

**AGENDA**  
**Transportation Advisory Committee**  
**Committee Room 2, Municipal Hall & MS Teams**  
Thursday, September 28, 2023 at 4:00 p.m.

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*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.*

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- 1. CHAIR'S REMARKS & WELCOME**
- 2. APPROVAL OF MINUTES – June 22, 2023**
- 3. DELEGATION PRESENTATION: CONCERNED CARGO BIKE USERS**
  - *Edward Pullman*
- 4. ENGAGEMENT SUMMARIES FOR DRAFT ACTIVE TRANSPORTATION PLAN**  
(60 mins)
  - *Megan Squires, Senior Transportation Planner*
- 5. ACTION LIST DISCUSSION**
  - *Councillor Phelps Bondaroff*

\* Adjournment \*

Next Meeting: October 26, 2023 at 5:30 pm

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

**MINUTES**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Committee Room 2, Saanich Municipal Hall & MS Teams**  
**Wednesday, June 22, 2023, at 5:30 p.m.**

Present: Councillor Teale Phelps Bondaroff (Chair), Trevor Barry, Rachel Corder, Andrea Glen, Georgia Myles, Douglas Pascoe, Colin Stepney

Staff: Amber Walker, Planner, Community Planning; Megan Squires, Senior Transportation Planner, Engineering; Kirsten Brazier, Senior Committee Clerk.

Regrets: Alexandre Beaubien, Janine Konkel

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**CHAIRS REMARKS**

Councillor Phelps Bondaroff welcomed the committee and guests.

- At the past Council meeting a resolution that began at the Transportation Advisory Committee (TAC) was adopted and will be sent forward to UBCM.

**APPROVAL OF MINUTES**

**MOVED by T. Barry and D. Pascoe by T. Barry: “That the minutes of the May 24, 2023, Active Transportation and Advisory Committee meeting be adopted as circulated.”**

**CARRIED**

**OFFICIAL COMMUNITY PLAN UPDATE**

Community Planning staff delivered a presentation on the Official Community Plan (OCP) update.

- The OCP is the primary document that guides growth and change in Saanich.
- It is legally binding and needs to be consistent with the CRD Regional Growth Strategy.
- An update is needed to ensure the plan is relevant and builds on recent Council work, integrates new demographics, refines the sustainability framework, strengthens monitoring and implementation, and incorporates new policies.
- Phase Two is wrapping up and Phase Three (Plan Adoption) will take place this fall.
- Centres and villages have been more clearly mapped.
- “Hubs” have been added to support the 15-minute community concept.
- The long-term goal is to have homes within the Urban Containment Boundary within a 15-minute walk of key amenities.
- The OCP looks to accommodate new development in primary growth areas, creating centers and villages supported by transit corridors.
- The plan looks to provide housing opportunities for all stages of life. This includes a mix of ground-oriented and low-rise houseplexes, apartments, and townhouses offering different tenure types and affordability levels.

Transportation Considerations in the OCP Update

- The update reinforces link between land use and transportation planning, and pulls together policy direction to support the targets identified in the Climate Plan and Active Transportation Plan.
- The update aims to integrate travel modes with low to zero carbon emissions per person. These include public transit, electric car-share programs, electric micro mobility, and active transportation.

- Transportation objectives include:
  - Integrate land use and transportation planning.
  - Prioritize walking, cycling, public transit, and the movement of goods.
  - Reduce greenhouse gas emissions by shifting transportation off fossil fuels to sustainable transportation options.
  - Eliminate all traffic related fatalities and serious injuries.
  - Reduce total vehicle kilometers travelled in Saanich
- The update will look at Transportation Demand Management to develop strategies to make the network more efficient.
- An update to modernize parking standards to reflect different forms of housing has been included.
- Staff are working on reviewing the parking regulations that align with Zoning Bylaw.
- The survey is open for feedback until June 30<sup>th</sup>.

### **Committee Discussion**

- Secondary suites and garden suites have the same requirement of one parking stall. Garden Suites are captured under the Zoning Bylaw.
- Hubs that are not identified in the OCP are limited to the transportation options that are available in their area. New hubs and villages will be identified as the plan rolls out. There is some acceleration taking place with the timeline in this area.
- Transitioning from gas to electric vehicles does not eliminate the need to park.
- Transportation improvements in the villages (e.g., Cordova Bay and Cadboro Bay) will take place along with new developments.
- Transit is looking at a park and ride and the establishment of a rapid bus corridor on the Peninsula.
- An equity lens has been applied to the OCP update. Diversity of housing stock is being encouraged.
- Transit stops are the point of intersection between Saanich and BC Transit. Saanich is responsible for infrastructure up until the transit stop (e.g., the shelter, bench, garbage). Some stops fall under the responsibility of transit. The bus service itself is run by BC Transit. Transit is interested to know where we predict the demand for use will increase as development takes place.
- The CRD is in the process of creating a Regional Transportation Commission.
- A committee presentation on transit is on the list for the fall.

