

LET'S MOVE,
SAANICH!



#movingsaanichfwd
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

MOVING SAANICH FORWARD

ACTIVE TRANSPORTATION PLAN

JUNE 2018





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HISTORY OF CADBORO - GYRO PARK
IN 1855 THE GYRO CLUB OF VICTORIA
PURCHASED 4 1/2 ACRES OF LOW LANDS ON CADBORO BAY
FROM THE GARDNER FAMILY
THE CLUB PROVIDED FILL TO MAKE THE SITE SUITABLE FOR
A COMMUNITY PLAYGROUND AND PARK
IN 1944 THE LAND KNOWN AS THE
CADBORO BAY GYRO PARK
WAS DONATED TO THE MUNICIPALITY OF SAANICH
THERE ARE TWO ACTIVE GYRO CLUBS IN VICTORIA
GYRO CLUB OF VICTORIA EST. 1921
CAMOSUN GYRO CLUB EST. 1943
GYRO IS AN INTERNATIONAL FRATERNITY OF FRIENDSHIP
FOUNDED IN 1912



A photograph of a golf course. In the foreground, a paved path curves along a small pond. To the right, a large green lawn is visible. In the background, there are several flagpoles with flags, including a blue flag, a white flag with a logo, a red and white flag, and a large Union Jack. A clubhouse building is partially visible on the left side of the image. The sky is blue with some clouds.

EXECUTIVE SUMMARY

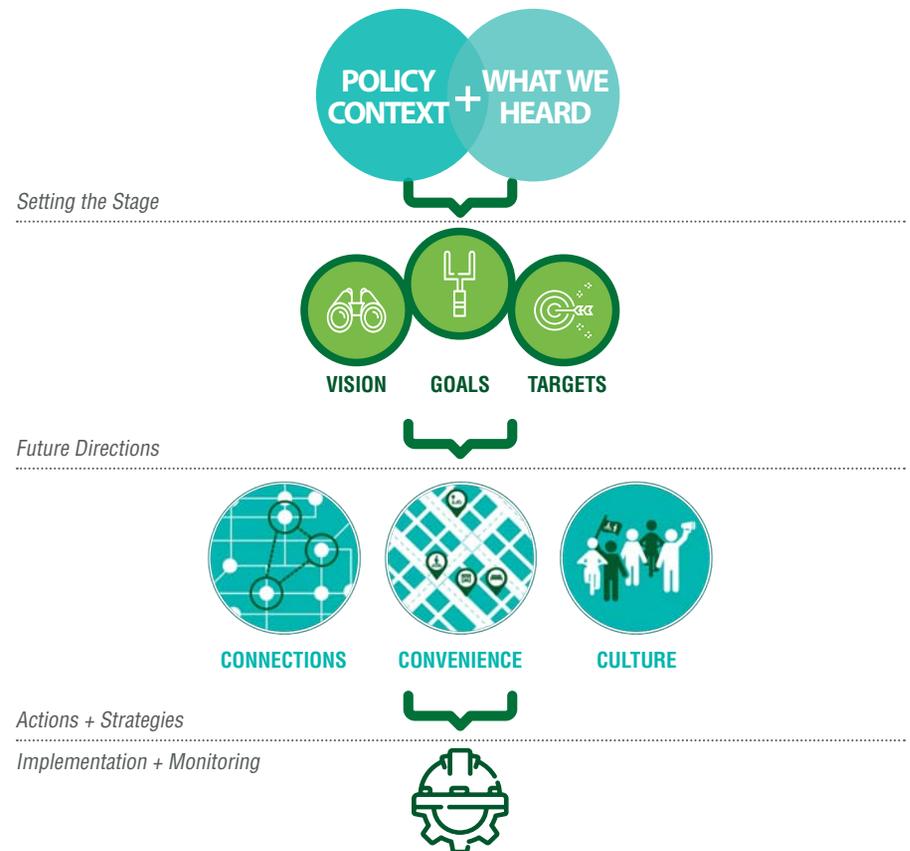
Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 115,000 residents, it is the largest of 13 municipalities that make up the Capital Regional District (CRD). Saanich is a diverse community home to a variety of unique settings, including a combination of both urban and rural land uses which have shaped the character of the community. The community has a relatively compact urban area and a number of existing recreational assets that make it already a great place for walking and cycling.

Saanich has made significant progress implementing pedestrian and bicycle facilities throughout the community. The community has an extensive network of pedestrian and cycling facilities, including more than 130 km of bicycle routes, 250 km of sidewalks and over 100 km of trails. It has also developed several plans and policies with a strong emphasis on ensuring it continues to grow as a sustainable community. Saanich has now built on these directions and projects to improve walking, cycling and other active mobility options by developing its first-ever Active Transportation Plan, known as Moving Saanich Forward.

The Active Transportation Plan was developed over a five-phase process that spanned an 18-month period beginning in the winter of 2016. The creation of the Active Transportation Plan was an iterative process that involved exploring options, speaking with community members and stakeholders, drafting ideas, sharing initial results, gathering and reviewing further community input, refining the content, and then creating a final plan. Throughout the development of the Active Transportation Plan, three rounds of public engagement have taken place, engaging thousands of people using a range of tools and tactics, including on-line surveys, stakeholder workshops, and community events.

The Active Transportation Plan will guide Saanich's investments in active transportation over the next 30 years. The plan establishes a vision, goals and targets to improve active transportation, along with a series of strategies and actions related to three overarching themes: Connections, Convenience,

and Culture. These strategies and actions provide holistic guidance regarding improvements to policies, standards, infrastructure and programming to ensure that walking and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities. The Active Transportation Plan also includes an implementation and monitoring plan to prioritize investments and actions over the short-, medium-, and long-term and to monitor progress in achieving the Plan's goals.



SETTING THE CONTEXT

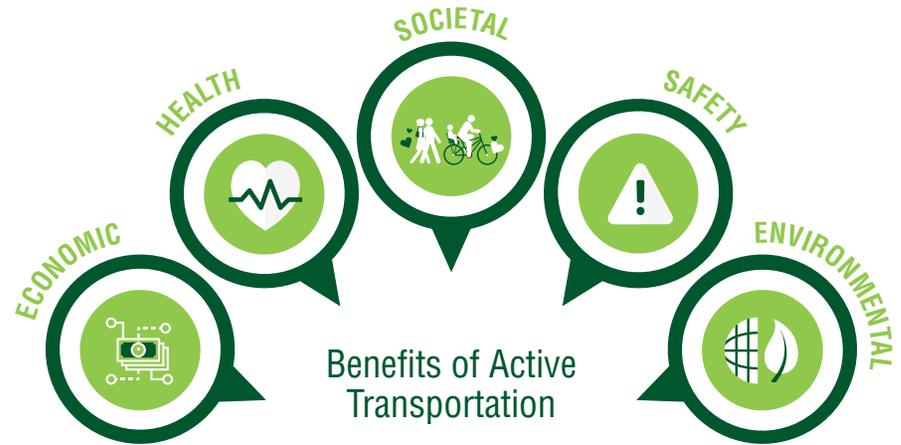
The Active Transportation Plan is closely linked to many of Saanich's and the region's key planning documents, and it helps to reinforce and further the goals and policies found in these documents. Many of these documents include broader aspirations for growth and transportation and provide specific directions on how walking and cycling can become an integral part of Saanich's transportation system. Two municipal plans that played a particularly significant role in developing the Active Transportation Plan are the 2008 Official Community Plan and the 2015-2018 Strategic Plan. By developing an Active Transportation Plan, Saanich can become a leader in promoting walking and cycling while also working towards achieving the community's broader aspirations.

Active Transportation is already a popular way of moving throughout the community. According to the 2016 Census, over 24% of all commute trips to work and school in Saanich are made by walking, cycling, and transit. The percentage of trips made by walking, cycling, and transit in Saanich has been steadily increasing over the past 20 years, increasing from nearly 20% of commute trips in 1996 to 24% in 2016.



The CRD's 2011 Origin-Destination Household Travel Survey provides data regarding all trip types and found that approximately 18% of all trips in Saanich are made by walking, cycling and transit, including approximately 6% by transit, 9% made by walking, and 3% made by bicycle.

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation .



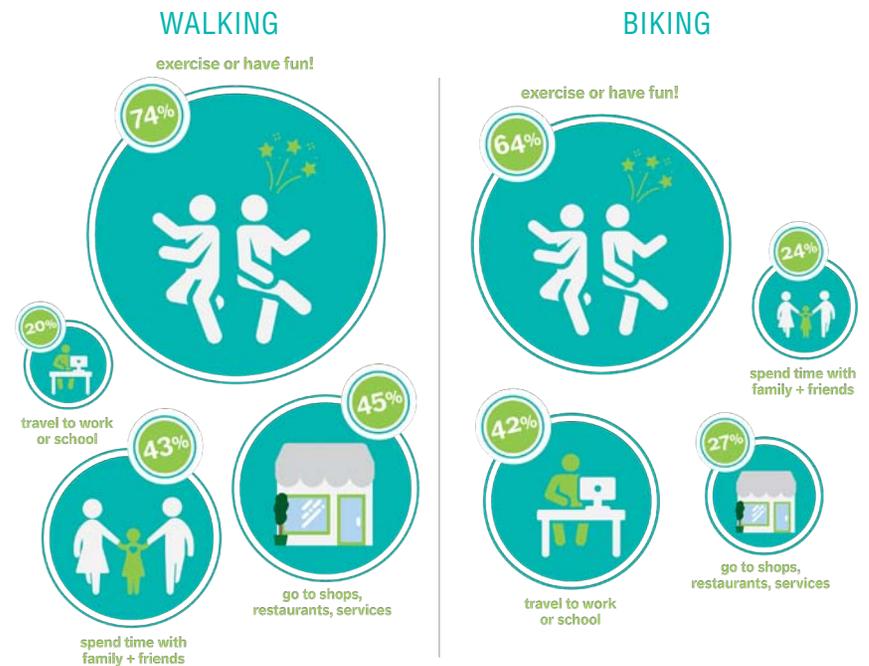
There is a significant demand for active transportation in Saanich. Results from the public engagement show that residents of Saanich think active transportation is most important for health, commuting and environmental reasons, although there are a number of other reasons why active transportation is important.



Other Reasons Why Walking + Biking is Important...



Community members also indicated that they are interested in using active forms of transportation for a variety of reasons, with the most common reason being for exercise or to have fun.



Although many community members are already using active transportation for a variety of reasons, the public engagement indicated a number of existing issues and challenges as well as opportunities to improve active transportation in Saanich. These issues and opportunities were important considerations in developing the strategies and actions in the Active Transportation Plan.

TOP THREE WALKING ISSUES



LACK OF SIDEWALKS + PATHWAYS



SPEED + NOISE OF MOTOR TRAFFIC



DISTANCES ARE TOO FAR

TOP THREE WALKING OPPORTUNITIES



MORE TRAILS + GREENWAYS



BETTER CONNECTIONS TO LOCAL DESTINATIONS



MORE SIDEWALKS

TOP THREE CYCLING ISSUES



GAPS IN THE BIKE NETWORK



LACK OF BIKE ROUTES



INTERSECTION SAFETY

TOP THREE CYCLING OPPORTUNITIES



MORE PHYSICALLY PROTECTED BIKE LANES



FEWER GAPS IN THE BICYCLE NETWORK



MORE TRAILS + GREENWAYS

FUTURE DIRECTIONS

As part of the Active Transportation Plan process, a vision along with supporting goals and targets were developed to shape the overall future direction of the Plan and serve as a basis from which improvements and investments are identified and prioritized. The vision, goals, and targets were created based on a combination of Saanich's existing commitments as described in several overarching plans and strategies as well as the community input received from the public.

MOVING SAANICH FORWARD 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.

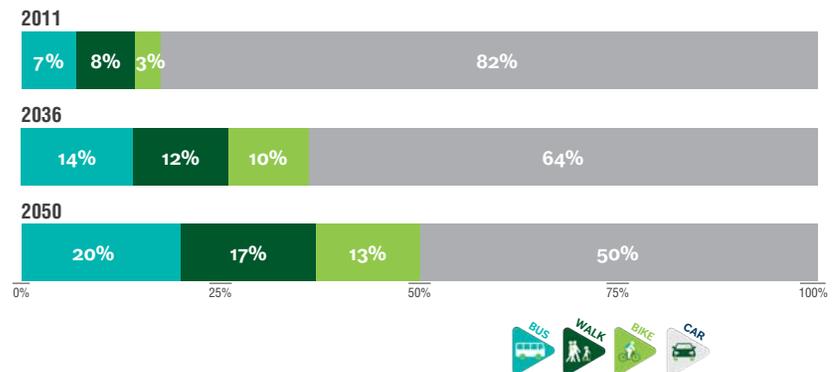
GOALS

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

TARGETS

ACTIVE TRANSPORTATION TARGET 1

Double the proportion of all trips made by active transportation

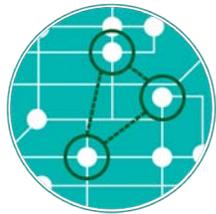


ACTIVE TRANSPORTATION TARGET 2

Work Towards Zero Traffic-Related Fatalities or Serious Injuries

STRATEGIES AND ACTIONS

The Active Transportation Plan consists of three overarching themes. For each theme, the plan includes several strategies and more detailed actions to improve active transportation. The implementation of these strategies and actions will help Saanich work towards achieving the vision, goals, and targets of the Active Transportation Plan. Each theme is described below.



CONNECTIONS



CONVENIENCE



CULTURE

CONNECTIONS

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

Establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich. Saanich already has a comprehensive network of sidewalks, multi-use pathways and trails, and bicycle facilities throughout the community. Many Saanich residents are already walking, cycling and using other forms of active transportation for both recreation and

transportation purposes. However, there are a number of gaps and barriers in Saanich's existing active transportation network.

Saanich can improve connectivity by providing new infrastructure as well as improving existing infrastructure so that it is comfortable for people of all ages and abilities. As it relates to walking, this involves updating Saanich's sidewalk requirements to ensure high quality sidewalks are provided on new roads and filling in gaps in the District's sidewalk network.

As it relates to cycling, the long-term bicycle network has been developed with four guiding principles:

- **A Comfortable Network.** The recommended bicycle plan focuses on developing an All Ages and Abilities (“AAA”) network. Developing an AAA bicycle network was identified by Saanich residents and stakeholders during the Active Transportation Plan engagement process as one of the most important ways to encourage more cycling trips. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: protected bicycle lanes, multi-use pathways, and bicycle boulevards.



- **A Complete Network.** The long-term bicycle network ensures all areas within Saanich's urban containment boundary are within a close distance to a designated and complete bicycle route. This involves developing a minimum grid network that ensures that all residents are within 400 metres of a designated bicycle route.
- **A Connected Network.** Providing direct AAA routes to Saanich's Centres and Villages and other destinations is an important component of making cycling a convenient transportation option. A network of "Active Transportation Spines" has been identified to provide high quality and direct north-south and east-west connections to connect each of the Centres and Villages.
- **An Enhanced Network.** Saanich has several existing on-street and off-street bicycle facilities. One of the important components of improving the safety, comfort, and connectivity of the network is ensuring that these existing facilities are high quality and well integrated into the network. This includes monitoring existing facilities and making spot improvements that can help to improve the comfort, safety and connectivity of the network.

A more well-connected network of both on- and off-street active transportation facilities can significantly improve the ease of moving around the community, provide more recreation opportunities, and make traveling by walking and cycling safer and more practical transportation choices. In addition, ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease using active transportation for moving around Saanich.

The long-term sidewalk, trail and pathway, and bicycle networks are shown in **Appendices A, B and C.**

The Active Transportation Plan includes seven strategies to improve connections.

STRATEGIES FOR CONNECTIONS

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

CONVENIENCE

In order for active forms of transportation to become more attractive and competitive transportation choices, they first need to be as convenient as possible. An important factor in terms of convenience is the distance between destinations. People walking, cycling and using other forms of active transportation typically travel shorter distances than people driving or using transit. Creating a connected active transportation network with the necessary infrastructure and encouraging compact and complete communities will enhance convenience for all active transportation users.

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

These and other features can help to break down perceptions that walking and cycling is not convenient and establish more areas of Saanich as destinations for people using active transportation.

The Active Transportation Plan includes five strategies to improve convenience.

STRATEGIES FOR CONVENIENCE



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

CULTURE

A range of 'soft' support measures are also important to encourage people to use active forms of transportation. These 'soft' measures provide education and raise awareness about active transportation, and will help to build a culture of active transportation. The theme of developing a culture of active transportation addresses support measures such as education, encouragement and awareness raising.

Education and encouragement initiatives include providing information on the benefits of active transportation, hosting promotional events, and supporting programs that teach skills and awareness of road safety, walking and cycling.

Approaches to increase awareness can include enhanced wayfinding, trip planning tools, route maps, and public education campaigns. Improving awareness is typically a cost-effective approach that makes people feel safer and more comfortable using active transportation, while encouraging increased use of active transportation facilities.

