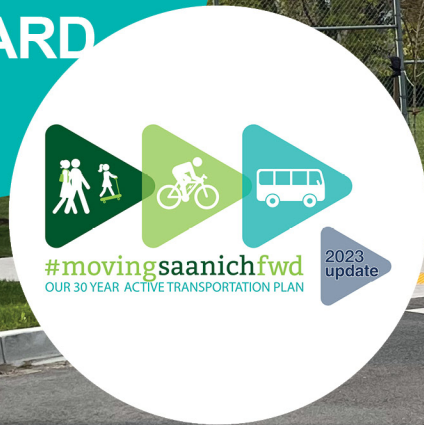


LET'S  
CONTINUE TO  
MOVE SAANICH  
FORWARD



# ACTIVE TRANSPORTATION PLAN UPDATE

ENGAGEMENT SUMMARY (PHASES 2 & 3)

FEBRUARY 2023





# Contents

---

<b>1.0</b>	<b>PROJECT PURPOSE .....</b>	<b>3</b>
<b>2.0</b>	<b>ENGAGEMENT PROCESS .....</b>	<b>3</b>
2.1	PHASE 2 ENGAGEMENT .....	4
2.2	PHASE 3 ENGAGEMENT .....	6
<b>3.0</b>	<b>PHASE 2 ENGAGEMENT FINDINGS .....</b>	<b>7</b>
<b>4.0</b>	<b>PHASE 3 ENGAGEMENT FINDINGS .....</b>	<b>10</b>
4.1	ATAC WORKING SESSION .....	11
4.2	COMMUNITY STAKEHOLDER WORKSHOPS 1 & 2 .....	12
4.3	TECHNICAL STAKEHOLDER WORKSHOP .....	20
4.4	BC TRANSIT .....	22





## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### 1.0 PROJECT PURPOSE

The District's first active transportation plan, Moving Saanich Forward was adopted by Council in June 2018 as a guide for investment in active transportation improvements for the next 30 years. The award-winning Plan established a vision, goals and targets. It also outlined strategies and actions 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 2023 marks five years since its adoption. The purpose of the ATP update is to provide a current framework to support implementation of active transportation policies, actions and priority projects. The updated Plan will guide investment and decision-making for active transportation for the next five years and beyond.

Ensuring alignment with current policy documents, including recent strategies and plans for climate change, land use, and road safety, and equity-based analysis, alongside refreshed input from stakeholders and members of the public will be fundamental to this update. This document summarizes the input received throughout Phase 2 and 3 of this update process.

### 2.0 ENGAGEMENT PROCESS

The first step in updating the ATP is to ensure that stakeholders and residents are aware of the project and understand its purpose and timelines. The engagement process has been broken into three phases (commencing in Phase 2). The timeline on the page below demonstrates the engagement process and its alignment with the overall project.

The first round of engagement took place during Phase 2 in June, 2022. The purpose of this phase was to raise awareness of the project and to learn from governments and stakeholders about their priorities, experiences, concerns and ideas for the updated plan.

Phase 3 engagement took place from September to November 2022 and was intended to build on the input provided in Phase 2. This additional round of engagement allowed the project team to further the conversation with key stakeholders about priorities, issues and opportunities to be highlighted in the updated Plan.

The District is committed to equitable engagement for the ATP Update. In Phases 2 and 3, efforts were made to identify and connect with equity-deserving residents, organizations and Indigenous communities that interface with the transportation system.

# Saanich Active Transportation Plan Update

## DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)



Figure 1: Project Timeline

The following is a breakdown of the engagement process for Phase 2 and Phase 3.

### 2.1 PHASE 2 ENGAGEMENT

#### PROMOTION

A dedicated [project page](#) was created to provide access to information regarding the process, timelines and deliverables. In addition, individuals have the option to register (via the website) to receive email notifications about the project.

#### STAKEHOLDER OUTREACH

Stakeholders contacted in Phase 2 of engagement included neighbouring municipalities, Saanich departments (Sustainability, Planning, Parks, Recreation and Community Services, Fire and Police), community associations, neighboring jurisdictions, external agencies, schools, educational institutions, economic and land development groups, community organizations and advocacy groups.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

The District sent letters with discussion questions to all stakeholders and they were given the opportunity to respond to the questions in writing or, if desired, they also had the opportunity to meet with Engineering staff to share their input in person.