### **ACTION LIST DISCUSSION**

Councillor Phelps Bondaroff lead an overview of the TAC Action List. The following areas were discussed in further detail.

- Areas of equity deserving groups that are in the Active Transportation Plan (ATP) are based on data from the census. A list of criteria can be found in the ATP. If committee members have suggestions regarding the implementation and monitoring of the ATP, staff would be happy to receive them. A presentation will be requested from staff.
- A presentation from staff has been requested on exploring the snow clearing policy from an equity lens.
- A working group on parking may be established in the future.

**ADJOURNMENT**

The meeting adjourned at 7:36 p.m.

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Councillor Phelps Bondaroff, Chair

I hereby certify these Minutes are accurate.

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Kirsten Brazier, Committee Secretary

**From:** [Edward Pullman](#)  
**To:** [Kirsten Brazier](#); [Teale Phelps Bondaroff](#)  
**Subject:** (External Email) Fwd: Bollards on regional and municipal trails  
**Date:** Sunday, September 24, 2023 12:11:14 PM

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**This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.**

Hi Kisten and Teale

Please ensure this letter is circulated to the Transportation committee prior to our Sept 28 meeting.

Thank you,

----- Forwarded message -----

**From:** Alex Nagelbach <[nagelbach@gmail.com](mailto:nagelbach@gmail.com)>  
**Date:** Fri, Sep 15, 2023 at 1:48 PM  
**Subject:** Bollards on regional and municipal trails  
**To:** <[council@saanich.ca](mailto:council@saanich.ca)>

Good afternoon mayor and council,

As a former member of the Active Transportation Advisory Committee, I'm very pleased that Saanich continues to expand its active transportation network throughout the municipality. While I was a member of the committee, we made a motion to have Saanich and the CRD look into bollard placement on regional trails and in Saanich parks. The 3 post system is unfortunately quite dangerous for wider bikes such as cargo bikes and bikes using trailers, both of which frequently are carrying small children. The bollards are there for 2 reasons - stop cars from driving on trails, and apparently to try and slow cyclists at intersections. However, the bollard placement only slows down these wider bikes; they do nothing to slow down speedy road bikes. The fact is the bollards are too narrow to be safely navigated routinely by wider bikes - my wife and I have both clipped the bollards in the past, as have other cargo bike users.

I ask that you request staff to reopen the work of looking into different mechanisms or bollard placements, including the California bollard guidelines previously referred to at ATAC. We need all road users to have safe options and there are better ways than the status quo. This is especially important as Saanich and the CRD will be involved in the redesign of the Goose as part of the trail widening.

Thanks for your time,  
Alex Nagelbach



LET'S MOVE,  
SAANICH!

#movingsaanichfwd  
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

# MOVING SAANICH FORWARD

ACTIVE TRANSPORTATION UPDATE - ENGAGEMENT SUMMARY

SEPTEMBER 2023







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# PART 1 INTRODUCTION

In June 2018, Saanich Council adopted the District's first Active Transportation Plan, *Moving Saanich Forward*, as a guide for investment in active transportation improvements over a 30-year horizon. The award-winning plan established a vision, goals and targets. It also outlined strategies and actions, and an implementation plan to ensure progress on the District's policies, standards, infrastructure and programs for active transportation.

Saanich has made steady progress constructing and upgrading pedestrian and bicycle facilities throughout the community since 2018. As a result, there is a growing network of facilities and routes to support safe, convenient, and connected active transportation. These improvements build on the District's vision of becoming a more sustainable and liveable community.

As part of the District's commitment to monitor and update the Active Transportation Plan, a comprehensive 5-year review is being undertaken in 2022-2023 to account for progress made over the past five years, and to update key information and priorities for the next five years and beyond.

Engagement on the Draft Updated Active Transportation Plan occurred in May and June, 2023. Through a series of engagement events and an online survey, community members were invited to provide feedback on the Draft Plan.

This document summarizes the input received through engagement. The information gathered will be considered in the development of the Final Draft Updated Active Transportation Plan, which will be presented to Council in fall 2023.



# PART 2

# RAISING AWARENESS

A variety of communication materials were used to promote the Active Transportation Plan Update and the opportunities for community members to participate in developing the Final Draft Plan. The following material was used to raise awareness during the engagement period:

## PRESS RELEASES

A press release was issued to local media outlets and published on the District's website on May 16, 2023. It focused on promoting both the Active Transportation Plan Update and Road Safety Action Plan and highlighted opportunities to participate in the engagement process. This resulted in an article being published in the Times Colonist on May 17, 2023.

