information (petition on file). The following was noted:

- There are changing behaviors related to transportation choices. Only 45% of North American 17 year olds had a driver license in 2010, down more than two thirds from 1978.
- 44% of millennials make an effort to replace driving with other options.
- 35% of people say losing their computer would have the greatest negative impact on their lives vs. 28% for their car.
- Evo Car Share provides a spacious Toyota Prius with four doors, five seats. A bike rack is provided on every vehicle to promote multi-modal transportation options.
- Evo is a free-floating carshare option, you can pick up a vehicle and end the trip anywhere in the home zone. Other options include station based carsharing and peer-to-peer.
- The Evo app allows users to find a car, unlock and inspect it, drive it with any necessary stops along the way, then park in a designated Evo parking area and end the trip.
- Evo launched in Vancouver in 2015 with 250 cars. Since then, they have gained over 200,000 members, a fleet of over 1,900 cars, voted the best car share in Vancouver 6

times and expanded the service area to include North Vancouver, New West and Victoria.

- The fleet is 100% hybrid and electric vehicles, with over 11,000 trips per day.
- Evo supports active transportation by being accessible and convenient to transit hubs and residents, having bike racks to encourage cycling as part of multi modal toolkit and allowing people to bridge the gap to a car-free or car-light lifestyle.
- Future plans include more electric vehicles, E-bikes and expansions into new areas.
- Evolve E-bike share is the next generation of Evo mobility designed to enable sustainable active transportation through a reliable, easy to use, zero emission shared bike program.

The following comments were noted during committee discussion:

- A current barrier to Evo expansion is the density needed to expand into a new area to ensure that the free-floating vehicles move around regularly. Finding space for parking Evo vehicles can also be difficult as permission is needed for residential and private lots.
- Conversations with Saanich staff have begun, there are many aspects to be considered including compliance, complaints, distribution, permits and potential impact to the District.
- Data from similar car share companies (ex. Car2go) shows that one car share can reduce up to 9 personal vehicles. Berkeley University also has data on benefits of carshare.
- Evo is working with students from The University of British Columbia (UBC) to create a warning system that will alert drivers if a roof mounted bicycle is too high for where they are driving. This will reduce damage to vehicles and may also enable Evo to track usage data of percent of trips the bike carriers are used for.
- Installation of children's car seats has been considered; however, it is not currently an option due to the variety of sizes and types available, and the risk of improper installation.
- All Evo vehicles are Toyota Prius models, this consistency ensures drivers are comfortable driving the vehicle and do not need to learn a new system on every trip.
- Evolve bike share is considering a possible expansion to Victoria, conversations are taking place however there is no formal commitment as of yet. It was noted that a cargo bike share would be a great future opportunity for Evolve.

ATAC INPUT FOR SAANICH'S ROAD SAFETY ACTION PLAN

The Chair provided examples of Vision Zero implementation in other cities as part of the agenda. Committee members were encouraged to provide input and ideas for Saanich's Road Safety Action Plan as it relates to Vision Zero. The following was noted:

- Many road safety plans have similar categories, including road design, speed limits, education, and cultural considerations which cohesively contribute to creating safe streets.
- The Toronto Vision Zero dashboard is accessible to the public and regularly updated.
- Keeping the public aware of initiatives and progress on the targets is beneficial.
- There are many aspects to consider when looking to create safe mobility options.
- Slip lanes are a dangerous design for vulnerable road users. Engineering is currently working to improve the safety and slowly phase them out where possible, but there will likely be several locations where they are still necessary. Surrey has "Smart right turn channels" which maximize sight lines and improve safety for all users.
- There can be many barriers to safe systems, such as signs, power polls etc. One local example is the bike lane on McKenzie between Cedar Hill and Shelbourne which creates a dangerous point where cyclists must go around a power poll into traffic.

- Keeping systems simple for all users is important.
- Traffic circles offer opportunities for all road users to have fair use of the road in a safe manner. Sightlines are maximized and cyclists have the ability to safely take the lane.
- Having a transparent way to help the community understand the priorities of the plan would be helpful. Edmonton has done well with their plan as they have outlined how geographic inequities as well as areas with less active transportation infrastructure will be prioritized.
- Collecting input from residents about site specific conflict areas would be beneficial.
- There are many areas in Saanich that are not accessible, having a way to measure accessibility and improvements to accessible infrastructure is important.