The Active Transportation Plan includes seven strategies to develop a culture for active transportation.

STRATEGIES FOR CULTURE



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



IMPLEMENTATION + MONITORING

The strategies and actions developed as part of the Active Transportation Plan are intended to guide Saanich's policy, planning and capital investment decisions as well as on-going operations and maintenance activities in support of active transportation over the next 30 years. While the Plan has been developed as a long-term plan, it will require financial investment, staff resources and an implementation strategy to prioritize improvements over the short-, medium- and long-term.

An implementation plan has been developed for each of the actions identified in the Active Transportation Plan. Implementation guidance has been provided for each action in terms of:

- **Timeframe.** Each action is identified as either a short-term (within 5 years), medium-term (within 5 to 15 years) or long-term (15 years and beyond) initiative.
- **Method of Implementation.** This identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- **Responsibility.** This suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of Saanich, while other actions should be led by external agencies.
- **Goals Addressed.** Each action is categorized based on its relative contribution to each of the Plan's four goals. Although some actions may only work to achieve one goal, many actions can help achieve multiple goals.

The Active Transportation Plan also identifies priority networks for sidewalks, trails and pathways, and bicycle routes, and are explained in **Section 5**.

It will take significant time and financial resources to implement the long-term recommendations of the Active Transportation Plan. As such, the Plan highlights several quick build techniques and strategies to consider. There are several approaches to implementing active transportation infrastructure based on a continuum of implementation timelines. Two of these 'Quick Build' strategies -- Pilot Projects and Interim Designs -- offer ways to make significant strides in network implementation while respecting financial constraints. These strategies include the use of low-cost materials such as adjustable curbs, ongoing monitoring of project success, and the understanding that the project can be changed if it is failing to meet the intended needs.

While the Active Transportation Plan does not come with out costs, these costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of walking and cycling improvements with other plans and projects.

A monitoring strategy is essential to ensure that the Active Transportation Plan is implemented as intended, and to determine whether the Plan is achieving its goals. A monitoring plan will also enable Saanich to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Plan.

The Active Transportation Plan monitoring program focuses on identifying 'measures of success' for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan.



PART ONE

INTRODUCTION

1.0 INTRODUCTION

Saanich is a vibrant, livable and growing community on the southern tip of Vancouver Island. With a population of approximately 115,000 residents, it is the largest of 13 municipalities that make up the Capital Regional District (CRD). Saanich is a diverse community home to a variety of unique settings, including a combination of both urban and rural land uses which have shaped the character of the community. The community has a relatively compact urban area and a number of existing recreational assets that make it already a great place for walking and cycling.

Saanich has an extensive network of pedestrian and cycling facilities, including more than 130 km of bicycle routes, 250 km of sidewalks and over 100 km of trails. Saanich's active transportation network is largely built around the Galloping Goose and Lochside Regional Trails, which are operated by the CRD and form the backbone of the regional active transportation network. In recent years, Saanich has made significant progress implementing pedestrian and bicycle facilities throughout the community. Since the adoption of its Commuter Bicycle Network over fifteen years ago, Saanich has implemented bicycle lanes on many important corridors. It has also developed and enhanced a number of off-street pathways and trails including the Centennial Trails initiative, connected the Lochside Trail with a protected bicycle lane on Borden Street, and the upcoming improvements to Shelbourne Street.

Saanich is committed to sustainability and recognizes the importance of active transportation to enhance community livability. In recent years, Saanich has developed several plans and policies with a strong emphasis on ensuring it continues to grow as a sustainable community. Saanich has now built on these directions and projects to improve walking, cycling and other active mobility options by developing its first-ever Active Transportation Plan, known as Moving Saanich Forward.

The Active Transportation Plan will guide Saanich's investments in active transportation over the next 30 years. The plan establishes a vision, goals

WHAT IS ACTIVE TRANSPORTATION?

Active Transportation is any active trip you make to get yourself, or others, from one place to another, whether it is to work, school, the store, or to visit with friends and family. Active Transportation includes any form of human powered transportation.

Walking and cycling are the most popular and well-known forms of active transportation. However, the definition extends much further than that—as long as it is 'active,' you choose the mode. This can include skateboarding, wheeling, riding a horse, in-line skating, using a mobility aid, or even riding the bus!



and targets to improve active transportation, along with a series of strategies and actions regarding the three overarching themes of the plan: **Connections**, **Convenience**, and **Culture**. These strategies and actions provide holistic guidance regarding improvements to policies, standards, infrastructure and programming to ensure that walking and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities.

By developing an Active Transportation Plan and working towards being a leader in promoting walking and cycling, Saanich can work to reduce automobile dependence and greenhouse gas (GHG) emissions, increase physical activity and improve public health outcomes, increase social connections, and reduce infrastructure demands.

The Active Transportation Plan has been separated into five parts :

Part 1: Introduction highlights the overall purpose, process and public engagement activities that have taken place to develop the Active Transportation Plan.

Part 2: Setting the Stage outlines the analysis and considerations that shaped the plan's strategies and actions. This includes understanding the benefits of active transportation, the market for active transportation in Saanich, connections to other relevant plans and policies, land use and demographic trends, and existing conditions for walking and cycling.

Part 3: Future Directions outlines the plan's vision, goals and targets, which build on Saanich's overarching plans and policies. The vision and goals will guide active transportation decision-making and actions in Saanich over the next 30 years, while the targets will be used to measure progress in achieving these goals.

Part 4: Strategies and Actions describes the long-term strategies and actions under the Active Transportation Plan's three themes: Connections, Convenience, and Culture.

Part 5: Implementation and Monitoring outlines the implementation and monitoring plan. The Active Transportation Plan's strategies and actions have been prioritized over the short-, medium- and long-term, and performance measures have been developed to monitor implementation.

1.1 PLAN PURPOSE AND OBJECTIVES

The Active Transportation Plan contributes to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation. The purpose of the Plan is to establish a vision, goals, targets and corresponding strategies and actions for improving active transportation policies, standards, infrastructure and programs in Saanich over the next 30 years. The plan guides staff and aims to accomplish the following:

- 1 Prepare a plan that has been developed through citizen and stakeholder engagement
- 2 Review and update the policy framework for active transportation in Saanich
- 3 Increase awareness of active transportation in Saanich through promotion, education and community outreach
- 4 Improve the quality of active transportation with safe innovative design principles
- 5 Develop a safe and integrated active transportation network plan for Saanich
- 6 Set priorities for construction of active transportation infrastructure
- 7 Measure and track the implementation progress and success of active transportation



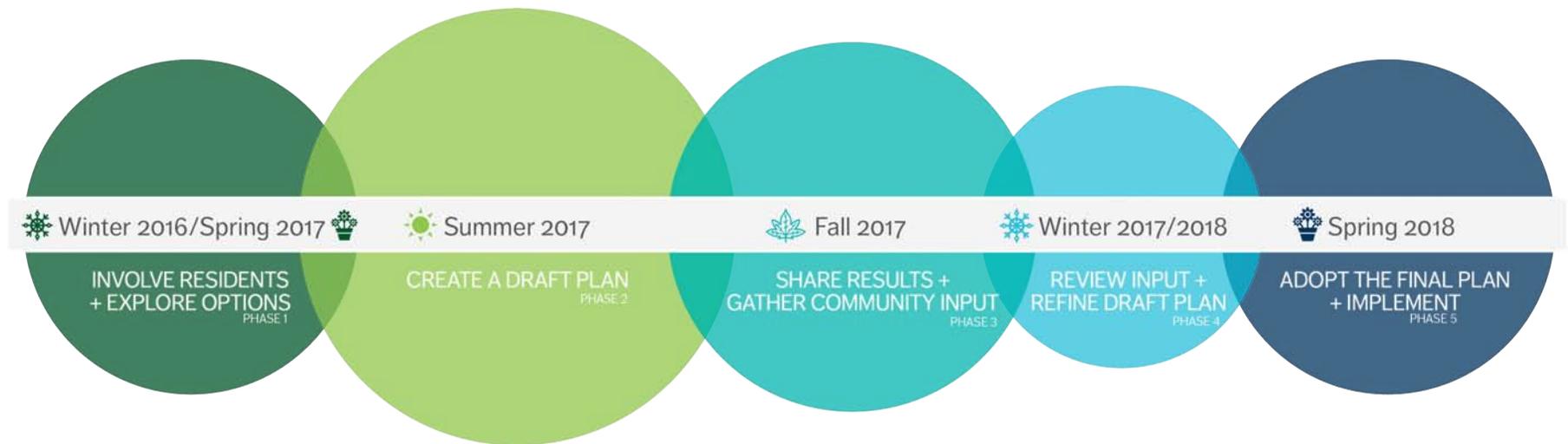
1.2 PLAN DEVELOPMENT PROCESS

The Active Transportation Plan was developed over a five-phase process that spanned an 18-month period beginning in the winter of 2016. The creation of the Active Transportation Plan was an iterative process that involved exploring options, speaking with community members and stakeholders, drafting ideas, sharing initial results, gathering and reviewing further community input, refining the content, and then creating a final plan. The goal was to create an implementable action plan to guide investments in active transportation

infrastructure and support programs to help make active mobility options safe, convenient and attractive transportation choices for people of all ages and abilities.

The Active Transportation Plan has been developed with a series of deliverables at key milestones throughout the process, including three Discussion Papers and three Engagement Summary Reports.

FIGURE 1 // PROJECT TIMELINE





1.3 PUBLIC ENGAGEMENT

In December, 2016, Saanich launched the public engagement process for the Active Transportation Plan and developed the branding 'Moving Saanich Forward'. Input from the community has been an essential component of the Active Transportation Plan process. Three rounds of public engagement have taken place since the process launched, engaging thousands of people.

The first round of public engagement took place in January and February, 2017. More than 2,000 people provided input through an interactive on-line survey and a series of community events and an initial stakeholder workshop. This round of engagement focused on understanding existing conditions for active transportation in Saanich. The input received from the first round of public engagement is summarized in the **Engagement Summary #1**.

The second round of public engagement took place between April and June, 2017. During this round of engagement, the Moving Saanich Forward team hosted a series of neighbourhood events and a second stakeholder workshop to obtain input on preliminary directions. The input received from the second round of public engagement is summarized in the **Engagement Summary #2**.

In the fall of 2017, the Moving Saanich Forward team consulted with more than 2,000 residents during the closing round of public engagement for the Active Transportation Plan. Throughout the closing round of engagement, there were a variety of opportunities for the community to provide input on the draft strategies, actions and proposed networks being recommended in the draft plan. This feedback is summarized in the **Engagement Summary #3**

The suggestions and comments received during each round of public engagement has been considered alongside a technical review to prepare the final Active Transportation Plan.

Saanich DISTRICT OF SAANICH

#movingsaanich fwd
The network who believed "The District of Saanich wants to improve walking, biking and active mobility routes for all residents."
Learn more at saanich.ca/active or call 250-493-1772.
@DistrictOfSaanich

LET'S MOVE, SAANICH!



Saanich

Saanich

BACKGROUNDS

LAKEFRONT

WHAT WE'VE HEARD

VISION, GOALS, TARGETS

CONNECTIONS

CAPITAL



PART TWO

SETTING THE STAGE

2.0 SETTING THE STAGE

2.1 WHY PROMOTE ACTIVE TRANSPORTATION?

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. Increased use of active transportation contributes to several of Saanich's strategic goals. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation.



ECONOMIC BENEFITS

Active transportation, as part of a balanced, efficient and accessible transportation system, is one of the drivers of success for economic diversity and prosperity. Walking and bicycle-supportive communities can encourage residents to support local businesses. Neighbourhoods and destinations that are accessible and attractive for active transportation users attracts more visitors, who will in turn be patrons of local services and amenities. Active transportation provides more choice for people traveling to work, which is essential for lower income individuals, youth, seniors and others who may not have access to a vehicle.



HEALTH BENEFITS

Scientific evidence has found links between local investments in active transportation and increased rates of physical activity and healthier communities. Regular physical activity reduces the risk of early death and numerous chronic diseases. Physical activity has been proven to improve psychological well-being and prevents weight gain and obesity. While the benefits of physical activity have been well documented, low levels of physical activity in children and adults are still prevalent and continue to increase. Walking and cycling are some of the most affordable and accessible ways to add exercise to a daily routine.



ENVIRONMENTAL BENEFITS

Cycling and walking helps to reduce vehicle trips, congestion, air pollution, and GHG emissions. Promoting walking and cycling also helps with efforts towards climate change mitigation while supporting the protection and improvement of the natural environment.



SOCIETAL BENEFITS

Active transportation facilities provide affordable and accessible transportation choices for people of all ages and abilities. High levels of active transportation in a community is a strong indicator of sustainability and livability. Active transportation encourages social interaction, creating opportunities for face-to-face interactions with members of the community and building trust, respect, understanding and a sense of co-operation among members of the community. Studies have shown that social interactions diminish when traffic levels increase and walking infrastructure decreases. These social connections are found to be particularly important for youth, as they can develop sustainable travel patterns at an early age that can continue later in life. These connections are also important for older adults, as they can stay active for longer, allowing them to maintain physical health but also social connections.



SAFETY BENEFITS

Making active transportation a more visible and viable choice results in reduced risk of collisions and a safer transportation system for all road users. Streets designed for slower vehicle speeds feel safer for vulnerable road users. Studies have shown that slower vehicle speeds exponentially increase survival rates for vulnerable road users. When active transportation rates increase, rates of collisions between vulnerable road users and motor vehicles decrease.

2.2 THE MARKET FOR ACTIVE TRANSPORTATION IN SAANICH

There is a significant demand for active transportation in Saanich. Results from the first interactive survey show that residents of Saanich think active transportation is important for many of the reasons previously mentioned in **Section 2.1**, with health, commuting and the environment being the top reasons

FIGURE 2 // REASONS WHY WALKING AND CYCLING ARE IMPORTANT



why walking and cycling are important to most respondents (**Figure 2**). Survey respondents also indicated that they are interested in using active forms of transportation for a variety of reasons, with the most common reason being for exercise or to have fun, as shown in **Figure 3**.

FIGURE 3 // INTEREST IN WALKING AND BIKING IN SAANICH

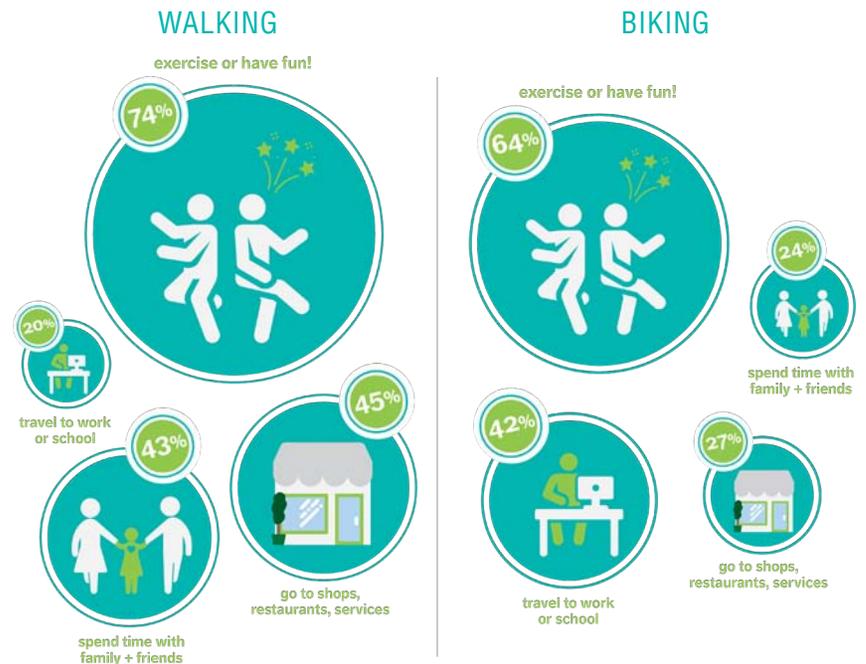


Figure 4 shows the walking and cycling potential in Saanich by census block, highlighting areas with the greatest potential for increasing the number of walking and cycling trips. This analysis was based on several factors, including road network connectivity, land use mix, permeability and topography. The analysis found that the neighbourhoods with the highest potential are the Uptown Centre, Tillicum Centre, University Centre and along the Shelbourne Corridor.