## PROMOTIONAL CARDS

Postcard-sized promotional cards were distributed throughout the engagement period. The cards included information about the engagement activities and featured a QR code to provide a quick link to the project page and the online survey.

## UTILITY BILL INSERT

Inserts with information about the Active Transportation Plan Update and Road Safety Action Plan were mailed with utility bills to Saanich households in May and June 2023.

## SOCIAL MEDIA

Facebook and Twitter were used to promote the project and opportunities to get involved. Twenty posts were circulated on each platform throughout the months of May and June 2023, and two of those posts were paid advertisements to generate more engagement. On the District's Twitter feed, the posts generated more than 30,700 total views along with 132 likes and 69 retweets. On Facebook, the posts garnered 112 likes, 21 shares, and 21 comments.

## EMAIL NOTIFICATIONS

All stakeholders identified in the ATP Update engagement strategy were sent a project update via email on May 16 and 17. The email highlighted what the project team had accomplished since the last stakeholder touchpoint in fall 2022. It also encouraged all stakeholders to participate in the engagement opportunities.

On May 17, another e-blast was distributed to 108 subscribers who signed up to receive updates through the project webpage on [saanich.ca](http://saanich.ca). The e-blast included messaging similar to the stakeholder e-mails. A second notification was sent on June 8.

## PROJECT WEBPAGE

A webpage for the Active Transportation Plan Update was hosted on the District's main website. The purpose of the webpage was to inform community members about the project and promote the engagement activities held in the spring. Between May 16 and June 28, 2023, the project webpage generated 523 visits.

# PART 3

# SPRING 2023 ENGAGEMENT

## PURPOSE OF ENGAGEMENT

This engagement period was designed to seek feedback from Saanich residents and stakeholders on the draft Updated Active Transportation Plan, specifically, the updated vision, goals, and revised target language, as well as the updated strategies and action, and priority projects.

The feedback received through engagement will be used to revise and finalize the Draft Updated Active Transportation Plan before it is presented to Council for consideration in the fall 2023.

## ENGAGEMENT CHANNELS + WHAT WE HEARD

An online survey and a series of events were hosted between May and June 2023. Events took place in locations with high foot traffic and areas frequented by a broad cross-section of the community. This was done to ensure the engagement process was accessible and equitable.

The following is a summary of the methods that were used to engage residents and stakeholders. Please note, the views represented in this summary report reflect the views and priorities of those who participated in the different engagement events. Participants self-selected into the engagement process and therefore results are not necessarily statistically-representative of public opinion.



# PART 3

## SPRING 2023 ENGAGEMENT

### ACTIVE TRANSPORTATION ADVISORY COMMITTEE (ATAC)

Saanich's former Active Transportation Advisory Committee was engaged throughout the planning process and provided input on the draft Plan, as well as the engagement process. The group was engaged at the March 23, 2023 committee meeting. Minutes from all meetings can be found on the Committee webpage.

NOTE: IN EARLY 2023 ATAC WAS DISSOLVED AND A NEW COUNCIL COMMITTEE – THE TRANSPORTATION ADVISORY COMMITTEE (TAC) WAS FORMED. THE MANDATE OF THE TAC IS TO PROVIDE RECOMMENDATIONS, ADVICE AND INFORMATION TO SAANICH COUNCIL AND STAFF ON MATTERS AS THEY RELATE TO TRANSPORTATION ISSUES WITHIN THE DISTRICT.

### ENGAGEMENT WITH SAANICH ADVISORY COMMITTEES

Staff made presentations/ hosted discussions with advisory committees:

DATE (2023)	COMMITTEE
May 24	Transportation Advisory Committee
May 31	Accessibility, Diversity, Equity and Inclusion Advisory Committee
June 8	Natural Areas, Parks and Trails Advisory Committee
June 21	Sustainability & Climate Change Advisory Committee
June 22	Transportation Advisory Committee

### POP-UP ENGAGEMENT

During the engagement period, Project Team members 'popped up' at seven (7) locations throughout the District with the goal of talking to people, distributing handouts and encouraging participation in the process. Locations for the pop-ups were selected based on the equity analysis and efforts were made to reach a broad cross-section of community members across the District who many not otherwise participate in this project.

In total, outreach through pop-up engagement reached approximately 327 people. The table below outlines the locations and the approximate number of residents reached during each pop-up.