UPDATE ON THE ‘QUICK-BUILD’ ACTIVE TRANSPORTATION PROJECTS

The Acting Manager of Transportation & Development Services provided an update on the committee recommendations on quick build active transportation projects which were recently approved by Council. The following was noted:

- Detailed design is underway to reallocate road space and install protected bike lanes on both sides of Tillicum Road.
- Installation of high visibility vertical “school zone” or “school” supplementary tabs are currently being added to all school zone and school area signs in Saanich.
- Procurement for the concrete curb project to convert 5km of buffered bike lanes to protected cycling lanes by adding hard infrastructure is underway; location identification is in progress.
- Locations for building 5km of pedestrian walkways are currently being identified, focusing on pathways to schools and areas that need are currently lacking connectivity.
- The locations for the bike boxes have been identified, focusing on areas where there are high conflicts between bikes and vehicles.
- Planning is underway for pedestrian priority; locations will be finalized in the near future.
- The Speed Limit Establishment Policy is ready for Council for consideration.

UPDATE ON THE MCKENZIE AVENUE CORRIDOR PROJECT

The Acting Manager of Transportation & Development Services provided an update on the McKenzie Avenue Corridor Project. The consultants are working on gathering information and working through possible options for the McKenzie Avenue Corridor Project, the committee will receive periodic updates as they are available and applicable to the committee. There are a number of factors that are being considered, such as CRD growth projections, livability, congestion and other criteria.

ADJOURNMENT

The meeting adjourned at 6:06 p.m.

NEXT MEETING

Next meeting is to be determined.

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Megan MacDonald, Committee Secretary

MINUTES
ACTIVE TRANSPORTATION ADVISORY COMMITTEE
ACTIVE TRANSPORTATION PLAN UPDATE – MEETING #1
Held at Kirby Room, Saanich Municipal Hall
September 29, 2022

Present: Councillor Rebecca Mersereau, Julia Cutt, Philip Marciniak, Janine Konkell, Alexandre Beaubien, Reed Poynter

Staff: Troy McKay, Manager of Transportation & Development Services; Megan Squires, Senior Transportation Planner; and Lauren Hermansson, Engineering Technician IV

Guests: Beth Hurford (Recorder) and Dan Casey, Urban Systems Ltd.

CHAIRS REMARKS

Seeking continuity for the committee following the election.

- Seeking to resume the meetings, perhaps scheduled in November so the committee can work closely with staff on the update.
- BC Transit will be a priority for the next meeting. There has not a lot of space for transit to be discussed so far.

Updates on quick build progress for ATAC members:

- Council has put a pause on one-side sidewalks (related to quick build projects). There has been a significant amount of pushback regarding the loss of parking, and Council had been petitioned to NOT have the project built. A motion was brought forward to Council to ask staff to reconsider plans and bring back options.
- 150 new signs with visibility paint have been installed in school zones.
- Design work is underway on 8 bike boxes. These may be delayed due to weather.
- Pedestrian priority at three intersections.
- Prioritizing speed limit changes in rural Saanich. The speed limit establishment policy will be brought forward in July.

Other Projects:

- A large project is underway on Vanalman Ave. where a neighbourhood bikeway with raised features, new crosswalks, and new bus stops is now 60% complete.
- In Rural Saanich there is progress on a new intersection at Prospect Lake Road. Crews are still to complete paving and installing a new signal.
- Construction on Gorge Road phase 1 from Tillicum Road to Admirals Road. began today.
- Shelbourne St Phase 1 is now complete. Construction has started on Phase 2.
- Staff has found a plan endorsed by Council to support improvements to AT is helpful and supports build out of the network.

UPDATING THE ACTIVE TRANSPORTATION PLAN - PROJECT OVERVIEW

The following Active Transportation Plan (ATP) emerging focus areas were noted:

- Road safety, integrating with the parallel Road Safety Action Plan (RSAP) process.
- Micromobility and emerging technology.
- Accessibility and universal design.
- Traffic calming (neighbourhood traffic management).