The following is a general list of discussion questions that was shared with stakeholders. Questions were modified slightly to suit the different stakeholder groups. The Active Transportation Advisory Committee reviewed these general questions prior to engagement.

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?
2. What is working well with active transportation in Saanich?
3. What do you think could be improved?
4. What role do you see your organization playing in the process to update the ATP?
5. What role, if any, do you see your organization having in implementation of the ATP?

### **COUNCIL COMMITTEE ENGAGEMENT**

Staff met with Council Committees to discuss the plan update and seek input. Staff gave presentations and hosted discussions with the Planning, Transportation and Economic Development Advisory Committee (PTED) and the Parks, Trails and Recreation Advisory Committee (PTR).

The same questions used for stakeholder engagement were used to facilitate a discussion with the Council Committees.

### **FIRST NATION ENGAGEMENT**

Staff initiated contact with local First Nations and Indigenous Organizations in Phase 2 and work continues to determine if there is an interest being involved in the ATP Update and what methods of engagement that would be suitable.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### 2.2 PHASE 3 ENGAGEMENT

#### ATAC WORKING SESSION

A working session with the District's Active Transportation Advisory Committee (ATAC) was held on September 29, 2022. The purpose of this session was to provide the committee with an overview of the existing ATP and to review the purpose and process of the update, including the engagement approach, alignment with the Road Safety Action Plan, and emerging areas of focus.

Members provided insightful feedback on the process and existing vision, goals and actions. Findings from this meeting are summarized in Section 4.1.

#### COMMUNITY-BASED STAKEHOLDER WORKSHOPS (2)

Based on the approved stakeholder list, the Project Team identified a variety of stakeholders to participate in two workshops that took place the week of November 22, 2022.

Invitations were distributed by email to more than 50 groups, organizations, agencies and individuals across Saanich. Workshop no.1 had nine participants and Workshop no. 2 had six participants, each representing various organizations and their respective perspectives such as University of Victoria, Community Associations, Urban Development Institute, Parent Advisory Committees, Livable Roads for Rural Saanich, and Goward House (seniors centre).

These workshops provided the stakeholders with background on the ATP Update Project, and were an opportunity to collect feedback on new and emerging items, as well as updated draft vision and goals. Findings from the workshops are summarized in Section 5.3.

#### TECHNICAL STAKEHOLDER WORKSHOP

The District identified agencies and partners to participate in a technical workshop. The workshop was similar to the stakeholder workshops with an additional focus on collaboration. The technical workshop was hosted on November 24, 2022 and included seven participants from the Town of View Royal, City of Victoria, Township of Esquimalt, the Capital Regional District, and Island Health.

participation from transportation staff at the Town of View Royal, City of Victoria, Township of Esquimalt and the Capital Regional District. Island Health were also a part of the workshop.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

A separate session was hosted with BC Transit on November 17. This session focused on actions related to transit found within the 2018 ATP. In addition, general discussion around active transportation and transit in Saanich and any noted changes or items to be considered within the update were discussed.

### SAANICH STAFF ENGAGEMENT

The primary method for internal engagement with Saanich staff was online meetings. These meetings focused on providing project background, identifying existing policy alignment and misalignment, and discussing opportunities for coordination across departments. Conversations with District staff are on-going and evolving as details in the plan require additional focus.

### 3.0 PHASE 2 ENGAGEMENT FINDINGS

In June 2022, District staff conducted Phase 2 engagement with governments and stakeholders. Individuals, groups and organizations were contacted by email and asked for input on the proposed scope of the plan review, as well as issues and opportunities that, from their perspective, should be considered in the update.

Key findings from Phase 2 are summarized below.

#### NEW AND EMERGING ITEMS:

- Increase in demand and usage of micro mobility devices and e-bikes
- Demand for traffic calming improvements to support active transportation use and road safety
- New policies including the B.C. Active Transportation Design Guide and Local Area Plans to be considered in the update
- Considerations of impacts of the COVID-19 pandemic and the relationship between public health and active transportation
- Increases in active transportation that started during the pandemic are continuing
- New plans and guidance documents such as the B.C. Active Transportation Design Guide need to be considered in the update
- The impacts of COVID-19 on active transportation and the relationship between public health and active transportation
- Need for alignment between active transportation and land use planning
- Trail use has increased
- There are more e-bikes using regional trails and parks. The differences in speed between e-bikes and other trail users is a safety concern



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

- More older adults using e-bikes
- Facility design should consider the space requirements of cargo bikes

What is working well with active transportation in Saanich?