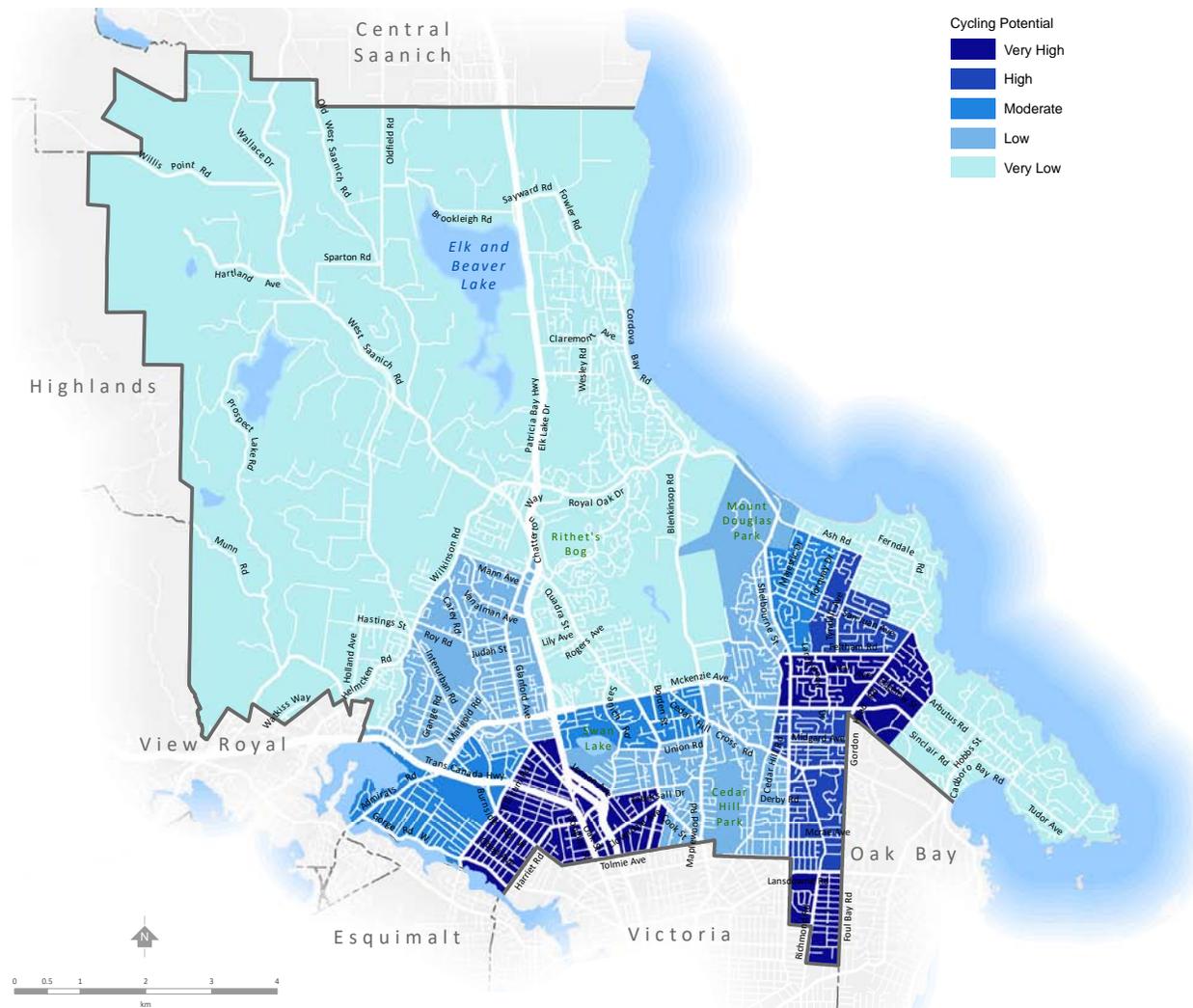
2.3 COMMUNITY PROFILE

This section outlines the land use and demographic characteristics that influence transportation choices and travel patterns in Saanich. The following characteristics were important considerations in the development of the Active Transportation Plan.

2.3.1 LAND USE AND DESTINATIONS

Saanich's location provides residents with access to numerous amenities, including beautiful parks and trails, a scenic coastline, and abundant recreational activities. The community is home to major employment and regional destinations as well as numerous outdoor and tourism opportunities. Saanich is home to three key knowledge centres (the University of Victoria, two Camosun College campuses, and the Vancouver Island Technology Park) that help create and sustain a strong economy, society and culture, including the development of local and knowledge-based businesses.

FIGURE 4 // WALKING AND CYCLING POTENTIAL

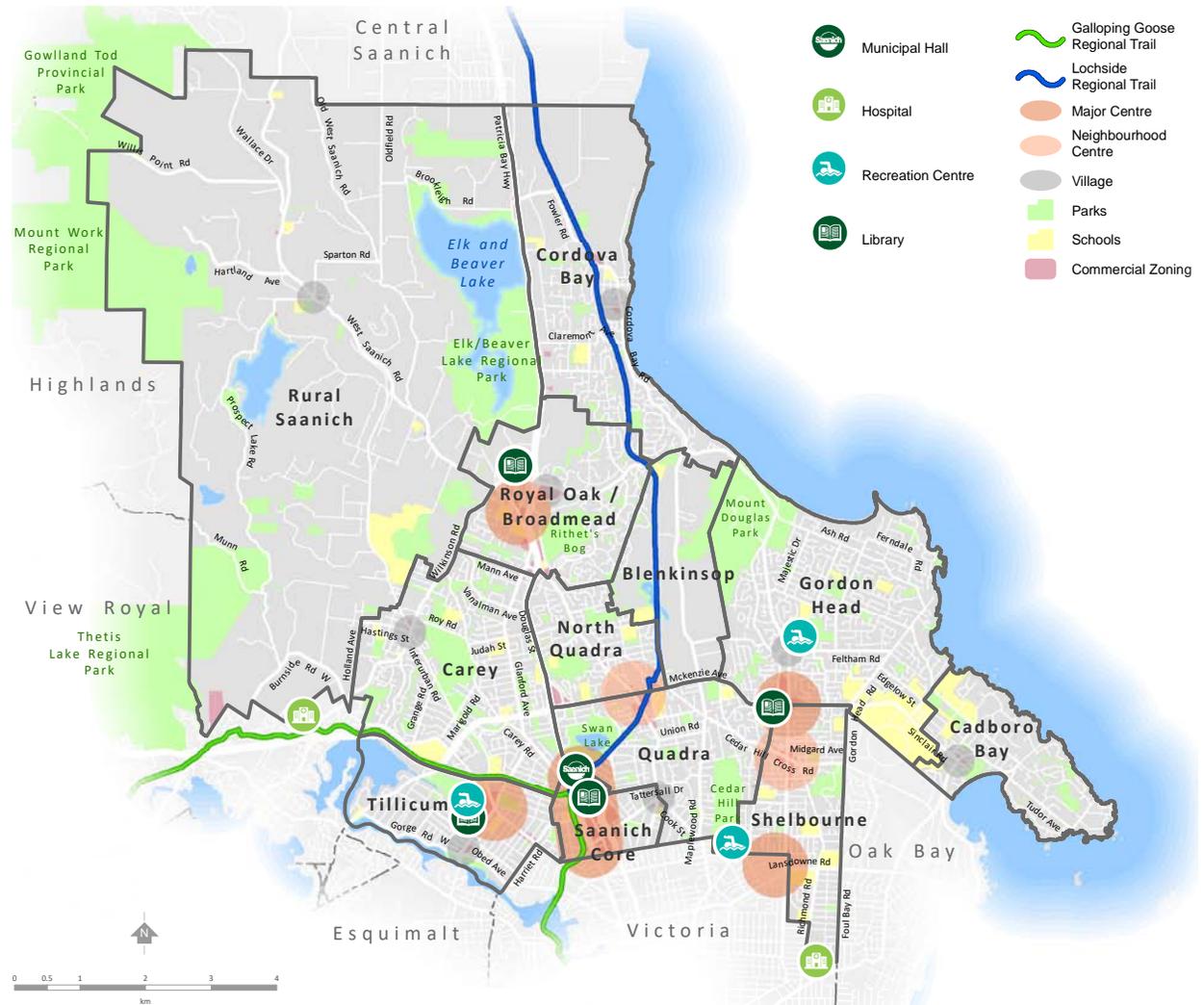


Saanich's OCP includes the creation of a network of Centres and Villages throughout the community. Focusing growth around these Centres and Villages has been identified as a key strategy to sustainability by promoting compact development and making walking, cycling and transit more viable.

As shown in **Figure 5**, Saanich is made up of twelve diverse neighbourhoods that provide a range of living environments. For the most part, Saanich neighbourhoods are low density, composed predominantly of single family housing. Multiple family developments within neighbourhoods tend to be located along established transportation routes in major centres or adjacent to a significant amenity.

In addition, Saanich has four major community recreation centres that provide accessible, affordable, and inclusive recreation programming. These centres provide the opportunity for physical activity, healthy lifestyles and social interaction. Providing improved transportation options to and from these community and regional destinations is an important component of the Active Transportation Plan.

FIGURE 5 // COMMUNITY CONTEXT



2.3.2 DEMOGRAPHICS

Demographics play a significant role in influencing transportation choices and travel patterns. The following characteristics were key considerations when developing the Active Transportation Plan:

A GROWING COMMUNITY

Saanich is home to approximately 115,000 residents. Between 2011 and 2016, Saanich's population grew by approximately 4%. This moderate rate of growth is consistent but slightly slower than what has been seen throughout the CRD. Increasing population growth in Saanich and throughout the CRD will continue to place increasing pressure on Saanich's transportation system.

A LARGE MUNICIPALITY

Saanich has a land area of over 103 square kilometres, with a population density of approximately 1,100 people per square kilometre. The Urban Centres and Villages are concentrated in the southern part of Saanich. The population density of these growth centres is significantly higher than the average for the community. The higher density found in the southern portion creates additional opportunities for walking and cycling with shorter distances between destinations.

AGE OF POPULATION

Saanich's median age is 44 years old, slightly older than the provincial average (42) but consistent with the average age in the CRD. Roughly 40% of Saanich's population is under 30 years of age. People in this age group tend to rely more on transit, walking, and cycling to access schools and services. Residents over 60 also make up a significant segment of the population, accounting for approximately 25% of the population. The needs and travel patterns of older residents are unique, therefore providing a range of mobility options is important to ensure that an aging population can participate in their communities at all stages of their lives, regardless of ability.

NEIGHBOURHOODS

- Blenkinsop
- Cadboro Bay
- Carey
- Cordova Bay
- Gordon Head
- North Quadra
- Quadra
- Royal Oak
- Rural Saanich
- Saanich Core
- Shelbourne
- Tillicum

MAJOR CENTRES

- Uptown Centre
- Hillside Centre (shared with City of Victoria)
- Royal Oak Centre
- Tillicum Centre
- University Centre

NEIGHBOURHOOD CENTRES

- McKenzie-Quadra Centre
- Cedar Hill Centre

VILLAGE AREAS

- Broadmead Village
- Cadboro Bay Village
- Cordova Bay Village
- Feltham Village
- Four Corners Village
- Gorge Village
- Strawberry Vale
- Prospect Lake Rural



2.4 POLICY CONTEXT

The Active Transportation Plan is closely linked to many of Saanich's and the region's key planning documents, and it helps to reinforce and further the goals and policies found in these documents. Many of these documents and resolutions include broader aspirations for growth and transportation and provide specific directions on how walking and cycling can become an integral part of Saanich's transportation system. Two municipal plans that played a particularly significant role in developing the Active Transportation Plan are the 2008 OCP and the 2015-2018 Strategic Plan.

The OCP includes a vision that "Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations." The vision further states that vibrant, distinct neighbourhoods provide a high quality of life for individuals and families; a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

The 2015-2018 Strategic Plan builds on the policies formed in the OCP and includes initiatives aimed at promoting active transportation. One of the six fundamental themes of the Strategic Plan is Balanced Transportation, with active transportation goals such as:

- Provide an interconnected and high-quality cycling network
- Design and construct "Complete Streets"
- Implement key mobility initiatives from the Shelbourne Valley Action Plan
- Collaborate with BC Transit on transportation initiatives

Other Saanich plans and initiatives that influenced the development of the Active Transportation Plan include:

- Uptown – Douglas Corridor Plan (In Development)
- Shelbourne Valley Action Plan (2017)
- Older Adults Strategy (2017)
- Youth Development Strategy (2015)
- Parks, Recreation + Culture Master Plan (2013)
- Pedestrian Priorities Implementation Plan (2012)
- CRD Regional Transportation Plan (2014)
- CRD Pedestrian + Cycling Masterplan (2011)
- BC Transit Future Transit Plan Victoria Region (2011)
- City of Victoria #Biketoria (2016)

2.5 ACTIVE TRANSPORTATION IN SAANICH TODAY

2.5.1 TRAVEL PATTERNS

MODE SHARE

According to the 2016 Census, over 24% of all commute trips to work and school in Saanich are made by walking (6%), cycling (6%), and transit (12%) (**Figure 6**). The percentage of commute trips made by walking, cycling, and transit in Saanich has been steadily increasing over the past 20 years, increasing from nearly 20% of commute trips in 1996 to 24% in 2016 (**Figure 7**).



FIGURE 6 // 2016 COMMUTE MODE SHARES IN SAANICH

The CRD's 2011 Origin-Destination Household Travel Survey provides data regarding all trip types and found that approximately 18% of all trips in Saanich are made by walking, cycling and transit, including 6.2% by transit, 8.5% made by walking, and 3.0% made by bicycle.

TRIP PURPOSE

Walking trips are made for a wide variety of reasons, including shopping, eating out, and traveling to school and work. The CRD's 2011 Origin-Destination Household Travel Survey found that 55% of walking trips are for social or recreational purposes (**Figure 8**). In contrast, the majority of cycling trips are for commuting to work or school, with 60% of cycling trips made for this purpose.

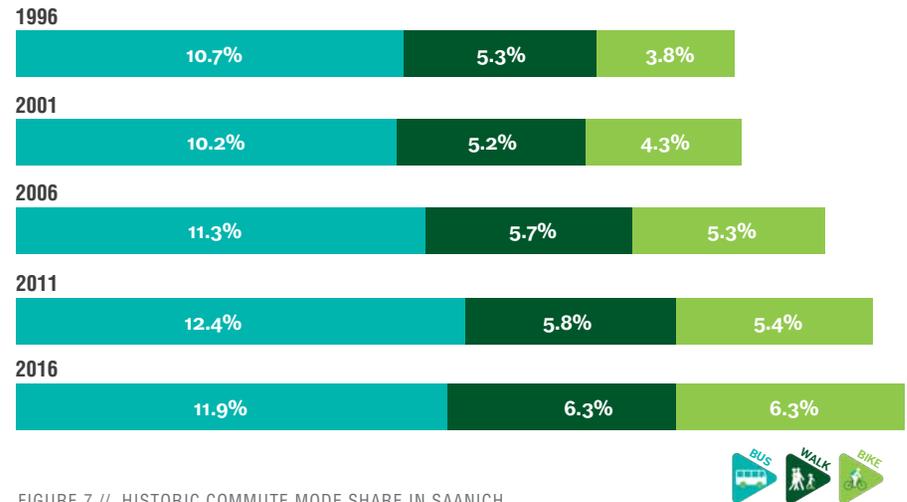


FIGURE 7 // HISTORIC COMMUTE MODE SHARE IN SAANICH

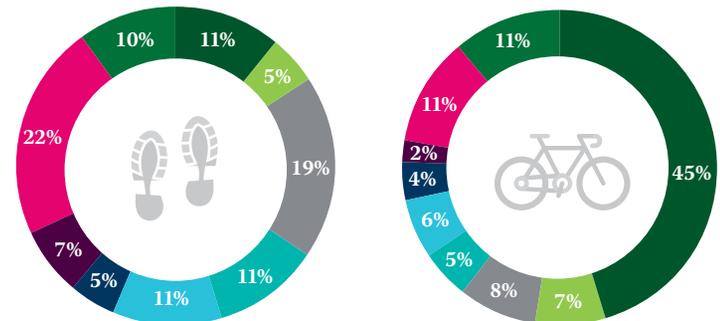


FIGURE 8 // CRD ORIGIN DESTINATION SURVEY 2011- WALKING + BICYCLE DESTINATIONS

TRIP LENGTH

Most walking trips are relatively short, and as a result, 85% of walking trips that begin in Saanich remain in Saanich. In contrast, cycling accommodates both short and medium-distance trips, with approximately half of all trips remaining within Saanich, while a quarter of cycling trips are to Victoria.

DESTINATIONS

Respondents to the first interactive survey were asked to identify locations they frequently travel to and from for daily tasks such as, grocery shopping or going to work. **Figures 9 to 13** illustrate how land use, destination and trip purpose impact travel patterns.