DATE	LOCATION	ESTIMATED # OF INTERACTIONS
May 17	Uptown Transit Exchange	60
May 25	Marigold Elementary School	42
May 27	Red Barn (West Saanich Road)	17
May 30	Craigflower Elementary School	44
June 1	Borden Street at McKenzie Avenue	66
June 2	Go By Bike Week Celebration Station	80
June 9	Tillicum Mall	18



# PART 3 SPRING 2023 ENGAGEMENT

## OPEN HOUSES

The District hosted two open houses during this engagement period. They provided an overview of ‘why’ the 2018 Active Transportation Plan is being updated, the process being undertaken to update the Plan, and the key changes being considered in the draft updated Plan. Community members were invited to review information boards and maps, participate in interactive activities designed to solicit feedback, and speak with members of the project team.

The open houses were hosted at the following locations:

**GORDON HEAD RECREATION CENTRE:** June 10, 2023

**SAANICH COMMONWEALTH PLACE:** June 14, 2023

In total the Project Team interacted with 86 people through the two open houses.

## ONLINE SURVEY

An online survey was available between May 16 and June 18. It was designed as a joint survey with the Road Safety Action Plan. Participants had the option to provide feedback on the Draft Updated Active Transportation Plan or the Road Safety Action Plan, or they could complete the survey for both projects.

In total, 600 people completed the online survey with 475 of those opting to provide feedback on the Draft Updated Plan. The feedback received will be used to adapt and finalize the Draft Updated Active Transportation Plan.

## TARGETED ENGAGEMENT

The District hosted a series of engagement sessions with different groups and organizations representing equity-deserving populations as well as individuals with lived experience. These groups included seniors, people with disabilities, and new immigrants. Hearing from and incorporating feedback from equity-deserving groups was a critical component of this engagement process to ensure their perspectives and experiences were reflected in the final Active Transportation Plan Update.

DATE	LOCATION	AUDIENCE	ESTIMATED # OF INTERACTIONS
May 25	Cedar Hill Recreation Centre	Seniors	10
June 5	Lambrick Park	Active Transportation User Group	6
June 7	G.R. Pearkes Recreation Centre	Seniors	4
June 9	Saanich Commonwealth Place	Seniors, Persons with Disabilities	20
June 9	Cedar Hill Recreation Centre	Seniors	15
June 12	Copley Park	Active Transportation User Group	5
June 15	Victoria Immigrant and Refugee Centre Society	New Immigrants	6

# PART 3

## SPRING 2023 ENGAGEMENT

### WHO WE HEARD FROM: DEMOGRAPHIC OVERVIEW

Survey participants were asked to provide demographic information, including information about their age, gender and where they live. This information provided a better understanding of who responded to the online survey.

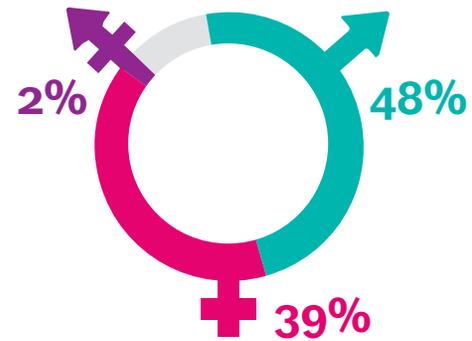
#### AGE BREAKDOWN

The largest number of survey participants (20%) were between the ages of 40 and 49 years old. This was closely followed by respondents between the ages of 30 to 39 years old (20%). The survey received the fewest number of responses from those 19 years and younger, with only 1% of respondents in this age range. Other respondents did not wish to provide their ages.



#### GENDER BREAKDOWN

Men represented 48% of all respondents, whereas 39% were women and 2% were non-binary. Approximately 10% of respondents chose not to provide a response to this question.