- Improvements along key corridors and around some schools have created a more useable and predictable network of active transportation infrastructure
- Dedicated funding for active transportation projects
- Saanich's e-bike incentive program
- Stakeholders and the public are increasingly involved in planning and design.
- New and improved cycling and walking facilities at UVic, Finnerty Road, Quadra and McKenzie, and Prospect Lake Road

What could be improved?

- A safe and secure location to charge e-bikes and park bikes at public facilities (more secure bike parking)
- Prioritize an inter-municipal e-bike sharing program
- Training available for children and seniors on how to use new cycling facilities
- Regular maintenance of infrastructure to ensure accessibility to all, at all times of year
- Incorporate traffic calming as part of active transportation projects
- Update policies/standards to ensure all new developments consider connectivity and new facilities for active transportation users.
- More actions to support active transportation in Rural Saanich
- Updates to maps to reflect new/revised destinations, routes, priorities and potential for active transportation
- Improve intersections in local neighbourhoods, particularly those in proximity to schools and centres – ensure safety and accessibility
- Complete sidewalk construction where there are gaps to support network growth and connectivity
- Work with CRD on Paving Lochside Trail from Royal Oak to Blenkinsop Greenway and pedestrian cyclist separation on regional trails.
- Consistency in infrastructure treatments, including across municipalities
- Consider quantity, location, and quality for bike parking and ensure parking accommodates e-bikes, large and long bikes, and micro-mobility devices





## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

- Accessibility improvements on sidewalks, at intersections and bus stops
- A desire for a clear approach for implementation with defined resources and timelines to complete the network within a reasonable timeframe
- Have a more comprehensive report card that gives a status update on each individual action and provides context on why actions may be falling behind
- Put more of a focus on transit
- More programs needed to encourage and support multi-modal trips
- Benches are needed in public spaces to encourage seniors, living in seniors housing to walk. They need places to sit and rest.
- Improve active transportation links to trails
- Vehicle speed needs to be addressed to make active transportation safe
- Priorities should focus on regional connectivity
- Consideration of accessibility improvements such as:
  - Tactile signage at bus stops for people who are visually impaired
  - Wheelchair symbols at bus stops
  - Benches and shelters at bus stops
  - Visual and auditory signals at crossings
  - Accessible infrastructure design
  - Safety for vulnerable people e.g. at floating bus stops
  - Consider facility design for increasing number of micro-mobility users
- Focus on collaboration and partnerships with other governments and agencies
- Reflect climate goals in the vision, goals, and actions of the ATP
- More marked crossings in parks to help pedestrians connect to trails
- More active transportation routes for students to reduce congestion at drop-off and pick-up times

#### 4.0 PHASE 3 ENGAGEMENT FINDINGS

Phase 3 engagement heard from a diversity of perspectives; however, several key findings were consistent across various groups. The key takeaways discussed throughout this phase of engagement are summarized below:

##### MICRO MOBILITY

- The uptake in e-bikes and micro mobility devices has grown since the 2018 ATP. Through the update, consideration needs to be given to these modes including end-of-trip facilities, design parameters, collaboration with neighbouring jurisdictions and advocacy to senior levels of government.
- End-of-Trip Facilities
- Desire to see better end-of-trip facilities to support various devices and secure parking.

##### TRANSIT

- Desire to include reference to transit uptake and overall importance of multi-modal travel.
- Collaboration and Partnerships
- Possible opportunities for partnership and collaboration for around standardized facilities across jurisdictions and to support building a culture of active transportation and provide education among all road users

##### CLIMATE ACTION

- Importance of ATP for reaching the District's climate goals – should be reflected in vision, goals and actions.

##### SAFETY

- It was also expressed that comfort and safety are different and should not be used synonymously and that safety should be a focus.
- Desire to make roads safe first to allow rural residents to connect into active transportation facilities. Concern that Saanich has not taken action in rural areas and that there are always issues that come up that prevent real change. Suggestion that rural Saanich needs its own specific goal.