Some of the key findings show that people are:

- **Shopping** at Uptown, Tillicum Centre, McKenzie/Quadra and University Centre
- **Working** in Uptown and at the University of Victoria
- **Going to school** at University of Victoria and Camosun College
- **Accessing services** in Uptown, Four Corners and University Centre
- **Accessing recreational facilities** throughout the region including, Mt Douglas Park, Lambrick Park and Cedar Hill Golf Course

FIGURE 9 // FREQUENT WORK DESTINATIONS

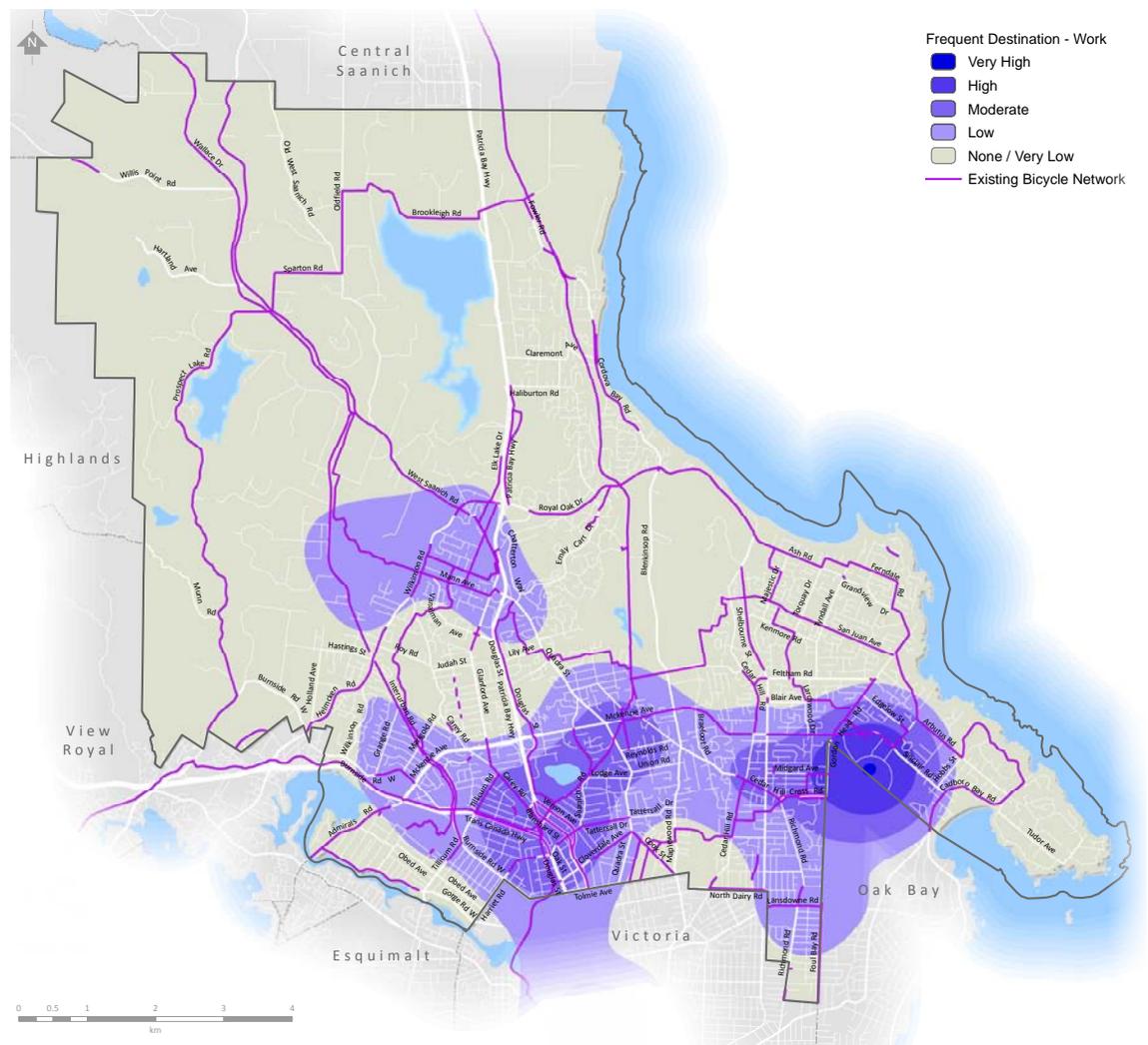


FIGURE 10 // FREQUENT SCHOOL DESTINATIONS

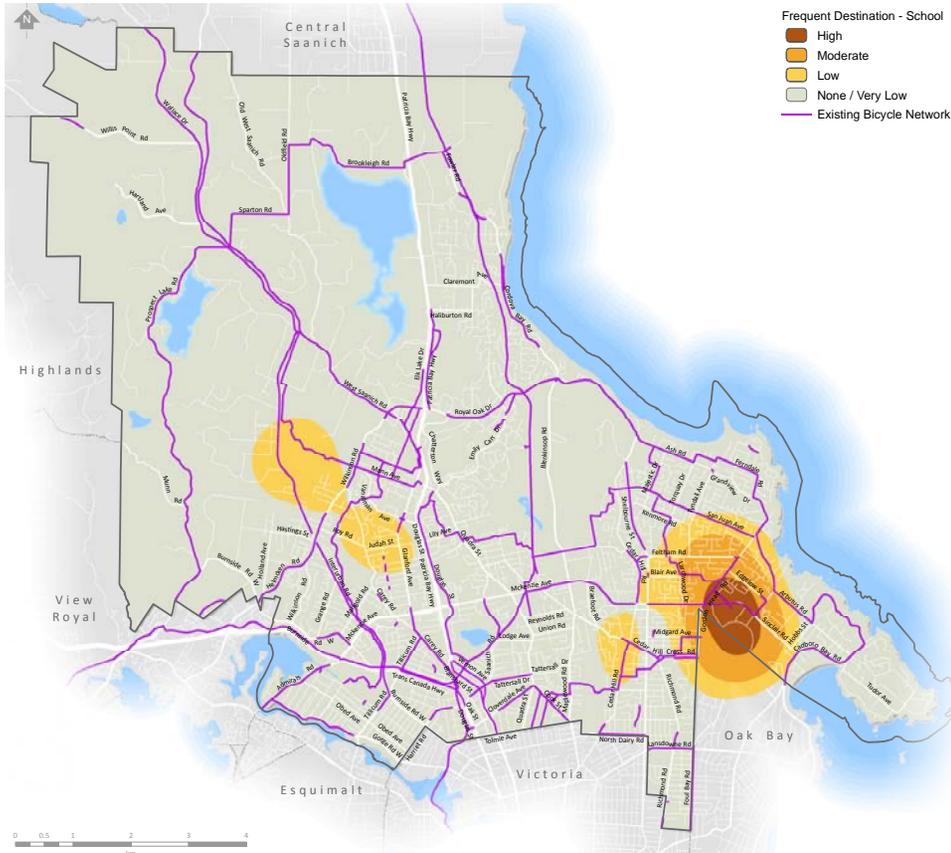


FIGURE 11 // FREQUENT SHOPPING DESTINATIONS

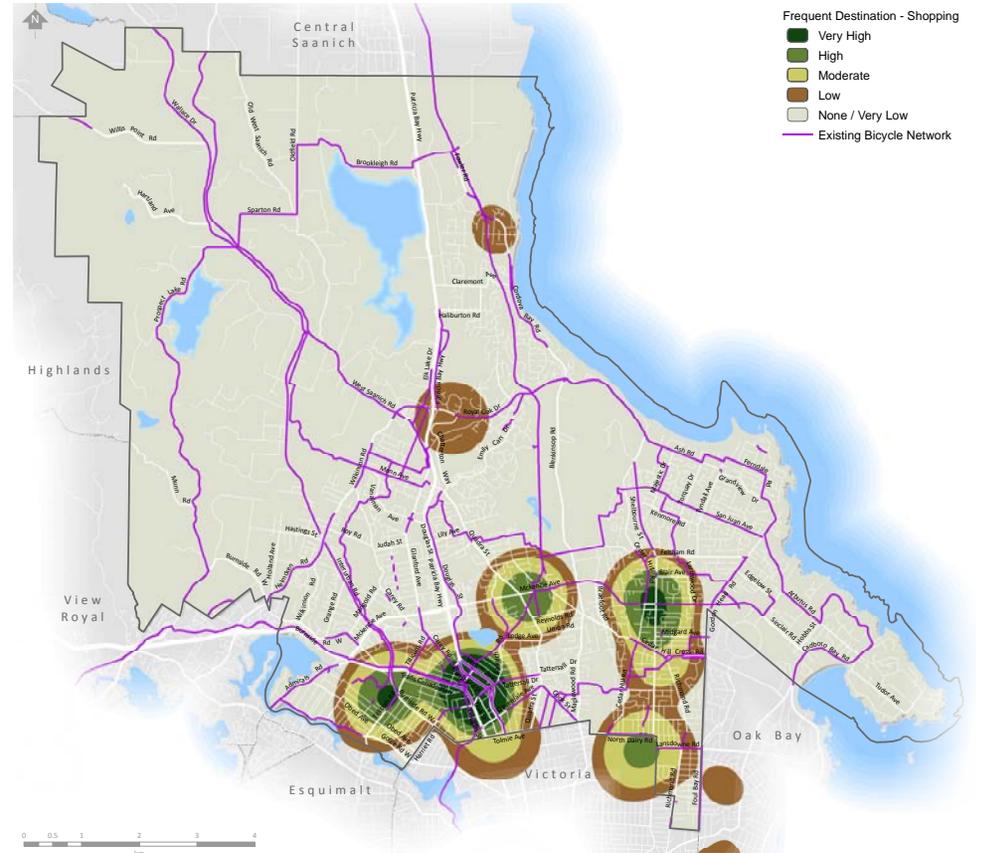


FIGURE 12 // FREQUENT RECREATION DESTINATIONS

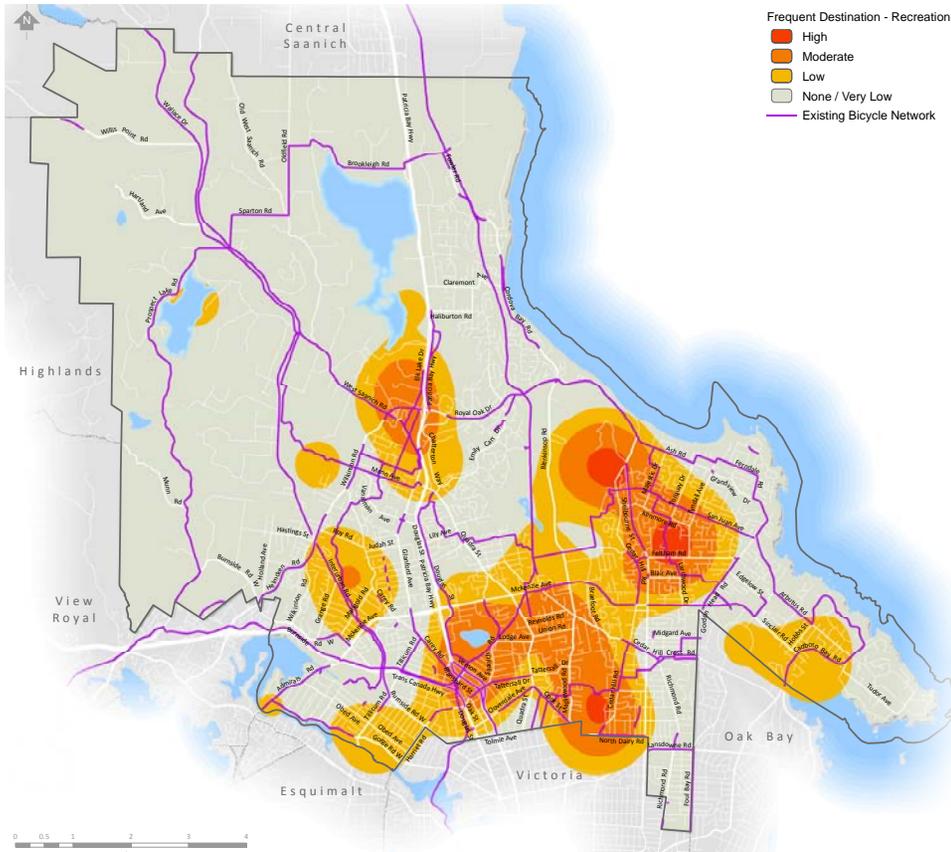
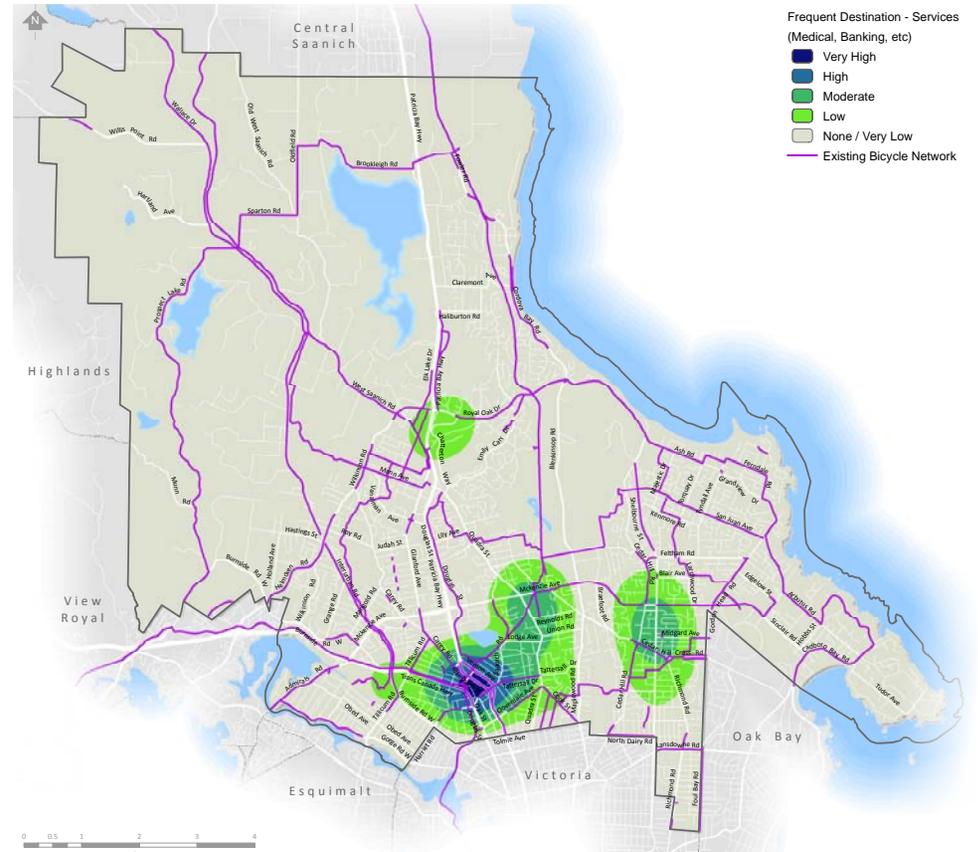


FIGURE 13 // FREQUENT SERVICE DESTINATIONS



2.5.2 INFRASTRUCTURE

EXISTING SIDEWALK NETWORK

Sidewalks form the backbone of a well-connected walking network for all users of all ages and abilities. Saanich has outlined sidewalk requirements for new developments in its Subdivision Bylaw. There are approximately 250 km of sidewalks within Saanich.

As shown in **Figure 14**, a large percentage of major roads (80%) and collector (67%) roads in Saanich have sidewalks on one or both sides of the road, but only 15% of local roads have sidewalks on one or both sides of the street. The neighbourhoods with the highest concentration of sidewalks are Tillicum, Quadra, Saanich Core and Gordon Head. In contrast, Rural Saanich, Cordova Bay and Cadboro Bay have some of the lowest concentrations of sidewalks.

EXISTING BICYCLE NETWORK

Saanich's bicycle network is made up of a variety of on-street and off-street facilities including protected bicycle lanes, painted bicycle lanes, paved shoulders, shared use lanes, and paved and unpaved multi-use pathways. There are approximately 130 km of bicycle facilities in Saanich, as shown in **Figure 15**.