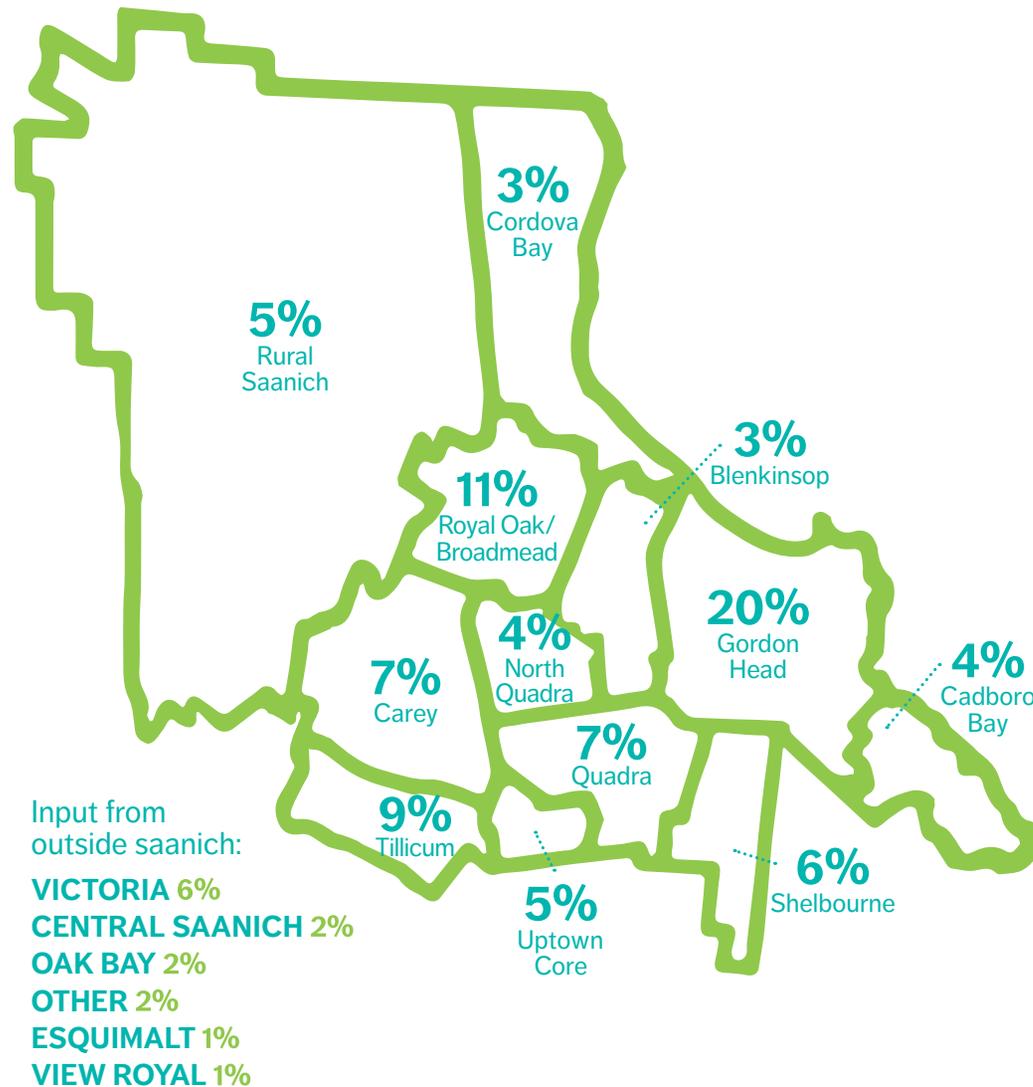


# PART 3

## SPRING 2023 ENGAGEMENT

### NEIGHBOURHOOD BREAKDOWN

The survey data reflects input from all 12 Saanich neighbourhoods, with Gordon Head have the highest response rate (20%), followed by Royal Oak/Broadmead (11%), Tillicum (9%), Quadra (7%), Carey (7%), Shelbourne (6%), Uptown Core (5%), Rural Saanich (5%), Cadboro Bay (4%), North Quadra (4%), and Blenkinsop (3%). Other respondents from outside of Saanich indicated they lived in Victoria (6%), Central Saanich (2%), Oak Bay (2%), View Royal (1%), and Esquimalt (1%).



# PART 3

## SPRING 2023 ENGAGEMENT

### MODE OF TRANSPORTATION BREAKDOWN

Over half of survey respondents (51%) drive as their main mode of transportation, followed by those who use active transportation (bike or walk) at 42%. Approximately 5% of respondents use transit as their main transport, 1% primarily carpool, and 1% use micro-mobility.

Respondents were asked what other ways they got around on Saanich streets, in addition to their main mode of transport. Most respondents indicate that they get around by walking (68%), followed by driving (48%), biking (43%), and transit (31%).



# PART 3

# SPRING 2023 ENGAGEMENT

## MOBILITY

Respondents were asked if there was anything that impacted their mobility. The majority of respondents (74%) indicated that they have no disabilities.

Approximately 13% of respondents selected “Other” and chose to provide their own answer. Of those responses, the most common impacts included age-related limitations, chronic pain, joint injuries, and limitations when traveling with young children.

Of the remaining respondents, 3% use a wheelchair or other mobility device, 3% have a hearing disability, and 2% have a visual disability. Approximately 7% of respondents did not disclose an answer.

In another question, 3% of survey respondents indicated that they use a mobility aid, such as a wheelchair, walker, or cane.

“DO YOU USE A MOBILITY AID (E.G. WHEELCHAIR, WALKER OR CANE)?” (N=66)

Yes	3.03%
No	96.97%

“IS THERE ANYTHING THAT IMPACTS YOUR MOBILITY?” (N=382)

Yes, I use a wheelchair or other mobility device	3.40%
Yes, a hearing disability	2.88%
Yes, a visual disability	2.36%
No, nothing impacts my mobility	74.35%
Prefer not to disclose	6.54%
Yes, another kind of disability (please specify if you wish)	13.09%

## HOUSEHOLDS WITH YOUNG CHILDREN

Of 399 respondents, approximately 28% of survey participants indicated that they have children aged 12 or younger in their homes. The remaining 72% did not.