*Note: Further discussions have occurred with representatives from Livable Roads for Rural Saanich which have highlighted the groups desire to see changes pertaining to rural Saanich.*



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### 4.1 ATAC WORKING SESSION

During ATAC Committee meeting no. 1 (two more ATAC meetings will occur as part of the update process) committee members shared input on the existing vision, goals and targets. This input is summarized below:

#### VISION

- General desire to see the three existing paragraphs reduced to a single paragraph to reduce length and clarify overall vision
- Safety, comfort, and connectivity should be highlighted
- Consider specific mention of transportation for everyday needs and transportation choice
- Include climate targets and the urgency for action, transportation choice, and linkage to community resilience
- Consider how equestrians are reflected in the vision

#### GOALS

Recommendations related to updating the current goals of the ATP included:

- Consider a broader definition of active transportation – not just walking, cycling, transit (with some discussion related to emerging technologies)
- Goal 2: Stronger language and direction requested (replace 'observe')
- Goal 3: Reflect Vision Zero objective
- Desire to see transit added to Goal 4
- Consider a fifth goal that speaks to equity and accessibility

#### TARGETS

Discussion related to the ATP's targets included:

- Need to consider the distinction between targets and implementation measures by tying targets more closely to goals
- Mode share targets should be changed to 2030 (rather than 2036) to align with 2020 Climate Plan targets and timelines



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### STRATEGIES AND ACTIONS

Discussion related to the ATP's strategies and actions included:

- A desire to see environment, equity, etc. rather than the current strategy areas of: CONNECTION, CULTURE, CONVENIENCE
- Highlighting maintenance of active transportation facilities
- Provide more bicycle parking and end-of-trip facilities including through the development process
- Micro mobility – not active but can be passive which can help achieve broader transportation goals.
- Potential value in tying micro mobility into the actions as the popularity of these modes continues to grow
- More emphasis on accessibility throughout the entire plan and clearly identified within the actions
- An interest in prioritization of actions to consider greatest impact on achieving climate goals, increasing active mode share, achieving geographic equity; aligning with land use, potential to complete the network and/or safe routes to schools
- Would like to see strategies and actions to get people out of their vehicles, incentivize less driving trips concurrent with improvements to active transportation and other travel alternatives.

### 4.2 COMMUNITY STAKEHOLDER WORKSHOPS 1 & 2

The key findings below are an amalgamation of feedback from Stakeholder Workshops 1 and 2, including several polls that were asked and recorded during the workshops to indicate each group's level of support for the updated Vision and Goals. It should be noted that for each subsequent session the Vision and Goals were modified based on the input received from the previous group to demonstrate how input had been received and actioned and to promote further discussion amongst participants.

To understand the level of familiarity with the ATP and its development participants in Workshops 1 & 2 were asked to participate in the following poll to indicate whether they had been involved in the development of the 2018 ATP.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

Responses indicated that approximately a third of participants were engaged throughout the ATP's development.

WORKSHOP 1	WORKSHOP 2
<ul style="list-style-type: none"><li>• Yes - 30% (3/10)</li><li>• No - 70% (7/10)</li></ul>	<ul style="list-style-type: none"><li>• Yes - 33% (2/6)</li><li>• No - 67% (4/6)</li></ul>

### NEW & EMERGING ITEMS

Participants were asked in a discussion to identify any emerging items since Saanich's ATP was approved in 2018 to be considered in the update. Responses from the discussion have been included from workshops 1 & 2, below.

- Noticed significant increase in active transportation and transit ridership more recently and would like to see a way to continue to improve facilities and increase service to retain sustainable transportation levels and encourage more.
- Increase in e-bike use in recent years, as well as significant increase in walking. More people working from home, increased walking for recreation during pandemic.
- New observed behaviours on suburban roads as more people engage in walking with a lack of facilities, and greater respect from motorists and cyclists to create space.
- Focus on people with disabilities and those that use mobility scooters, specifically the design of curb ramps.
- A need to ensure that Saanich coordinates with the roll out of active transportation networks in neighbouring municipalities and explore opportunities for partnerships to support implementation
- Desire to see focus on bridges and asphalt sidewalks and how these locations can be improved or prioritized.
- Development community generally looking to support active transportation facility provision, would like to better understand where to direct resources to benefit areas surrounding sites



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### VISION

Participants were asked to provide their feedback on the draft vision. As noted below in the poll results, most participants felt that the vision statement needed further revisions to meet their needs. Comments below are a summary of suggestions and feedback from participants on how the vision statement could be strengthened.