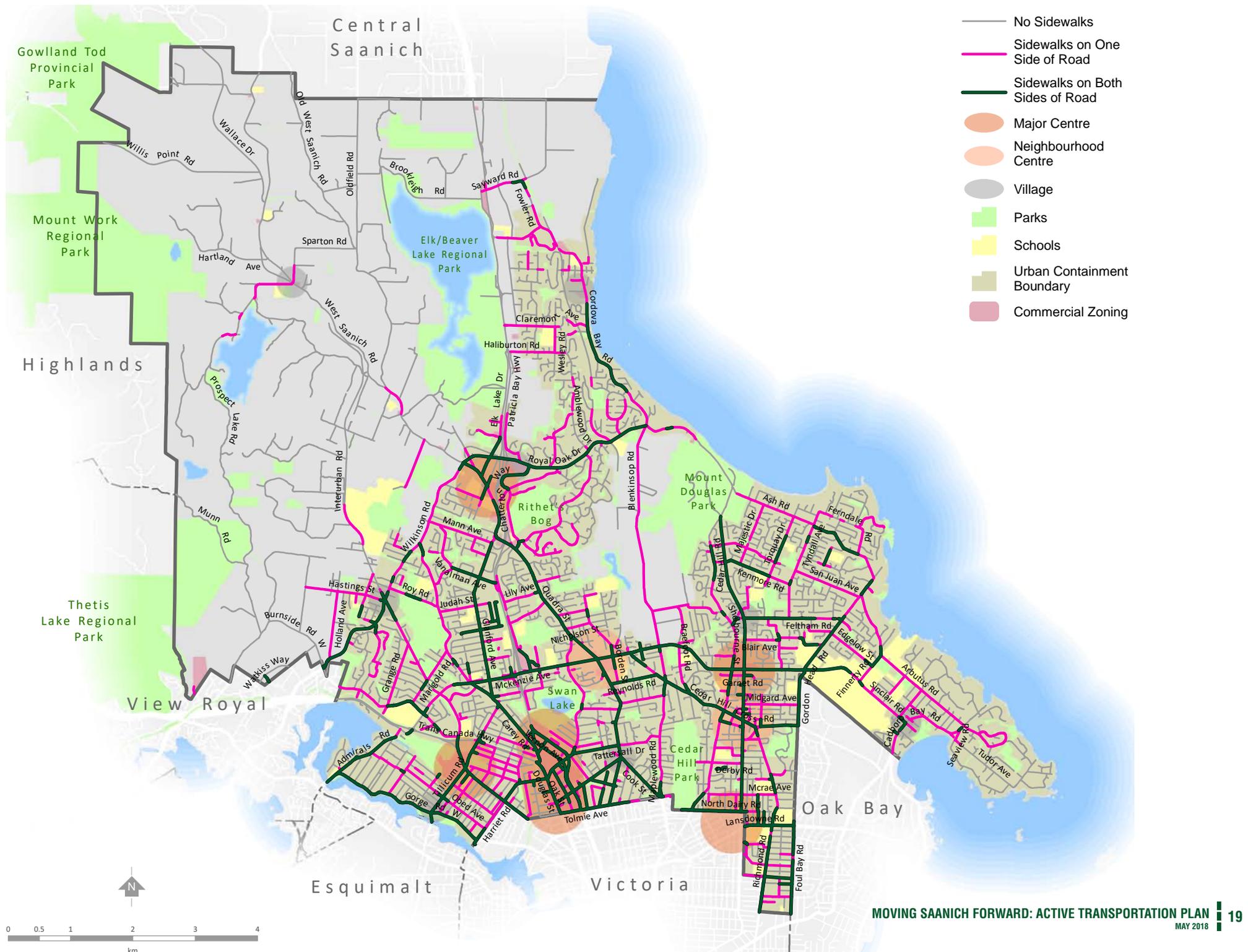
Saanich's disconnected road network with limited east-west connections, lack of a traditional downtown, and topography create network planning challenges and reinforce the need to establish a well-connected cycling network. The existing bicycle network provides several north-south route options, both on-street and off-street; however, there are limited east-west routes, reducing connectivity of the Centres and Villages. In addition, Saanich's central location within the CRD makes its network connectivity to neighbouring municipalities and regional trails important considerations. This regional context is especially important knowing about half of all bicycle trips leave Saanich, traveling to one of the other municipalities in the CRD.

EXISTING PATHWAYS AND TRAILS

Saanich also has an extensive network of pathways and trails, including the Lochside and Galloping Goose Trails. Additionally, the Centennial Trail connects large areas of Saanich, including, Colquitz, Glendale, Interurban, San Juan, Blenkinsop and Royal Oak. These trails are key active transportation routes both within Saanich and at the regional level. They also increase access to parks, green spaces, and other places for recreation and are often considered more of a destination than a transportation route.

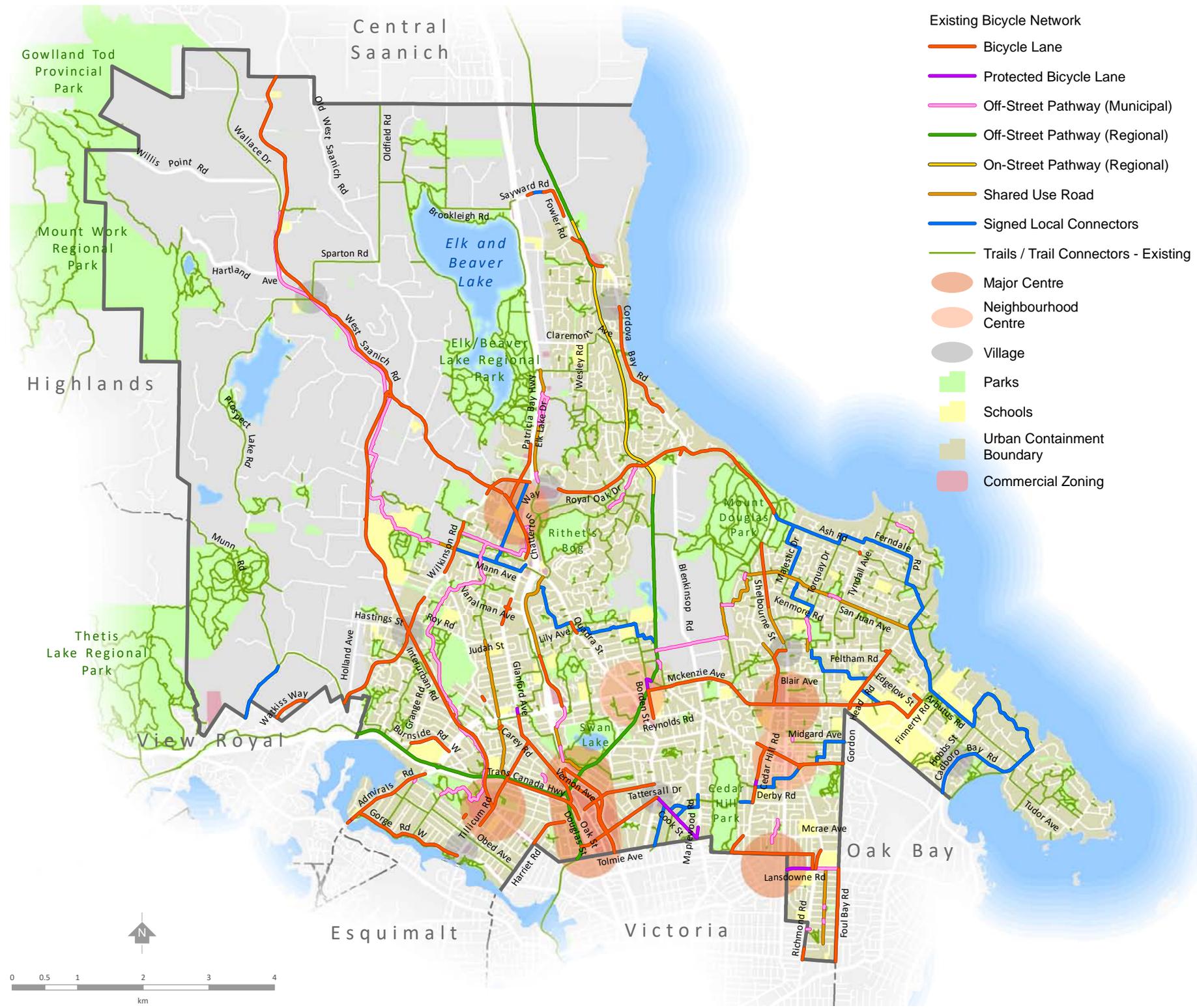


FIGURE 14 // EXISTING SIDEWALK NETWORK



- No Sidewalks
- Sidewalks on One Side of Road
- Sidewalks on Both Sides of Road
- Major Centre
- Neighbourhood Centre
- Village
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

FIGURE 15 // EXISTING BICYCLE NETWORK



- Existing Bicycle Network
- Bicycle Lane
 - Protected Bicycle Lane
 - Off-Street Pathway (Municipal)
 - Off-Street Pathway (Regional)
 - On-Street Pathway (Regional)
 - Shared Use Road
 - Signed Local Connectors
 - Trails / Trail Connectors - Existing
 - Major Centre
 - Neighbourhood Centre
 - Village
 - Parks
 - Schools
 - Urban Containment Boundary
 - Commercial Zoning

2.5.3 SUPPORT PROGRAMS AND POLICIES

Support programs and policies create an environment that encourages and supports walking and cycling as a convenient and attractive mode of transportation. Saanich has several programs and policies to educate and inform residents and visitors about walking and cycling, including:

- **Active and Safe Routes to School** is a program focused on developing safe and accessible routes for school children to increase the number of children walking and biking to their respective schools.
- **Crosswalk Projects** add an average of two new crosswalks per year at locations that have a need based on traffic volume, speed, the number of people walking, and the crossing distance.
- **Request a Curb Ramp** is a program where residents of Saanich can request a new or replacement curb ramp at a location that is needed to improve accessibility.
- **Sidewalk Projects** add an average of 4 kilometres of new sidewalks each year. The location of the new additions is based on the Pedestrian Priorities Implementation Plan as well as other factors.
- **Bicycle & Pedestrian Mobility Advisory Committee** aims to promote safe, efficient and well used active transportation modes by advising Council and making policy recommendations. The committee is made up of community representatives and a member of Council who chairs the committee.
- **Bike to Work Week** is a Province-wide initiative that Saanich supports to promote cycling as an option for commuting to work. Through this event, free workshops on bicycle handling and maintenance are offered.
- **Saanich Cycling Festival** is an annual event held in April to promote family friendly cycling in Saanich.



2.5.4 KEY ISSUES AND OPPORTUNITIES

Through the input received from the public, several key issues and opportunities for walking and cycling in Saanich were identified. **Figures 16** and **17** show the top three walking and cycling issues, while **Figures 18** and **19** show the top opportunities to improve walking and cycling.

FIGURE 16 // MOVING SAANICH FORWARD SURVEY TOP THREE WALKING ISSUES



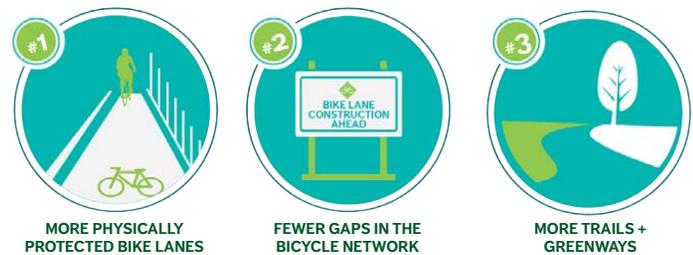
FIGURE 17 // MOVING SAANICH FORWARD SURVEY TOP THREE CYCLING ISSUES



FIGURE 18 // MOVING SAANICH FORWARD SURVEY TOP THREE WALKING OPPORTUNITIES



FIGURE 19 // MOVING SAANICH FORWARD SURVEY TOP THREE CYCLING OPPORTUNITIES





**DISTRICT OF
SAANICH**

THE SHIELING
SUSTAINABLE
LIVING
LIFE IN YOUR LIFE
17th Ave South



PART THREE

FUTURE DIRECTIONS

3.0 FUTURE DIRECTIONS

As part of the Active Transportation Plan process, a vision along with supporting goals and targets have been developed to shape the overall future direction of the plan and serve as a basis from which improvements and investments are identified and prioritized. The vision, goals, and targets were created based on a combination of Saanich's existing commitments as described in several overarching plans and strategies as well as the community input received from the public.

3.1 VISION

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective and efficient in terms of infrastructure investments. Increased use of active transportation contributes to several of Saanich's strategic goals. There are also significant quality of life, health, safety and economic benefits associated with investing in active transportation.

MOVING SAANICH FORWARD 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.





3.2 GOALS

Goals are meant to help guide Saanich towards fulfilling its vision. Goals are overarching, simple and succinct statements that are easily remembered and referenced. Four supporting goals have been developed to provide clear direction on how to achieve the Active Transportation Plan's vision. These goals were refined based on input received from the public and are intended to be both achievable and measurable to ensure the successful implementation of the Active Transportation Plan:

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

3.3 TARGETS

Targets are a critical component of the Active Transportation Plan, as they serve as benchmarks to measure progress towards achieving the goals of the plan. Targets also help to ensure that the plan is being implemented as intended and to determine whether the plan is achieving its goals. To be effective, the targets should be:

Meaningful. Targets can be used to point to success in achieving the goals as well as the broader vision of the Active Transportation Plan.

Measurable. Targets must be based on criteria that are readily measurable and for which data or information can be readily obtained.

Manageable. Targets should be based on measures that take into account Saanich's resource limitations and be limited to measures where information is accessible or data is simple to collect. To be manageable, targets should also be limited to areas or policies over which Saanich has significant influence or control.

Achievable. Targets should strike a balance between being bold and ambitious and being achievable and realistic.

ACTIVE TRANSPORTATION TARGET 1



Double the proportion of all trips made by active transportation



The strategies and actions in the Active Transportation Plan are designed to double the proportion of all trips made by walking, cycling and transit by 2036 (**Figure 20**). This would result in 36% of all trips in Saanich being made by walking, biking or transit by 2036. A longer-term target was also developed, whereby 50% of all trips made by Saanich residents would be made by walking, cycling or transit by 2050. These targets represent more than a 50% increase in the proportion of all trips made by walking, cycling or transit over the next twenty years, and more than a 100% increase over the next thirty plus years.

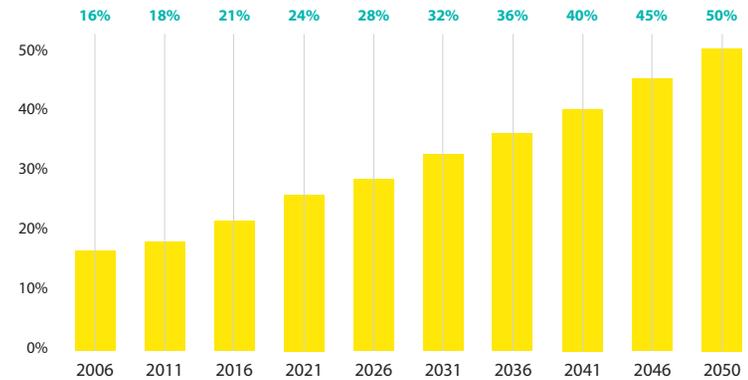


The Active Transportation Plan recognizes that a significant portion of the increase in walking and cycling trips will be achieved in the urban areas. In addition to the long-term target that half of all trips made by Saanich residents in 2050 will be by walking, cycling or transit, it is also useful to establish interim



targets to monitor progress. Interim targets are recommended for each five-year horizon that reflect historic trends (**Figure 21**).

FIGURE 21 // 5-YEAR TARGETS



ACTIVE TRANSPORTATION TARGET 2



Work Towards Zero Traffic-Related Fatalities or Serious Injuries



The Active Transportation Plan places a special emphasis on improving safety—particularly among vulnerable road users such as pedestrians and cyclists. Saanich will work closely with all its partners to examine the location and contributing factors of collisions and identify steps to improve road safety and reduce traffic-related injuries and fatalities. This will be accomplished through a combination of engineering, enforcement and education measures, with specific emphasis on safety measures for vulnerable road users.





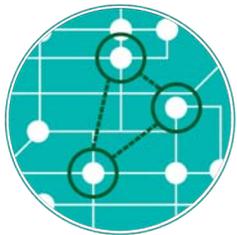


PART FOUR

STRATEGIES + ACTIONS

4.0 STRATEGIES + ACTIONS

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



CONNECTIONS



CONVENIENCE



CULTURE

This section outlines several strategies and more detailed actions to improve active transportation as it relates to each of these three themes. As identified through community engagement and technical analysis, the strategies and action items under each theme address a variety of identified strengths, opportunities, challenges and concerns with active transportation infrastructure, policies, standards and support programs.

The implementation of these strategies and actions will help Saanich work towards achieving the vision, goals, and targets of the Active Transportation Plan.

STRATEGIES

CONNECTIONS

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

CONVENIENCE

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

CULTURE

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

WHAT WE'VE HEARD: CONNECTIONS

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

- Fill in gaps in the sidewalk network and improve the quality of existing sidewalks
- Focus on quiet streets, which can often provide great neighbourhood routes for walking and cycling with improved wayfinding and trail connections
- Build on the existing Regional Pathways (Lochside Trail and Galloping Goose Regional Trail) as the spine of the network and improve connections to these pathways
- Consider ways to reduce traffic volumes and speeds and make walking and cycling more comfortable in rural Saanich
- Expand the bicycle network throughout Saanich with a focus on facilities that are comfortable for people of all ages and abilities and that connect all major Centres and Villages
- Provide more cycling facilities on major streets to provide direct access to destinations

Further detail and other comments provided through the Active Transportation engagement process can be found in the three Engagement Summary Reports.

4.1 CONNECTIONS

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

Establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich.

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

Saanich can improve connectivity by providing new infrastructure as well as improving existing infrastructure so that is comfortable for people of all ages and abilities. A more well-connected network of both on- and off-street active transportation facilities can significantly improve the ease of moving around the community, provide more recreation opportunities, and make traveling by walking and cycling safer and more practical transportation choices. In addition, ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit and further increase the ease using active transportation for moving around Saanich.

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

STRATEGIES FOR CONNECTIONS

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

STRATEGY 1A: EXPAND AND ENHANCE THE SIDEWALK NETWORK

Expanding and enhancing the sidewalk network supports the Active Transportation Plan goals of creating more places for walking, making walking safer, and making walking a more convenient and attractive choice for moving around Saanich. Saanich has an extensive pedestrian network that includes approximately 250 kilometres of sidewalks, as well as a network of over 100km of developed trails, including the Lochside Trail and Galloping Goose Regional Trail.