PROJECT PROCESS – PHASE 3 CURRENT PHASE

- The Housing Strategy and densification will need to be included in the update to the ATP. In the last year, Council decided to go with a corridor planning processes which may better align with transportation and active transportation. The following describes discussions about each section of the ATP that took place.

VISION

- The Vision Statement is an important item in communicating intended outcomes for the community.
- There is a feeling that the current vision statement is long.
 - Currently a challenge in presenting the vision in a community setting due to length.
 - General desire to see the three existing paragraphs reduced to a single paragraph.
- Important items to consider are safety, comfort and connection.
- Council may wish to consider specific mention of transportation to/from work and school, the linkage to climate targets and the urgency for action, transportation choice, the economic value of walking and utilitarian/commuter value of cycling, and linkage to community resilience.
- All neighbouring municipalities have also updated the plans which may influence priorities.
- Capital Regional District (CRD) Update: the CRD has a new Regional Parks Strategic Plan. It is not very specific in terms of trails but does have an action item of creating a regional trails plan. The Regional Parks Strategic Plan begins in 2023.
 - The CRD process is exploring emerging mobility which could be a good opportunity for collaboration.
- Talk about automobiles and e-vehicles.
- A Comment was raised as to how are horses and equestrian use being considered? Manure in Rural Saanich makes it impossible to walkdown the road. Horse manure is a barrier for people walking particularly those with limited vision.

GOALS

- Goal 2 – Consider changing the wording from “Observe” to something less passive.
- Consider rephrasing Goal 3 to not single out user groups.
- Consider updating Goal 3 to reflect Vision Zero objective.
- There is a desire to see transit added to Goal 4.
- Consider a broader definition of active transportation, not just walking, cycling and transit, which could include current and future/emerging technologies.
- Consider a 5th goal that addresses equity and accessibility.

TARGETS

- There is a need to consider the distinction between targets and implementation measures.
 - Should targets be more closely tied to goals?
 - Should each goal have a supporting target?
- Mode share targets should be changed to 2030 (rather than 2036) to align with 2020 Climate Plan targets and timelines. Some kind of emphasis on variable mode per person; i.e. not just full-time cyclists, but recognizing and planning for individuals using various modes at different times/weather/etc. To try and shift the modal percent over time
- It should be clarified whether electric bicycles and scooters have been accounted for in mode share targets and/or whether they should be. This will be tied to the Climate Plan and further engagement with staff is required.
- Consider whether five-year increments are enough to accurately account for change and to calibrate planning and actions to respond to the rate of progress and change.
- Should a road safety target be included in the ATP when the District will also have a Road Safety Action Plan with specific goals and targets?
- Additional targets for consideration:
 - Capturing the diversity of active transportation users (e.g., age, gender, income, occupation, others?).
 - The rate of active travel to school.
 - Data is available through the CRD school travel planning initiative.
- Figure 21 should include a discussion of the impacts of COVID.
- Discussion about the relationship between monitoring and targets. We monitor and report on more targets than are currently articulated in the plan.

STRATEGIES AND ACTIONS

- Staff have struggled to categorize the “ongoing” items.
- Instead of CONNECTION, CULTURE, CONVENIENCE, staff suggest using environment, equity, etc.
 - 3A - Add “abilities”, working with children, youth, and people with disabilities. These should somehow be divided into different actions. Add seniors.
 - Add physical disabilities as a separate action.

MAINTENANCE

- Vegetation management and clearing could be added to this section. Currently it is more around ice and snow.
 - Should a safety strategy be developed?
 - It could include sweeping for glass and debris.
- There is a need to define responsibility for Saanich vs. private landowners for maintenance of pathways, sidewalks, etc.
- Discussed the creation of a reporting tool for locations for maintenance (online app vs. the current complaint-based system).
- The district has purchased two new sweepers.

END OF TRIP FACILITIES

- Provide more bicycle parking and end-of-trip facilities – developments and private sector.
- Discussion of how to build it into the Subdivision Bylaw Update.
 - How can the bylaw be applied to retrofits (i.e.: with a renovation at a certain cost then it would trigger requirements (threshold) or new requirements with business licenses?
 - Are there incentives or regulations that need to be considered?