For reference, the vision statement from the 2018 ATP is shown here alongside a draft updated vision statement. The updated vision was referred for further discussion with each group:

#### 2018 VISION STATEMENT

*“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.”*

#### DRAFT VISION STATEMENT UPDATE

*“Saanich offers a universally accessible walking network and a complete cycling network comfortable for people of all ages and abilities.*

*The connectivity, convenience, and established culture of active transportation within Saanich continues to support a shift to sustainable transportation options, thereby supporting the District in meeting critical climate goals.”*

Participants were asked to indicate their level of support for the drafted vision statement. Participants responses were varied between the groups with the participants of the first workshop being more supportive of the draft vision than the second workshop group. The results of these polls are shown below.

#### WORKSHOP 1

- 44% - Captures the goals of the ATP Update
- 34% - Is just about there but needs a bit more work
- 0% - Has some strengths but needs quite a bit of work
- 22% - needs to be rewritten

#### WORKSHOP 2

- 0% - Captures the long-term vision for the ATP Update
- 0% - Is just about there but needs a bit more work
- 80% - Has some strengths but needs quite a bit more work
- 20% - Needs to be rewritten

Participants were given the opportunity to provide input on how the vision could be strengthened or to identify components they thought were missing from the draft vision statement presented. The input provided by both groups is shown below under some themes that emerged through the discussions:

#### SAFETY

- Reference to “safety” missing from the vision statement – consider “...offers a universally safe, accessible...”
- Would like to see “Safe” in place of “comfortable”. Statement needs a stronger tie to the safety component.
- Consider adding linkage to Vision Zero in vision statement.

#### TRANSPORTATION CHOICE

- Consider reference to a culture of walking and cycling – enjoying the process, making it part of our routine, providing change for connection and contributing to community. Less focus on getting from point A to B.
- The nature of our trip defines why and how we choose to travel and greater consideration should be given to the ‘why’
- Concern with the focus on sustainable transportation. Focus instead should be on personal and mental health, and opportunities to improve in these areas through benefits of active transportation.

#### TRANSIT

- Specific mention of transit is missing.
  - A reference to partnership with BC Transit to realize improved transit service was mentioned.



## Saanich Active Transportation Plan Update

### DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

- Transit service is lacking in sections of the community (e.g., Ten Mile Point) and contributes to people's overall ability to travel by non-automobile modes.

#### CLIMATE ACTION

- Consider ending paragraph two after "...a shift to sustainable transportation options," As sustainable transportation covers off the piece on meeting climate goals.
- More specific language around climate change goals (i.e., "...reduction in automobile generated GHG emissions").

#### RURAL SAANICH

- Other comments received related to the unique needs of residents in rural Saanich and the opportunities for rural residents to engage in active transportation
- Although a smaller number of residents live in Rural Saanich, residents shared a desire to see safe roads first to allow rural residents to connect into active transportation facilities.





## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### GOALS

Participants were asked to provide their feedback on the draft goals. As noted below in the poll results, most participants felt that the draft goals needed further work to clearly support the vision. Comments below are a summary of suggestions and feedback from participants on how to improve the updated goals.

For reference, the goals from the 2018 ATP is shown here alongside a draft updated goals. The updated draft goals were referenced for further discussion with workshop participants.

2018 GOALS	UPDATED DRAFT GOALS (AS OF NOVEMBER , 2022)
Goal 1: Build a culture for active transportation	Goal 1: Build a culture to support mobility choice
Goal 2: Observe a significant shift to active modes of transportation	Goal 2: Support a significant shift to active modes of transportation
Goal 3: Improve safety for people using active transportation modes	Goal 3: Achieve zero serious injuries and fatalities on Saanich roads
Goal 4: Create more connections and places for walking and cycling	Goal 4: Create more connections for walking, cycling, and transit
	Goal 5: Build an equitable network that is accessible for all

Participants were asked to indicate their level of support for the draft updated goals. Participants' responses were varied between the groups with the participants of the first workshop being more supportive of the draft goals than the second workshop group. The results of these polls are shown below.