However, there are still large areas of the community with no sidewalks, as well as gaps in the sidewalk network. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. This is not only less accessible and desirable, it can also be unsafe. In addition, there are many asphalt sidewalks throughout Saanich that require upgrading. Connectivity for walking focuses on both expanding the sidewalk network and upgrading the sidewalk network.

ACTION 1A.1

UPDATE SIDEWALK REQUIREMENTS IN THE SUBDIVISION BYLAW.

Saanich's Subdivision Bylaw outlines current sidewalk requirements for new roads. The Bylaw states that concrete sidewalks must be provided on new roads in or adjacent to subdivisions, with varying requirements based on the street classification and land use. The width of the sidewalk depends on location. For example, sidewalks in Centres and Villages are required on both sides of the street and are wider than sidewalks in Rural Saanich.

- Sidewalks required on both sides of all rebuilt arterial and collector streets.
- Sidewalks required on both sides of all rebuilt residential streets within the urban containment boundary.
- Outside the Urban Boundary, the requirement of sidewalks will be based on the road classification and on the roadway design guidelines outlined in the Rural Saanich Local Area Plan.
- Based on current national guidelines, the minimum sidewalk width will be increased from 1.5 metres to 1.8 metres for separated sidewalks and 2.1 metres for sidewalks right beside the road to ensure sidewalks are accessible.
- Guidelines will be created for retrofitting neighbourhoods with sidewalks and providing interim temporary facilities where funding is not available.

Table 1 summarizes the new sidewalk requirements. Saanich's Engineering Specifications will be updated to reflect these changes.

TABLE 1 // UPDATED SIDEWALK STANDARDS

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

**ACTION 1A.2
INCREASE SIDEWALK COVERAGE.**

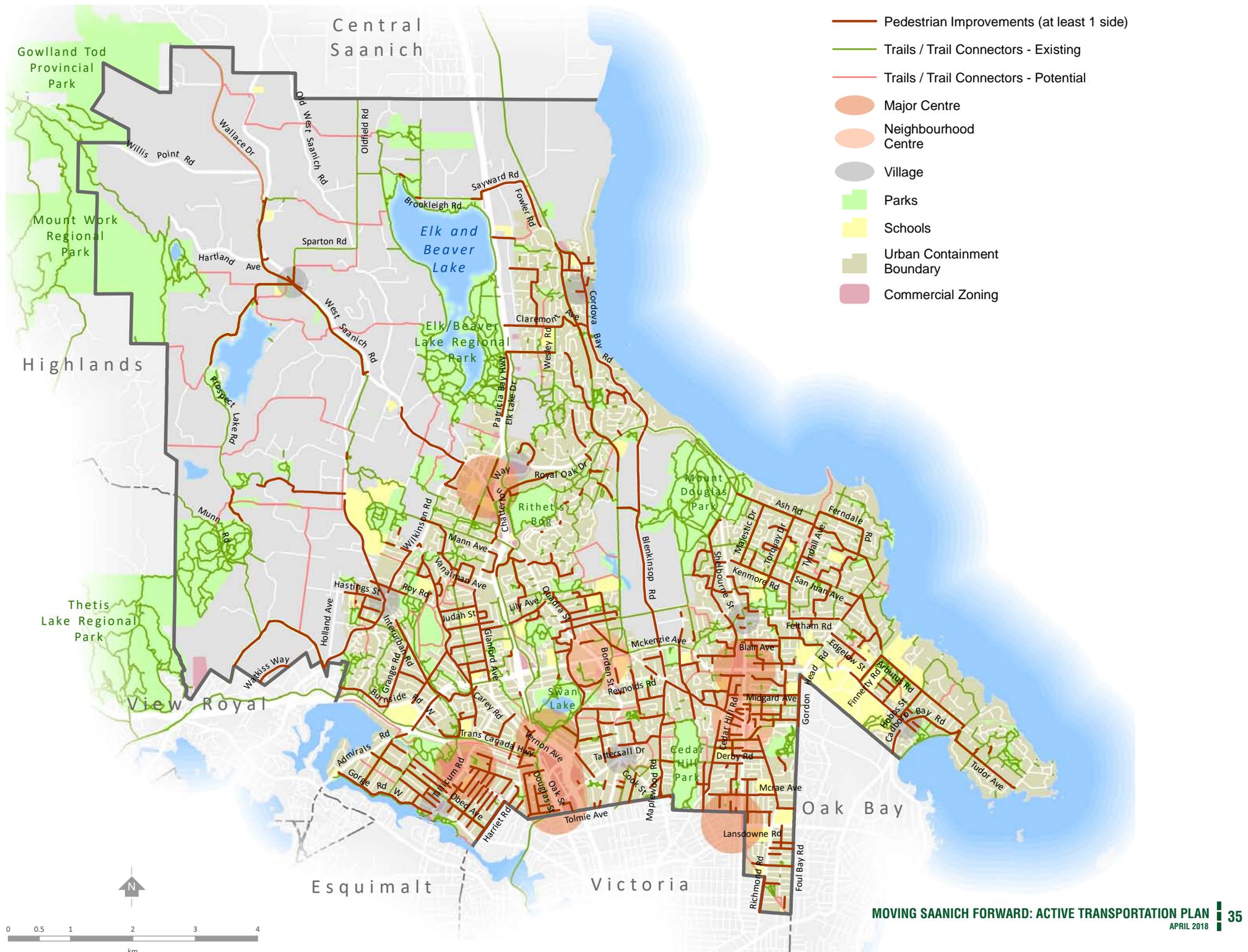
Sidewalks form the backbone of a well-connected walking network for people of all ages and abilities. As noted previously, there are approximately 250 kilometres of sidewalks throughout Saanich, including streets that have sidewalks on one or both sides of the street; however, there are many streets that do not have any sidewalks at all. Saanich has an allocated annual capital budget that can be spent on increasing sidewalk coverage. The focus of this action is to increase sidewalk coverage primarily on arterial and collector streets, with specific emphasis within Villages and Neighbourhood Centres. Additional streets have also been identified for increased sidewalk coverage where there is:

- An existing crosswalk or intersection;
- A gap within the existing sidewalk or pathway network;
- The potential to create a connection to a park, school, recreation centre, library or commercial area;
- A transit route or stop; and
- An opportunity to work with the existing sidewalk and pathway network to provide a shortcut between major roads.

Figure 22 identifies the long-term pedestrian improvement priorities. More detailed maps can be found in **Appendix A**.



FIGURE 22 // LONG-TERM PEDESTRIAN NETWORK



ACTION 1A.3

UPDATE THE PROCESS FOR PRIORITIZING NEW SIDEWALKS BASED ON ROAD CLASSIFICATION AND CONNECTIONS TO KEY DESTINATIONS.

The Pedestrian Priorities Implementation Plan was developed in 2012 to identify sidewalk deficiencies, assess the quality of existing sidewalks, and establish priorities for constructing new sidewalks and upgrading existing sidewalks. This report also included an implementation strategy which identified higher, medium, and lower priority sidewalk improvements. The plan identifies recommended priorities for new sidewalks and upgrades to existing sidewalks. These recommendations are based on feedback heard through the public engagement undertaken as part of the development of this Plan. It was identified that sidewalks should be prioritized along busy streets and near schools and community centres.

Saanich will update the process for prioritizing new sidewalks, building off the methodology developed as part of the Pedestrian Priorities Implementation Plan. Prioritization will be based on factors such as road classification, access to transit, population density, presence of vulnerable road users and connections to key destinations.

ACTION 1A.4

DEVELOP A SIDEWALK IMPROVEMENT PROGRAM TO WIDEN SIDEWALKS THAT DO NOT MEET MINIMUM STANDARDS IN AREAS OF CURRENT OR FUTURE HIGH PEDESTRIAN ACTIVITY.

A formal program will be developed to prioritize sidewalk improvements to ensure existing sidewalks meet or exceed the minimum width requirements and are in good condition. The sidewalk improvement program is intended to build on the existing Pedestrian Priorities Implementation Plan and prioritize the widening of sidewalks, where feasible, in areas of current or future high pedestrian activity, such as Centres and Villages, community centres, and schools.

ACTION 1A.5

DEVELOP A PROCESS FOR PRIORITIZING UPGRADES OR REPLACEMENTS TO ASPHALT SIDEWALKS THAT NEED CAPITAL RENEWAL.

There are numerous locations throughout Saanich where the space designated for walking currently consists of an asphalt shoulder that is separated from the motor vehicle lane by a concrete curb or painted line. Currently, Saanich does not have a formal process for prioritizing upgrades or replacements to these asphalt sidewalks, and current issues and repairs are addressed through a complaint based system. A process for prioritizing these upgrades and replacements will be developed that allows it to address this systematically rather than addressing concerns as they arise. Saanich will continue to allocate a portion of its capital renewal funds to upgrading and replacing asphalt sidewalks and develop a list of upcoming projects.

ACTION 1A.6

SEEK OPPORTUNITIES TO IMPLEMENT NEW PEDESTRIAN FACILITIES IN CONJUNCTION WITH OTHER PROJECTS, PLANS, AND DEVELOPMENTS.

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

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



STRATEGY 1B: EXPAND AND ENHANCE THE BICYCLE NETWORK

Providing a complete and interconnected network of bicycle facilities throughout Saanich is critical to supporting and encouraging more cycling. Saanich's existing bicycle network is over 130 kilometres in length and consists of protected bicycle lanes, bicycle lanes, bicycle boulevards, shared use roads, and off-street pathways. However, there are significant gaps in the existing bicycle network as well as many areas with no bicycle facilities.

Providing a complete, comfortable, and interconnected network of bicycle routes is critical to supporting and encouraging more cycling. It is important that bicycle routes are direct and provide attractive connections to key community destinations. Providing direct routes will ensure that cycling travel times are competitive with other travel modes. Expanding and enhancing Saanich's bicycle network will require a combination of strategies, including upgrading existing facilities to address safety concerns, ensuring that new neighbourhoods and infill areas have adequate places for cycling, and addressing gaps in the existing bicycle network.

ACTION 1B.1

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

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



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

- **A Comfortable Network.** The recommended bicycle plan focuses on developing an All Ages and Abilities (“AAA”) network. The purpose of an AAA network is to provide an interconnected system of bicycle facilities that are comfortable and attractive for all users. The network is to be designed to be suitable for persons aged 8 to 80 years old and to be comfortable for most people cycling, regardless of their cycling ability. Developing an AAA bicycle network was identified by Saanich residents and stakeholders during the Active Transportation Plan engagement process as one of the most important ways to encourage more cycling trips. The AAA bicycle network will include three types of bicycle facilities that are most effective at increasing ridership: bicycle boulevards, protected bicycle lanes, and multi-use pathways (**Figure 23**). These facilities, are the most preferred types of facilities by all users and are proven to be the safest types of facilities. While a major guiding principle of Saanich’s planned bicycle network is to provide AAA facilities, it is important to note that there is still a place for complementary, non-AAA facilities such as painted bicycle lanes to support the AAA network.

FIGURE 23 // FACILITY TYPES

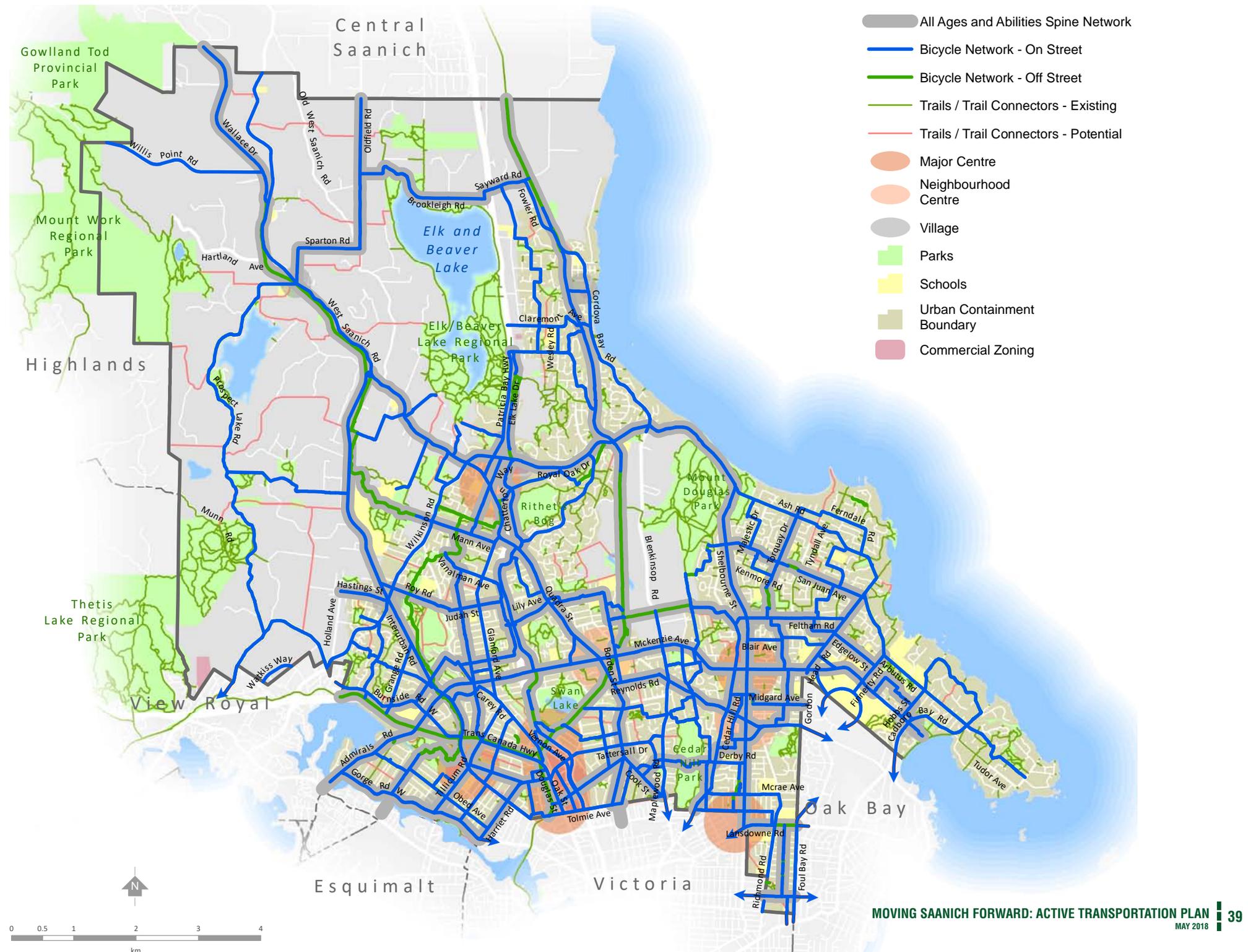


- **A Complete Network.** The long-term bicycle network ensures all areas within Saanich’s urban containment boundary are within a close distance to a designated and complete bicycle route. This involves developing a minimum grid network that ensures that all residents are within 400 metres of a designated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

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



FIGURE 24 // LONG-TERM BICYCLE NETWORK



Existing and proposed bicycle facility types in Saanich are described below as well as examples of crossing treatments that can be incorporated along bicycle routes.

AAA BICYCLE CORRIDOR TREATMENTS

- **Multi-use pathways (municipal and regional)** are physically separated from motor vehicles by an open space or a barrier, depending on the application. In areas of high demand and activity, separate pedestrian and bicycle paths should be provided. In areas of lower demand activity, multi-use pathways can provide sufficient width and supporting facilities to be used by people walking, cycling, and other forms of active transportation like inline skating and joggers. Multi-use pathways can have paved or unpaved surfaces. Paved or firm surfaces are often preferable for people cycling and people with mobility aids or strollers.

Multi-use pathways are an effective facility on roads or off-street locations where right-of-way is available. They can be installed parallel to a major roadway, within a park or along a utility corridor.

- **Protected bicycle lanes** are physically separated from motor vehicle travel lanes but are located on-street within the roadway surface. Protected bicycle lanes combine the benefits of increased comfort offered by multi-use pathways due to their separation from motor vehicle traffic, with the benefits of route directness provided by on-street facilities. They also provide separation between people walking and people cycling.

There are many types of protected bicycle lanes, offering varying types of treatments to provide protection. Types of separation include: concrete barriers, elevation, bollards, parked cars, visual surface treatments such as pavers, and painted buffers.

The increased comfort offered by protected bicycle lanes plays a significant role in increasing bicycle ridership, particularly among the interested but concerned demographic. They are an effective way to have people of all ages

and abilities cycle on busier streets and have been proven to increase bicycle ridership in other cities.

Protected bicycle lanes are usually located in locations with high cycling demand and potential, such as within Centres and Villages or routes that provide direct connections to important destinations. They are often located on streets where motor vehicle volumes and speeds are higher.