# PART 3

# SPRING 2023 ENGAGEMENT

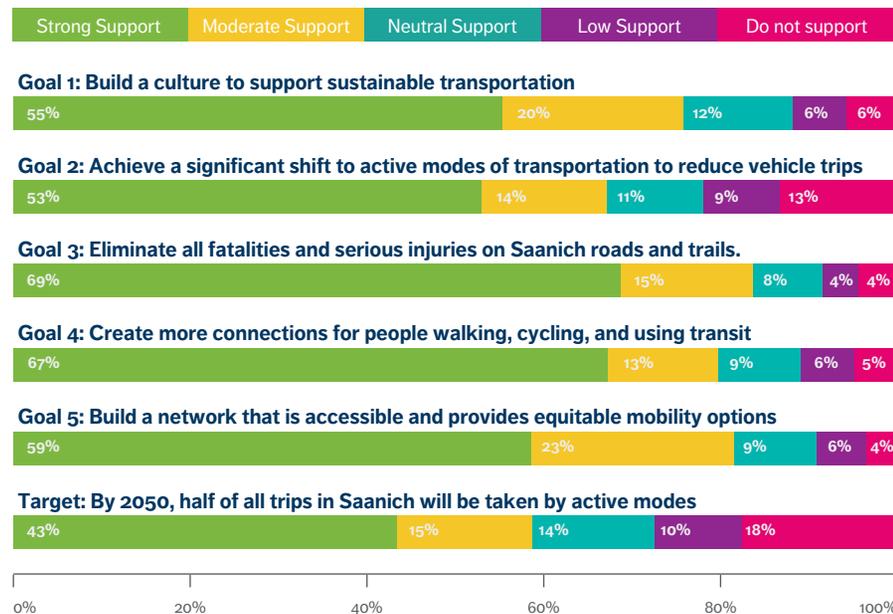
## WHAT WE HEARD

The District has reviewed the input received through the survey, and it will be used to influence changes to how projects have been prioritized, where additional clarification may be required, and missing actions.

These changes will aim to address the most common concerns and opportunities mentioned. The summary of the survey input is provided below.

“PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR THE 2023 DRAFT UPDATED GOALS AND TARGET” (N=451)

In this portion of the survey, respondents were shown the proposed updates to the ATP’s goals and target from 2018. The graph below shows the level of support for each goal.



The majority of respondents were supportive of the updated goals and target. Goal 3 received the highest number of supportive responses (“Strong” and “Moderate” support combined) with 84%, followed by Goal 5 with 82%. This response also indicates strong support for the Road Safety Action Plan process and outcomes. Goal 4 also received the second-highest number of strongly supportive responses, with two-thirds of respondents (67%) indicating such.

Goal 2 received the highest number of unsupportive responses, with 22% of participants indicating low or no support. The updated target, while supported by the majority of respondents (58%), received 28% of responses showing low or no support .

“IS THERE ANYTHING WE’VE MISSED IN THE DRAFT UPDATED GOALS AND TARGET?” (N=213)

As a follow-up to the previous question, respondents were asked to provide a written comment if anything was missed in the updated goals and target. Responses were read and categorized into themes. The table on the following page shows the common themes from all 213 responses and the number of times they were mentioned.

# PART 3 SPRING 2023 ENGAGEMENT

COMMON THEMES	# OF MENTIONS
Adjustments to goal/ target	64
Enhancements to road design	57
Accessibility goal	49
I wouldn't make any changes	43
Adjustments to goal language	17
Enforcement goal	10
Climate-friendly technology	8
Road safety awareness	5

Of 213 responses, 64 of them (30%) suggested changes to the draft goals and target. Common suggestions were that the 2050 target could be shortened to an earlier date or to add interim goals between now and 2050. Another suggestion was that Goal 3 (eliminating all fatalities on Saanich roads and trails) could be reframed, because human error makes achieving such a goal unlikely. Respondents also suggested other goals related to road design, accessibility, and enforcement. Other respondents provided suggestions for clarifying language, such as setting SMART goals.

## “PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR THE DRAFT 2023 UPDATED VISION.” (N=445)

Respondents were asked how much they supported the updates made to the vision statement. The existing and proposed vision statements were provided.