WORKSHOP 1	WORKSHOP 2
<ul style="list-style-type: none"> <li>• 22% - Captures the goals of the ATP Update</li> <li>• 56% - Is just about there but needs a bit more work</li> <li>• 22% - Has some strengths but needs quite a bit of work</li> <li>• 0% - Needs to be rewritten</li> </ul>	<ul style="list-style-type: none"> <li>• 0% - Captures the long-term vision for the ATP Update</li> <li>• 40% - Is just about there but needs a bit more work</li> <li>• 60% - Has some strengths but needs quite a bit more work</li> <li>• 0% - Needs to be rewritten</li> </ul>



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

Through discussion the participants from both workshops shared the following input related to the draft goals:

- Concern that Goal 3 is restrictive. Consider combining Goals 1 and 3.
- Desire to see a goal around integration and ongoing collaboration with other jurisdictions and partners (e.g. with real estate industry, non-profits, and community associations).
- Desire for a target, or clear goal, to be set number of projects completed or kilometres of facilities constructed
- Suggestion that Rural Saanich needs its own, specific goal.
- Consider combining the “mobility choice” comments in Goal 1 with the equity statements in Goal 5.
- Consider stronger strategies and actions to help realize goals and targets.
- Suggestion to combine Goals 1 and 2- as the culture of active transport can be combined with a significant mode shift.
- Appreciation that Goal 3 is strongly worded as it is bold and specific.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### EXISTING STRATEGIES & ACTIONS

Participants were asked to provide their feedback on the existing strategies and actions, including where there are gaps, which actions are most important and if there are any that seem irrelevant. For reference, the 2018 Strategies and Actions are shown below.

STRATEGY AREA 1. CONNECTIONS	STRATEGY AREA 2. CONVENIENCE	STRATEGY AREA 3. CULTURE
<b>1A.</b> Expand and Enhance the Sidewalk Network	<b>2A.</b> Ensure Infrastructure is Accessible for All Users	<b>3A.</b> Support Walking and Cycling for People of All Ages
<b>1B.</b> Expand and Enhance the Bicycle Network	<b>2B.</b> Provide More Bicycle Parking and Other End-of-Trip Facilities	<b>3B.</b> Encourage Public Health and Active Living
<b>1C.</b> Expand and Enhance the Trail and Pathway Network	<b>2C.</b> Ensure Land Use Supports Active Transportation	<b>3C.</b> Improve wayfinding, signage and trip planning
<b>1D.</b> Improve Intersections and Crossings	<b>2D.</b> Create Great Places and Streets	<b>3D.</b> Improve education and awareness
<b>1E.</b> Encourage Active Transportation in Rural Saanich	<b>2E.</b> Maintain the Active Transportation Network	<b>3E.</b> Increase marketing and communications
<b>1F.</b> Improve Regional Connections		<b>3F.</b> Support economic development and tourism
<b>1G.</b> Improve Transit Access and Experience		<b>3G.</b> Monitor Active Transportation trips, investments, and initiatives

Discussion points from workshop participants are summarized below.

- Concerns related to Strategy 1E with reference only to “Rural Saanich” and sense that active transportation strategies should apply to the entire community, not only rural areas.
- Encourage use of large databases (e.g., Google, Strava) to support planning initiatives to better understand travel patterns.
- Desire to see cost sharing among many groups to realize improvements (e.g. development, tax base, local citizen funding) support.
- Desire to see a strategy that highlights need to reduce parking standards to disincentivize vehicle ownership.





## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### 4.3 TECHNICAL STAKEHOLDER WORKSHOP

The key findings below are a summary of feedback from the Technical Workshop. This workshop included representatives from Vancouver Island Health Authority (VIHA, Built Environment Team), Township of Esquimalt, Capital Regional District, City of Victoria, Town of View Royal, and two representatives from the District of Saanich.

Similar to the other workshops the project team sought to understand the level of familiarity participants had related to the District's 2018 ATP.

Participants were also asked to indicate if they had “any ongoing or recently completed initiatives that could influence the priorities of the ATP Update?”

All participants indicated that they had items that may influence the update.

#### **COLLABORATION & UPDATES**

Participants were asked to provide information on actions that have been effective in their communities to increase active transportation and if there are opportunities for collaboration between organizations across jurisdictions or items the District of Saanich should be aware of to inform this update. Feedback from this discussion is summarized below:

- ATP is strong in the 5 E's, particularly in evaluation, encouragement and enforcement. There is a desire to continue to see emphasis in these areas.
- Possible opportunities for partnership around standardization across jurisdictions (e.g., protected right-turns, use of mobility devices in bike lanes).
- Participants mentioned interest in accelerating coordinated infrastructure improvements to provide connections across boundaries (e.g., Landsdowne / Hillside, Gorge Road, among others).
- Representatives from the City of Victoria shared the following items that have been put in place since the 2018 ATP was developed:
  - Increased localized data collection with visual displays
  - Universal bus pass program that has made a key difference in transit ridership
  - Strong focus on education for active transportation with schools and agencies
- The CRD Traffic Safety Commission is willing to contribute to a region wide education campaign; they have funding currently available for this.
- View Royal is currently undertaking their Active Transportation Plan process and will be reaching out to stakeholders soon. Education is a strong theme so far in the planning process.