- **Bicycle boulevards** are shared bicycle routes located on streets with low traffic volumes and speeds. These streets have been optimized to varying degrees to prioritize bicycle traffic. Bicycle Boulevards are often found on low volume streets that run parallel to major roads or within neighbourhoods on residential streets connecting existing trails and pathways.

In cases where the existing streets have relatively low traffic volumes and speeds, the only improvements required may be signage and pavement markings identifying the road as a bicycle route, and enhancements to crossings where the bicycle boulevard intersects with major roads. However, they can and should be further enhanced with traffic calming measures such as traffic circles and traffic diverters if volumes and speeds are high.

The critical locations on bicycle boulevards are where these facilities intersect major roads. Crossing treatments can be used to assist cyclists, pedestrians and others in crossing major roads, and to minimize potential conflicts with motor vehicles. The range of crossing treatments that are typically considered where bicycle boulevards intersect major roads are median islands, curb extensions, improved sight lines, flashing beacons, or traffic signals.



NON AAA CORRIDOR TREATMENTS

- **Painted bicycle lanes** are designated exclusively for bicycle travel. Bicycle lanes help to define the road space for bicyclists and motorists. Bicycle lanes are generally suitable on streets with moderate traffic volumes.

Bicycle lanes can also have a painted buffer, which can be located between the bicycle lane and other traffic lanes. Buffered bicycle lanes are more comfortable than conventional painted bicycle lanes as there is a spatial separation between people cycling and adjacent traffic lanes. Buffered bicycle lanes are distinguished from protected bicycle lanes, as the former do not provide a physical barrier, such as bollards, curbs or planters. In Saanich's long term bicycle network, bicycle lanes will likely make up secondary routes that provide connections through neighbourhoods.

- **Shared use lanes** using 'sharrow' pavement markings indicate a shared space for bicycles and other vehicles. These are not a suitable facility for increasing the comfort or safety of the bicycle network and are not recommended to be used in the bicycle network plan, except in circumstances where they may provide increased wayfinding and education.
- **Shoulder bikeways** can be used in rural areas to provide a dedicated space for people cycling on rural roads and highways, they are located on streets without a curb.
- **Local connectors** are currently in place on a number of streets within Saanich and are generally used as touring routes. Local connectors are part of the proposed bicycle network.

BICYCLE CROSSING TREATMENTS

Special considerations are needed when designing and installing crossing treatments at locations where bicycle routes intersect other streets, especially at major streets. These areas need treatments that make people cycling clearly visible to motorists at intersections. As an intersection is the connection point between people driving, riding transit, walking and cycling, it is important to have treatments to reduce conflicts between road users. Treatments should serve to increase the level of visibility, denote clear right-of-way and facilitate eye contact and awareness with other modes. Intersection treatments can improve cyclist movements and can be coordinated with timed or specialized signals. Crossing treatments to improve safety at an intersection for people cycling can include elements such as colour, signage, medians, signal detection and pavement markings. The type of treatment required depends on the bicycle facility, whether there are intersecting bicycle routes, street classification, and land use. Some examples of crossing treatments that can be used throughout Saanich include:

- **Protected Intersections** incorporate a combination of bicycle signal phasing, design elements and space allocation that help protect people cycling from turning cars.
- **Enhanced Bicycle Signal Crossings** can include a variety of signal treatments including full signals as well as pedestrian and bicycle activated signals. These signals can be activated by people cycling using a range of technologies, such as bicycle loop detectors, bicycle pushbuttons, or other technologies such as video, infrared, or pressurized mats. Dedicated bicycle signal heads can also be considered.
- **Bicycle Boxes** provide a space for people cycling to wait to cross the intersection. They are often located in advance of the automobile stop line and provide the person cycling with a "head start" and make them more visible. Bicycle boxes also provide space to connect intersecting bicycle routes, allowing for hook or indirect left-turns.

- **Two-Stage Median Crossings**, also referred to as a refuge island, are positioned in the middle of the roadway allowing people cycling to cross the road in two stages instead of one providing them with a space to wait before making the second stage of their crossing.
- **Coloured Conflict Zone Markings** have been used at several locations in Saanich. Green markings have commonly been used in North America as a recommended treatment to designate conflict zones and areas where people cycling are travelling. They provide a visual reminder of the presence of people on bikes.
- **Crossbikes** (multi-use crosswalks) are pavement markings that are used to indicate that people cycling are permitted to use the crosswalk and do not need to dismount. These pavement markings may be combined with a pedestrian crosswalk or may be used on their own to indicate a separated bicycle crossing.
- **Dashed Bicycle Lane Markings** through intersections serve to position people cycling appropriately as they travel through the intersection. They also make other road users aware of the presence of people on bikes.

ACTION 1B.2

DEVELOP STREET DESIGN GUIDELINES FOR INCLUSION IN ENGINEERING SPECIFICATIONS.

Street design guidelines for bicycle facilities will be developed and included in the Engineering Specifications outlined in Schedule H of the Subdivision Bylaw. These guidelines are to be developed and maintained based on national and international best practices and focus on providing design standards for high quality bicycle facilities, both on-street and off-street, including facilities for people of all ages and abilities and crossing treatments. Saanich will install and upgrade designated cycling routes using a consistent standard that meets or exceeds local and national design guidelines as well as design options that have been successfully implemented elsewhere. These guidelines can also include recommendations for facility type selection based on the characteristics and context of a given street.

ACTION 1B.3

CONSIDER THE COORDINATION OF NEW OR UPGRADED BICYCLE FACILITIES WITH ROAD IMPROVEMENTS AND OTHER MAJOR INFRASTRUCTURE PROJECTS.

Considerations for bicycle facilities will be made through the design and implementation of new and upgraded roads and other infrastructure projects. This will require different internal departments and agencies, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan.



STRATEGY 1C: EXPAND AND ENHANCE THE TRAIL AND PATHWAY NETWORK.

Trails and off-street pathways are an important component of Saanich's active transportation network. Existing regional trails form the backbone of Saanich's active transportation network, and includes approximately 11 kilometres of the Lochside Regional Trail and 4.5 kilometres of the Galloping Goose Regional Trail. These trails connect Saanich north to Swartz Bay and west towards Sooke, respectively. Both trails are key active transportation routes within Saanich and also play a key role for active transportation within the CRD, connecting Saanich to the region.

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

ACTION 1C.1

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

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

ACTION 1C.2

IMPROVE CONNECTIONS FROM NEIGHBOURHOODS TO TRAILS AND PATHWAYS.

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

ACTION 1C.3

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

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

ACTION 1C.4

DEVELOP A PLAN TO PRESERVE, ENHANCE AND ADD NEW STREET-TO-STREET CONNECTIONS ACROSS NEIGHBOURHOODS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

There are many existing pathways through neighbourhoods across Saanich that are located in the public right-of-way and help facilitate walking and cycling. These pathways provide street-to-street connections and add to the permeability

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

ACTION 1C.5
DEVELOP NEW TRAILS AND PATHWAYS THROUGH PARKS TO IMPROVE ACTIVE TRANSPORTATION CONNECTIONS.

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

ACTION 1C.6
DEVELOP A DEDICATED FUNDING PROGRAM FOR PARKS TO IMPROVE AND DEVELOP NEW TRAILS AND PATHWAYS.

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

ACTION 1C.7
INVESTIGATE OPPORTUNITIES WITHIN EXISTING UTILITY AND SURPLUS ROAD RIGHTS-OF-WAY TO DEVELOP NEW TRAILS AND PATHWAYS.

There may be opportunities for Saanich to take advantage of existing utility and surplus road right-of-way to develop active transportation trails and pathways. If the rights-of-way can provide an important connection or an alternative route to an on-street active transportation facility, then Saanich can consider purchasing or holding onto the land. To aid in this decision-making process, a formal evaluation process will be developed to obtain rights-of-way or easements for key identified routes. In cases of on-street corridors with surplus right-of-way, Saanich will investigate opportunities to provide off-street active transportation facilities within the right-of-way if the land use and context is appropriate.



STRATEGY 1D: IMPROVE INTERSECTIONS AND CROSSINGS

Barriers such as major intersections, highways, rail corridors, and watercourses can be significant impediments to active transportation. There are many such barriers to safe and convenient use of active transportation in Saanich. Intersection improvements and other crossing enhancements can make using the active transportation network safer and feel more comfortable and convenient.

ACTION 1D.1

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

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

ACTION 1D.2

IDENTIFY ADDITIONAL PEDESTRIAN CROSSING LOCATIONS WHERE WARRANTED OR WHERE IT CONTRIBUTES TO THE ACTIVE TRANSPORTATION NETWORK.

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



ACTION 1D.3

IMPROVE CROSSING TREATMENTS WHERE MULTI-USE PATHWAYS INTERSECT WITH A ROADWAY IN ACCORDANCE WITH CURRENT BEST PRACTICES.

There are a number of locations throughout Saanich where off-street pathways intersect roadways. Most of these locations are marked with a zebra crosswalk and bollards, and the motor vehicle driver is required to stop for people in the crosswalk. At locations where new or upgraded facilities have recently been installed, treatments such as green paint and elephant's feet have been used. Saanich will work to improve crossing treatments at locations where multi-use pathways intersect with roadways in accordance with current best practices. By monitoring ICBC and Saanich Police collision data as well as data available through Bikemaps.org locations for improvement can be identified.

ACTION 1D.4

REVIEW CURRENT TREATMENTS AND LOCATIONS FOR MID-BLOCK CROSSINGS BY DEVELOPING GUIDELINES, AND UPDATE EXISTING PRACTICES FOR INSTALLING NEW AND UPGRADED MID-BLOCK CROSSINGS IN ACCORDANCE WITH CURRENT BEST PRACTICES.

Mid-block crossings are often used to shorten the distance people are required to travel to access a designated crossing. Mid-block crossings are often used at locations where the block length is long, there are destinations on both sides of the street, and pedestrian volumes are high. Currently, Saanich does not have specific guidelines for installing mid-block crossings. Guidelines will be developed that update existing practices for installing new and upgrading existing mid-block crossings. This would include a review of existing mid-block crossings and the treatments that are being used and reviewing best practices identified in engineering manuals such as TAC and NACTO and examples from other municipalities.

ACTION 1D.5

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

Signal activation and detection for people walking and cycling can help facilitate safer and more convenient crossings at signalized intersections. Pedestrian and bicycle pushbuttons are currently used as one way to activate the change in signal and ensure the pedestrian signal is initiated. Bicycle pushbuttons are particularly important at locations where routes intersect arterial streets. There is existing technology that can automatically detect people cycling and can trigger a signal to change without having to be activated manually. All new or upgraded signals will have pedestrian and bicycle detection and activation that is in accordance with current best practices.

ACTION 1D.6

REVIEW DATA COLLECTED BY ICBC, SAANICH POLICE AND BIKEMAPS.ORG TO MONITOR PEDESTRIAN AND CYCLING HOT SPOT COLLISION LOCATIONS AND IDENTIFY SAFETY MITIGATION MEASURES.

Hot spot collision locations refer to locations with a higher concentration of report collisions or incidents. Hot spots can include corridors as well as specific intersection locations. Through the identification of hot spot collision locations, Saanich can develop mitigation measures using engineering, education or enforcement. Saanich will continue to review data collected by ICBC, Saanich Police and BikeMaps.org to monitor active transportation hot spot collision locations and identify safety mitigation measures to improve safety.



ACTION 1D.7

IMPROVE WALKING AND CYCLING CONNECTIONS TO BRIDGES, UNDERPASSES AND OVERPASSES.

Although there are facilities for people walking and biking on many existing bridges, underpasses and overpasses, the active transportation facilities themselves can be challenging to access due to poor connectivity. Enhancements include improving access on existing crossings, providing pavement markings at crossings to make it clear to all road users how to access crossings and making sure crossings, are universally accessible.

ACTION 1D.8

PROVIDE SAFER AND MORE CONVENIENT WALKING AND CYCLING FACILITIES ON BRIDGES, UNDERPASSES AND OVERPASSES.

Many existing bridges, underpasses and overpasses have facilities for people walking and cycling; however, they may not necessarily feel comfortable, safe or provide the most direct route. Saanich will continue to work with its partners to provide safer and more convenient walking and cycling facilities on bridges, underpasses and overpasses. This includes ensuring facilities meet current design standards in terms of width, clearance and appropriate railings.

ACTION 1D.9

WORK WITH PARTNERS TO PROVIDE NEW UNDERPASSES AND OVERPASSES USING DESIGNS THAT CONSIDER BEST PRACTICES TO CREATE CROSSING OPPORTUNITIES OVER BARRIERS SUCH AS HIGHWAYS AND WATERCOURSES.

To enhance the connectivity and convenience of the walking and cycling network, the installation of new underpasses and overpasses is included as part of the Active Transportation Plan. The design of these new facilities will consider Crime Prevention Through Environment Design principles and existing best practices.



STRATEGY 1E: ENCOURAGE ACTIVE TRANSPORTATION IN RURAL SAANICH

Many rural areas of Saanich have specific issues and opportunities that are unique when compared to other parts of Saanich. Through engagement with residents and stakeholders several issues emerged, including: concerns over motor vehicles speeds, concerns about truck traffic on non-designated truck routes in rural areas, and the importance of spreading education and awareness to all road users that there are people living, walking and cycling along the streets within Rural Saanich. There are also significant gaps in the sidewalk, trail and pathway, and on-street bicycle networks in Rural Saanich. As a result, people are often using the paved shoulder to walk or bike. More wayfinding is also needed.

ACTION 1E.1

ENFORCE EXISTING POSTED SPEED LIMITS.

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

ACTION 1E.2

WORK WITH NEIGHBOURING MUNICIPALITIES TO ENSURE CONSISTENT SIGNAGE ACROSS MUNICIPAL BOUNDARIES.

Through engagement, concerns were raised that street designation and signage was not consistent across municipal boundaries. Additionally, it is often not always clear when individuals have crossed into another municipality. Saanich will work with neighbouring municipalities to ensure consistent signage is posted across municipal boundaries this includes speed limit, truck route and gateway signage.

ACTION 1E.3

ENFORCE SAANICH'S EXISTING TRUCK ROUTE BYLAW.

Saanich has a Truck Route Bylaw that regulates which streets trucks can travel on. The existing bylaw will continue to be enforced to ensure vehicles identified as trucks are using designated routes within the municipality.

ACTION 1E.4

CONSIDER THE ROADWAY DESIGN GUIDELINES OUTLINED IN THE RURAL SAANICH LOCAL AREA PLAN WHEN CONSIDERING PROJECTS IN THE AREA.

The Rural Saanich Local Area Plan was adopted in 2008, and is a detailed Plan that includes guidance on planning within the Rural Saanich area. The Plan includes a section on Mobility, which outlines roadway design guidelines based on road classification. This includes minimum widths for a road right-of-way, vehicle lanes and shoulder and boulevards. When considering installing new and upgrading existing active transportation projects, roadway design guidelines outlined in the Rural Saanich Local Area Plan will be considered. Additionally, there is opportunity to consider other bicycle facility types such as advisory bicycle lanes which are used internationally in similar contexts and are outlined in the TAC Geometric Design Guidelines.



ACTION 1E.5

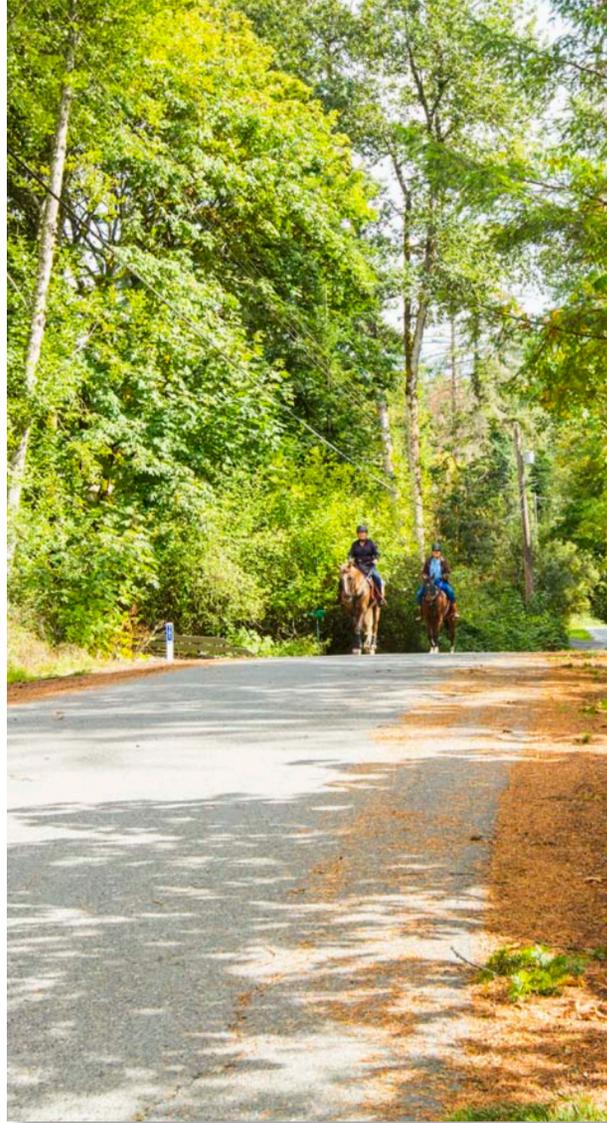
ENHANCE WAYFINDING FOR TRAILS AND PATHWAYS IN RURAL SAANICH.