2018 VISION	2023 DRAFT UPDATED VISION
<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>The connectivity and convenience of these networks supports transit and a thriving culture of active transportation, encouraging a shift to sustainable transportation, which enhances well-being and climate goals.</p>

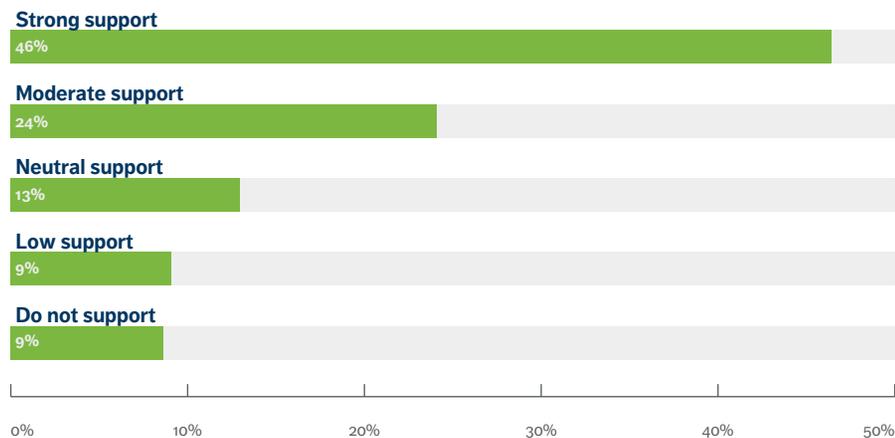
# PART 3

## SPRING 2023 ENGAGEMENT

Of the 445 responses, almost half (46%) indicated strong support of the draft 2023 vision along with an additional 24% indicating a moderate level of support.

Approximately 13% of participants responded that they were neutral, 9% of participants indicated a low level of support, and another 9% indicated that they did not support the draft vision statement.

The graph below illustrates the distribution of responses from all 445 responses.



Survey respondents who indicated low or no support for the draft vision were directed to an additional question:

*“What would increase your level of support for the 2023 updated vision?”*

These participants provided written comments to explain what would increase their support for the draft vision. Of the 70 responses received, ideas related to the following themes were provided:

- Acknowledgment of people needing to drive in Saanich, whether by physical necessity, for work, or to transport their families.
- Mentioning the role of balanced streets so that everyone can travel safely and effectively throughout Saanich.
- Considering how Saanich taxpayers are impacted by the vision of the ATP.
- General comments about the current state of travel in Saanich .

**"BASED ON YOUR REVIEW OF THE LIST OF CHANGES TO THE STRATEGIES AND ACTIONS, IS THERE ANYTHING WE'VE MISSED?" (N=174)**

The Draft Updated Active Transportation Plan made several overarching changes to the strategies and actions associated with its three themes: Connection, Convenience and Culture.

Respondents were asked to review the summary of changes (shown in the table below) and provide written comments about anything the District might have missed.

# PART 3

## SPRING 2023 ENGAGEMENT

### CHANGES TO ATP STRATEGIES AND ACTIONS

- Consistency with current policy documents, including recent strategies and plans for climate change, active transportation, and road safety
- Acknowledgment of new and emerging issues related to road safety, electric bikes and micro-mobility (e.g., electric kick scooters)
- Greater emphasis on equity and inclusion
- Recognition of the important roles that traffic calming plays in the design and construction of safe and livable streets.

Of 174 respondents, 52 of them (30%) said they would not make any additional changes. The remaining responses fell into several common themes:

- Making networks more accessible and reflective of community needs (e.g. seniors or people with disabilities)
- Considering road user behaviour and its ability to encourage or discourage active transportation use in the community
- Environmental or economic impacts of the ATP's actions
- Adapting strategies and actions for rural roads
- Considering how enforcement can be meaningfully implemented and measured

### "BASED ON YOUR REVIEW OF THE PRIORITIZATION CRITERIA, IS THERE ANYTHING WE'VE MISSED?" (N=158)

The Updated Plan added two new criteria to help inform the District when prioritizing pedestrian and cycle projects. Respondents were asked to review the changes (shown in the table below) and provide written comments on anything the District might have missed.

2018 PRIORITIZATION CRITERIA	2023 DRAFT PRIORITIZATION CRITERIA
<ul style="list-style-type: none"> <li>• Road classification</li> <li>• Proximity to land use generators</li> <li>• Addressing network gaps</li> <li>• Projects identified in other planning documents</li> <li>• Opportunity to coordinate with another project</li> <li>• Access to transit</li> </ul>	<ul style="list-style-type: none"> <li>• Road classification</li> <li>• Proximity to land use generators</li> <li>• Addressing network gaps</li> <li>• Projects identified in other planning documents</li> <li>• Opportunity to coordinate with another project</li> <li>• Access to transit</li> <li>• Evidence of road safety issues (NEW)</li> <li>• Proximity to an equity-deserving area (NEW)</li> </ul>

# PART 3

## SPRING 2023 ENGAGEMENT

Of 158 responses, 54 of them (34%) indicated that nothing was missed in the prioritization criteria. The remaining responses fell into the following common themes:

- Opportunities to maintain or improve existing infrastructure
- Clarifying the criteria to help Saanich residents understand the project selection process
- Suggestions for location-specific improvements
- Connections to neighboring municipalities' networks
- Road Safety data to support the project selection process
- Opportunities to engage with local residents

The priority locations that were mentioned most for suggested walking or cycling improvements included Shelbourne Street, Cedar Hill Road, McKenzie Avenue, Pat Bay Highway, Quadra Street, Carey Road, Cordova Bay Road, Glanford Avenue, and various locations throughout Rural Saanich. The District has reviewed comments related to these locations. Further engagement will occur with respective neighbourhood associations to confirm these priorities.

"BASED ON YOUR REVIEW OF THE TRAILS CRITERIA, IS THERE ANYTHING WE'VE MISSED?" (N=121)

The Updated Plan now includes criteria to help inform the prioritization of trail projects. Respondents were asked to review the changes (shown in the table below) and provide written comments on anything the District might have missed.

2018 TRAIL PRIORITIZATION CRITERIA	2023 DRAFT PRIORITIZATION CRITERIA
The 2018 Active Transportation Plan did not include criteria to prioritize trail projects.	<ul style="list-style-type: none"> <li>• Proximity to land use generators (e.g., recreation centre and commercial centres)</li> <li>• Addressing network gaps</li> <li>• Projects identified in other planning documents</li> <li>• Opportunity to undertake trail improvements with other planned park capital improvement projects</li> <li>• Access to transit</li> <li>• Evidence of safety issues</li> <li>• Proximity to an equity-deserving area</li> </ul>

Of 121 responses, 50 of them (41%) did not suggest any additional changes. The remaining responses fell into the following common themes:

- Opportunities to include features that enhance community safety
- Making Saanich trails accessible for a wide range of users, including those walking or people with mobility challenges
- Connections to schools and the regional trail network
- Clarity of criteria language, such as "equity deserving area"
- Opportunities to maintain existing infrastructure
- Environmental or economic impacts of new trails



# PART 3

# SPRING 2023 ENGAGEMENT

“BASED ON YOUR REVIEW OF THE NETWORK PRIORITY PROJECTS, IS THERE ANYTHING WE’VE MISSED?” (N=333)

Respondents were given a link to review the priority projects identified for Sidewalk, Bicycle, and Trail projects in Saanich. After reviewing, respondents were asked if anything had been missed from the project lists. Of 333 responses, over half (51%) of them indicated that nothing was missed. The remaining responses (49%) expressed a range of different ideas. These have been sorted into the following common themes:

- Suggestions for location-specific improvements or projects
- Adjusting a project to a higher priority, or expressing that the 2040 target for Medium Priority projects is too far away
- Lengthening the extents of an identified project
- General comments about maintaining roads as they are
- General safety considerations when planning active travel routes
- Committing to making roads accessible and convenient for all road users

The priority locations that were mentioned most for suggested walking or cycling improvements included Shelbourne Street, Cedar Hill Road, McKenzie Avenue, Pat Bay Highway, Quadra Street, Carey Road, Cordova Bay Road, Glanford Avenue, and various locations throughout Rural Saanich. The District has reviewed comments related to these locations. Further engagement will occur with respective neighbourhood associations to confirm these priorities.

## WRITTEN CORRESPONDENCE

During the engagement period, the project team received 16 pieces of correspondence from community members with feedback related to active transportation and the Draft Updated Plan. The correspondence reflected a number of active travel topics including pedestrian safety, gaps in active transportation facilities (i.e. sidewalks and bike lanes), trail connectivity, and area/ neighbourhood-specific concerns.

## CORRESPONDENCE FROM STAKEHOLDERS

Additionally, correspondence was received from several stakeholders. The following groups sent email feedback to the project team, between May and July 2023. In addition, some groups reached out for further discussions with staff and/or have spoken to staff throughout the development of the Draft Plan. In those cases, input was considered and incorporated into the Draft Updated Plan.

- Capital Bike
- Livable Roads for Rural Saanich
- Saanich & Oak Bay Safety Network
- Cordova Bay Association for Community Affairs
- City of Victoria
- Vancouver Island Health Authority

# PART 4

## NEXT STEPS

This engagement summary compiles the input received during the spring 2023 engagement period for the Active Transportation Plan Update. The project team will use the input received, alongside technical work, to finalize the Draft Updated Active Transportation Plan before presenting to District Council in the fall 2023.

On behalf of the project team, we would like to thank all stakeholders and community members for their participation and valued input throughout the update process. We look forward to sharing the Final Draft Updated Plan in the fall.







**#movingsaanichfwd**  
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

**2023  
update**