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

### VISION

Similar to the previous workshops participants were asked to provide their feedback on the draft updated vision. As noted below in the poll results, most participants felt that the vision statement needed some work. Comments below are a summary of suggestions and feedback from participants on how to improve the draft vision statement (as shown above in section 4.3 for Community Stakeholder Workshops).

#### **Poll #3 - Support for the DRAFT Updated Vision:**

- 40% (2/5) - Captures the long-term vision for the ATP Update
- 40% (2/5) - Is just about there but needs a bit more work
- 20% (1/5) - Has some strengths but needs quite a bit more work
- 0% (/) - Needs to be rewritten

The input received through discussion has been summarized below:

- Multiple participants identified that they would like to see an added focus on safety but consider that safety and comfort do not always align
- Include reference to transit
- Would like to see reference to active transportation being a part of everyday life
- Consider including new mobility / micromobility.
- This was identified as an item that all communities represented are working to determine how to accommodate within their transportation systems.
- Include connections to parks and the recreational aspects of active transportation.
- Consider reference to culture and active modes being part of community.
- Consider having a very short vision accompanied by shorter sentences about what the District hopes to achieve in several priority areas. There is too much included in this statement for one clear vision (e.g., City of Victoria's vision: "Clean, seamless mobility options for everyone.")

### GOALS

Participants were asked to provide their feedback on the draft goals. As noted below in the poll results, some participants felt that the draft goals captured the vision, while others felt they “were just about there but needed a bit more work”.

A summary of suggestions and feedback from participants on how to the draft goals could be improved has been provided below:



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

- Would like to see the safety goal (Goal 3) broadened out to include facilities other than roads, like trails.
- Suggestion to create all SMART goals (Specific, Measurable, Achievable, Relevant, Time-Based).
- Consider clearly defining what the District means by “equitable network”.
- Consider how personal safety may be blended into the goals - important aspect of safety and our ability to drive a culture shift.

### STRATEGIES & ACTIONS

Participants were asked to provide their feedback on the existing strategies and actions, including where there are gaps, which actions are most important and if there are any that seem irrelevant.

Comments related to the 2018 strategies and actions are summarized below:

- Would like to see a strategy / action referring to connection between shared mobility and active transportation, perhaps also the need through development / land use to create space for shared mobility.
- Consider an action that seeks policy and regulatory change at senior levels of government.
- Ensuring opportunities for all to engage in new mobility and community accessibility.
- Consider adding quantified actions (e.g., specific number of crosswalks to be improved) which may help in implementation monitoring and reporting on progress.
- It was also cautioned against being too prescriptive and leaving actions somewhat undefined.
- Strategy Area 1, Connections, measures of success could be refined to include transit (e.g. jobs and population within [defined distance] of frequent transit network and [defined distance of All Ages and Abilities routes)
- Add a definition of what public health is under Strategy 3B (*Encourage public health and active living*)

### 4.4 BC TRANSIT

BC Transit was engaged directly in November, 2022. Through this discussion transit-specific actions were identified and requests to clarify language within Action 1G.4 was provided. This input was primarily related to clarifying the desire to ensure sufficient space to allow for shelters or other amenities in future. In addition, reference was made to Action 1G. 7 to be updated to include “accessible signage.”



## Saanich Active Transportation Plan Update DRAFT ENGAGEMENT SUMMARY (PHASES 2 & 3)

The following draft language was also recommended during the discussion to inform a new action item reading “*coordinate active transportation improvements with BC Transit’s regional transit corridor planning to realize multi-modal improvement on Saanich corridors*”

BC Transit shared other updates that may be relevant to the ATP update. These included an update to the *Transit Infrastructure Design Guide* which is forthcoming and upcoming corridor planning work which may provide an opportunity to assess stop spacing and location guidelines. Also fleet updates such as on-street charging were identified and likely engagement to occur in Summer, 2023 for a regional transit corridor planning initiative.

At the time of this discussion no concerns were brought forward with engaging in proximity to high-activity transit stops, however further discussion would be required with the BC Transit Operations team to explore the potential for on-board engagement as part of Phase 4 engagement efforts.



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

**2023  
update**