MICROMOBILITY

- Micromobility is not active but can be passive, which can help achieve broader transportation goals. It might be valuable to tie these in a specific way since their popularity is only growing.
 - Do we have anything around how these things interact?
- Currently many devices are illegal and their use and demand may be a concern.
- Safety and emerging technology may create or emphasize a notable speed differential.
 - Reducing conflicts: How can we do this?
 - Consider whether we monitor and stay aware vs. whether the design needs to evolve.
- Further work is required to legalize micromobility. Caveats can be added.
- The committee could see Saanich taking a bold position on this to advocate for their legalization and ultimately to regulate.

INFRASTRUCTURE AND OPERATIONS IMPROVEMENTS

- Has there been a conversation around allowing cyclists to proceed on a pedestrian phasing (leading pedestrian intervals)?
- Align the vision of the ATP with broader community and urban planning.
- Look at narrowing existing wide intersections (e.g., McKenzie Ave and Gordon Head Road) near Mount Douglas Secondary School.
 - Troy mentions some of these should be raised crosswalks (with RFB).
 - Roundabouts – explore their inclusion in traffic calming framework.

ACCESSIBILITY

- Accessibility is not emphasized enough in the plan.
 - An accessibility review should be applied to each new project.
 - The recommendation to look at best practices.
- The accessibility/disability legislation (review?) from two years ago is working on regulations right now and believes an advisory committee will be required.
- New federal regulations and guidelines will be coming concerning accessibility and disability.
- Consider actions in the plan to address environmental conditions such as the rising/setting sun that can make it difficult to see.

WALKING PRIORITIES

- Equity, including geographically, is a priority.
- Climate change and emissions goals, all tied to connectivity, could also be included.
 - Which treatments will have the biggest impact on mode shift? This would be correlated with emissions. Consider impact as a prioritization metric if possible.
 - Density as a consideration. Look at new secondary routes as to who is using them.

Prioritization may need to consider an action's/strategy's greatest impact on achieving climate goals, increasing mode share, achieving geographic equity; aligning with land use, potential to complete the network and/or safe routes to schools.

ADJOURNMENT

The meeting adjourned at 6:59 p.m.

Councillor Mersereau, Chair

Active Transportation Plan Report Card 2022

Through the Moving Saanich Forward project, we have worked with the community to develop a vision along with policies and actions to guide the development of safe, attractive and convenient active transportation options for people of all ages and abilities over the next 30-years.

An important action in the plan is to report annually on our progress and this is our fourth year of reporting. Generally it appears that our streets are getting safer for pedestrians, with reported collisions dropping for the 3rd year in a row. Even before COVID changed our world we are seeing positive trends. Way to go, let's all keep our heads up and look out for one another.



5km of **protected bike lanes** installed



Adopted a **Vision Zero** policy and our **Road Safety Action Plan** is underway.



Road Safety improvements for everybody

Measure of Success	Where we are at	2019 to 2023	How we are doing
General			
People walking	8%	9%	On track
People cycling	5%	6%	On track
People taking transit	10%	12%	On track
ICBC reported vehicle collisions involving people walking (5yr avg)	45	<45	On track
ICBC reported vehicle collisions involving people cycling (5yr avg)	76	<65	Behind
ICBC reported fatal vehicle collisions involving people walking and cycling (5yr avg)	1	0	Behind

Active Transportation Plan Report Card 2022

Measure of Success	Where we are at	2019 to 2023	How we are doing
Connections			
Total length of bicycle network [km]	174	195	Behind
Off-street (AAA)	21	21	On track
Protected on-street (AAA)	11	20	Behind
Neighbourhood Bikeway (AAA)	0	25	Behind
Painted or Buffered Bikelane	111	115	Behind
Shared Use Roadways (This number reduces as bike routes are upgraded)	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
Convenience			
Percentage of traffic signals with audible pedestrian signals	99%	75%	Ahead
Percentage of traffic signals with pedestrian countdown timers	100%	100%	On track
Percentage of curb ramps that meet Saanich's requirements for accessibility	46%	51%	Behind
Percentage of signals with cyclist detection	37%	40%	On track
Percentage of District owned and operated locations with short-term and long-term bicycle parking and end-of-trip facilities	15%	30%	Behind
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 wayfinding displays	22	26	Behind
Number of annual walking and cycling events including infrastructure grand openings	8	4	Ahead