It was noted through engagement with residents and stakeholders that there are a number of trails and pathways in Rural Saanich that are not well marked or easy to find unless people are familiar with the community. It was recognized that enhanced wayfinding of these trails and pathways would help to make traveling through Rural Saanich by foot and bike more convenient. Wayfinding will be enhanced for trails and pathways in Rural Saanich.

ACTION 1E.6

CONSIDER THE NEEDS OF EQUESTRIANS AND OTHER PATHWAY USERS WHEN IMPROVING PATHWAYS IN RURAL SAANICH.

As identified in the Rural Saanich Local Area Plan, the equestrian community is important in Rural Saanich and horse riding is a recreational pursuit for many residents. The Rural Saanich Local Area Plan also identifies equestrian routes in Rural Saanich that have been identified as popular well used routes. The special needs of equestrians and other pathway users will be carefully considered when considering changes to pathways and trails in Rural Saanich improvements.



STRATEGY 1F: IMPROVE REGIONAL CONNECTIONS

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

ACTION 1F.1

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

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

ACTION 1F.2

WORK WITH MOTI TO ENSURE ROADS IN URBAN AREAS UNDER THEIR JURISDICTION HAVE CONTEXT SENSITIVE DESIGNS AND HIGH QUALITY ACTIVE TRANSPORTATION FACILITIES IN ACCORDANCE WITH CURRENT BEST PRACTICE.

There are several major roadways in Saanich that are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Some of these roadways such as Blanshard Street, Vernon Avenue, Douglas Street, and McKenzie Avenue travel through urban areas of the community and should have a very different look, feel and function than highways and other corridors under MoTI jurisdiction. Saanich will continue to work with MoTI to ensure that streets in urban areas under its jurisdiction have context sensitive designs that incorporate high quality active transportation facilities in accordance with current best practice.

ACTION 1F.3

WORK WITH MOTI TO ENSURE HIGH QUALITY ACTIVE TRANSPORTATION FACILITIES IN ACCORDANCE WITH CURRENT BEST PRACTICE ARE INCLUDED ON NEW OR IMPROVED MOTI INFRASTRUCTURE PROJECTS.

Saanich has identified the desire to provide, where feasible, an active transportation network of high quality facilities that are comfortable for people of all ages and abilities. Saanich will work with MoTI as a stakeholder on infrastructure projects under the Province's jurisdiction. Saanich will continue to work with MoTI to ensure that new or improved infrastructure projects have high quality active transportation facilities such as overpasses and connections are designed in accordance with current best practices.



STRATEGY 1G: IMPROVE TRANSIT ACCESS AND EXPERIENCE

There are several reasons why integrating transit with walking and cycling is important, including the fact that most people using transit are accessing it by foot or by bicycle. As a result, improving access and connections to transit for people walking and cycling and improving the customer experience at bus stops and exchanges can help to not only promote transit but also to encourage more walking and cycling. While BC Transit is responsible for funding, planning, operating, and maintaining transit services throughout Saanich, the District works to ensure residents can access transit stops and there are amenities in place to make their transit experience more comfortable. There are several infrastructure treatments and amenities that can improve the transit customer experience including ensuring transit stops are accessible and providing amenities such as shelters, benches, lighting, and transit schedule information. In addition, having the ability to bring a bicycle on the bus or park it securely allows people cycling to include transit in their journey and extend the reach of their trip. It also allows them to more quickly reach destinations that are not immediately adjacent to a transit route.



ACTION 1G.1

PRIORITIZE THE INSTALLATION OF SIDEWALKS AND CROSSINGS ALONG DESIGNATED BUS ROUTES.

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



ACTION 1G.2

WORK WITH BC TRANSIT TO INSTALL SECURE BICYCLE PARKING AT HIGH ACTIVITY BUS STOPS AND TRANSIT EXCHANGES.

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

ACTION 1G.3

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

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

ACTION 1G.4

WHEN CONSIDERING THE SITE DESIGN OF NEW DEVELOPMENTS, ENSURE THERE ARE CONSIDERATIONS AND SUFFICIENT RIGHT-OF-WAY FOR BC TRANSIT TO INSTALL BUS STOP AMENITIES SUCH AS SHELTERS AND INTEGRATED AWNINGS.

As Saanich reviews applications for new developments, ensuring that site designs allocate space for transit facilities such as bus stops and amenities is an important consideration. Developing a checklist that provides guidance on

considerations specific to transit facilities can ensure that Saanich is able to identify opportunities to provide shelters, benches, and awnings that provide coverage for people using transit.

ACTION 1G.5

SUPPORT AND FOLLOW DESIGN RECOMMENDATIONS OUTLINED IN BC TRANSIT'S INFRASTRUCTURE DESIGN GUIDELINES, SUCH AS BUS STOP SPACING AND LOCATION GUIDELINES.

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

ACTION 1G.6

EVALUATE NEW ACTIVE TRANSPORTATION INFRASTRUCTURE IN COORDINATION WITH BC TRANSIT TO CONSIDER THEIR NEEDS IN THE DESIGN PROCESS AND DEVELOP MITIGATION STRATEGIES TO ADDRESS POTENTIAL IMPACTS.

As Saanich moves towards developing the future active transportation networks, it will be important to work with BC Transit to consider their needs as part of the design process. For example, working with BC Transit to find ways to ensure bus travel times are minimally impacted by the installation of new facilities through features such as transit priority lanes and signals at intersections as well as ensuring that lane widths are appropriate for BC Transit bus vehicles.



ACTION 1G.7

IMPROVE THE TRANSIT CUSTOMER EXPERIENCE WITH BUS STOP IMPROVEMENTS, INCLUDING ENSURING THEY ARE ACCESSIBLE AND BY PROVIDING BENCHES, SHELTERS, AND NETWORK INFORMATION.

Saanich's transit network contains approximately 700 bus stops, of which approximately 24% have permanent shelters and approximately 45% are accessible for people with limited mobility. Despite this, lack of sidewalk access to bus stops was identified as a key issue in Saanich. Saanich is committed to enhancing the transit customer experience by ensuring that all bus stops are accessible and providing more benches, lighting, shelters and network information at stops. Currently, Saanich has committed to work with BC Transit to improve transit amenities by adding several new bus shelters annually. Saanich will continue to work with BC Transit to identify and prioritize bus stop improvements, as well as to seek opportunities to increase the number of improved bus stops each year. Improvements to bus stops should be prioritized at stops with the highest boardings and alightings and those that are in Centres and Villages, located near schools and senior centres.



WHAT WE'VE HEARD: CONVENIENCE

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

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

Further detail and other comments provided through the Active Transportation engagement process can be found in the three Engagement Summary Reports.

4.2 CONVENIENCE

In order for active forms of transportation to become more attractive and competitive transportation choices, they first need to be as convenient as possible. An important factor in terms of convenience is the distance between destinations. People walking, cycling and using other forms of active transportation typically travel shorter distances than people driving or using transit. Creating a connected active transportation network with the necessary infrastructure and encouraging compact and complete communities will enhance convenience for all active transportation users.

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

These and other features can help to break down perceptions that walking and cycling is not convenient and establish more areas of Saanich as destinations for people using active transportation.

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

STRATEGIES FOR CONVENIENCE

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



STRATEGY 2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS

Walking to everyday destinations can be convenient for people of all ages and abilities if streets and neighbourhoods are safe and well-designed to support pedestrian accessibility. It is important that the pedestrian environment throughout Saanich be accessible by a large cross-section of people, including people with disabilities, seniors, and parents with children. The walking environment should include accessibility features to accommodate the unique needs of these groups and to provide better pedestrian circulation for everyone.

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

ACTION 2A.1 INSTALL AUDIBLE PEDESTRIAN SIGNALS AND COUNTDOWN TIMERS AT ALL TRAFFIC SIGNALS.

Audible pedestrian signals communicate non-visual information for visually impaired pedestrians at signalized intersections. Countdown timers provide information to people walking about the amount of time left to safely cross the street. There are 79 intersections within Saanich that have traffic signals, 58 (73%) of which are audible and 53 (67%) have countdown timers. Saanich will work to ensure that all existing and new traffic signals have audible pedestrian signals and count down timers, while prioritizing the installation of such features in Centres and Villages.

ACTION 2A.2 PROVIDE ACCESSIBLE CURB RAMPS WITH TACTILE FEATURES AT ALL INTERSECTIONS.

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

ACTION 2A.3 ENSURE BEST PRACTICES IN ACCESSIBILITY ARE CONSIDERED IN CONJUNCTION WITH ALL NEW OR IMPROVED TRAIL AND ROADWAY PROJECTS.

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

ACTION 2A.4 REVIEW AND UPDATE PEDESTRIAN CROSSING TIMES AND SIGNAL PHASING AT INTERSECTIONS TO ENSURE ADEQUATE TIME IS PROVIDED FOR ALL USERS.

Signal timing can help ensure that people travelling at slower speeds have time to cross an intersection. This action includes reviewing and, if necessary, adjusting pedestrian crossing times to ensure people have enough time to cross an intersection before the signal changes. This is particularly important in areas of high concentrations of children, seniors or people with disabilities. The

Transportation Association of Canada's Manual of Uniform Traffic Control Devices for Canada (MUTCDC) provides guidance on determining appropriate crossing times at intersections. Additionally, opportunities for protected and advanced signal phasing for people walking, cycling and transit will be considered to improve safety and operations of these modes.

ACTION 2A.5

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

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

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

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

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

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

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



ACTION 2B.1

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

Saanich's Zoning Bylaw specifies the number of bicycle parking spaces required based on zoning and building size. There are two types of parking facilities:

- **Bicycle Facility – Class I** refers to a secure weather protected bicycle parking facility used to accommodate long-term parking, such as for residents or employees, usually within a room or covered, fenced area.
- **Bicycle Facility – Class II** refers to a short-term visitor bicycle parking facility which may offer some security and be partially protected from the weather. This is often a rack at a building entrance.

Saanich's bicycle parking requirements will be reviewed to ensure that adequate and secure parking is being provided based on best practices in other similar communities and a review of existing utilization and accounting for the space requirements for cargo or family bikes. Based on these findings, Saanich will consider amending existing regulations accordingly. The Zoning Bylaw also has guidelines for change rooms and shower facilities, but does not have regulations or requirements for these facilities. The Zoning Bylaw will be amended to place requirements on the installation of additional end-of-trip facilities for certain land uses and building sizes.



ACTION 2B.2

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

Installing and improving existing bicycle parking and end-of-trip facilities at Saanich owned and operated buildings demonstrates leadership and reinforces to residents, developers and private business owners that bicycle parking is important. Adequate bicycle parking at libraries, recreation centres, and other civic centres will benefit employees, residents and visitors and support access to these facilities using active transportation. Providing bicycle parking and end-of-trip facilities at municipal sites would require identifying the type and quantity of facilities required and appropriate for each of the buildings. This can include the provision of short-term facilities at locations and buildings that see a lot of visitor activity. Longer-term bicycle parking and other end of trip facilities will be considered at locations where there are high concentrations of employees. Provision of both short- and long-term bicycle parking at civic facilities should be generally consistent with requirements for new developments.

ACTION 2B.3

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

A program will be developed to support businesses in existing developments to retrofit existing buildings to provide bicycle parking and other amenities such as storage and change room facilities to support employees' cycling to work year-round. Adding these facilities would likely require a reallocation of existing motor vehicle parking to bicycle parking. There are a number of other North American

cities that have implemented these bylaw regulations including San Francisco, Toronto and Minneapolis. Saanich will examine existing best practices to develop their own program to support businesses to provide bicycle parking and other end-of-trip amenities.

ACTION 2B.4

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

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

ACTION 2B.5

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

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



ACTION 2B.6

IMPLEMENT 'BIKE KITCHENS' (BICYCLE REPAIR AND MAINTENANCE STATIONS) AT KEY LOCATIONS.

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

ACTION 2B.7

SUPPORT THE DEVELOPMENT AND OPERATION OF BIKE SHARE PILOT PROGRAMS.

Bike share programs provide affordable access to bicycles for short distance trips and solve the 'first/last mile' problem for transit users. High activity areas could potentially support a bike share system. Convenient bike share systems can be attractive to casual riders and visitors and could encourage more people to try cycling. In March 2018, Saanich Council supported a 1-year pilot program of a dockless bike share program, expanding a program that is already in place in the City of Victoria.

STRATEGY 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION

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

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

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

At a micro-scale, land use includes urban design as it relates to individual site layout and orientation, the setback and setting of buildings, and the details and materials of streetscaping elements (e.g. trees, seating, lighting, bicycle racks etc.) These elements contribute to creating attractive, comfortable and convenient places for people using active transportation.

ACTION 2C.1

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

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

ACTION 2C.2

SUPPORT HIGHER DENSITY, MIXED USE DEVELOPMENTS THAT PROMOTE AND ENCOURAGE ACTIVE TRANSPORTATION IN CENTRES AND VILLAGES AND ALONG FREQUENT TRANSIT CORRIDORS.

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

ACTION 2C.3

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

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

ACTION 2C.4

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

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



ACTION 2C.5

DEVELOP A CHECKLIST THAT PROVIDES LAND DEVELOPMENT GUIDANCE SPECIFIC TO WALKING, CYCLING AND TRANSIT SUPPORTIVE SITE PLANNING.

To help ensure that new developments consider the recommendations of the Active Transportation Plan and help support enhancing network connectivity, a checklist will be developed that provides land development guidance that is specific to walking, cycling and transit supportive site planning. This checklist will outline criteria that addresses several considerations such as location and width of sidewalks, amount and type of bicycle parking provided, if the building can be accessed directly from the street or if individuals are required to walk through a parking lot to enter the building, etc. This checklist can be used to review applications and outline changes needed before approval.

STRATEGY 2D: CREATE GREAT PLACES AND STREETS

Creating great places and streets goes beyond providing new sidewalks and bicycle facilities, and focuses on providing enhancements to public space to make it more inviting, safe and attractive for all people using sustainable modes to move around. There are several different types of opportunities and enhancements to the public realm that can create a more vibrant and pedestrian-friendly environment. Streetscapes and the public realm includes streets, pathways, rights-of-way, parks, open spaces and civic buildings and facilities. Within the public realm, Saanich's street network comprises one of its most extensive public spaces. Enhancing streetscapes and the public realm creates more welcoming and vibrant everyday spaces to travel and move around, linger within, and socialize and creates more spaces for people who are walking, cycling, taking transit or using other forms of active transportation to access destinations.

ACTION 2D.1

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

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



ACTION 2D.2

PROVIDE LANDSCAPING AND PUBLIC ART IN THE RIGHT-OF-WAY.

Streetscape enhancements such as plants, trees, street banners and public art are esthetically appealing and can improve the look and feel of a public space making it more inviting for residents and visitors to travel through. Saanich currently has a Comprehensive Arts Policy where 1% of the value of capital budgets for above ground projects, municipal building/renovation projects, or parks development/redevelopment projects goes towards commissioning new and maintaining existing public art pieces. Saanich will continue to provide streetscape enhancements where space is available within the public right-of-way.

ACTION 2D.3

EXPLORE THE DEVELOPMENT OF A PARKLET/STREATERIES PROGRAM.

Parklets and Streateries are extensions of the public realm that create designated spaces for people to rest, gather and socialize. Parklets are typically installed in the road right-of-way by converting motor vehicle parking spaces. Streateries allow restaurants to offer table service in their parklets during business hours. Where appropriate, such as in Centers and Villages, Saanich will consider working with interested businesses and other stakeholders to explore the development of a Parklet/Streateries program and update bylaws as necessary.

ACTION 2D.4

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

The Greater Victoria Placemaking Network is a volunteer, non-profit group of Greater Victoria residents focused on enhancing shared spaces within the CRD. They focus on making public spaces such as parks, green spaces and streets great places to come together. Saanich will work with partners such as the Greater Victoria Placemaking Network to develop a Reimagined Street



Program. This program would outline cost-effective strategies to experiment with developing new public spaces and street improvements to energize the public realm such as pilot projects and temporary installations.

ACTION 2D.5
EXPLORE OPPORTUNITIES TO CREATE PEDESTRIAN-ONLY STREETS EITHER TEMPORARILY, SEASONALLY, OR PERMANENTLY.

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

ACTION 2D.6
EXPLORE OPPORTUNITIES TO PILOT A WOONERF STYLE STREET IN SAANICH.

A woonerf is the Dutch word for living street, which is intended to be a shared space for all modes of transportation where motor vehicles travel at the speed of a person walking and pedestrians have right of way. Saanich will explore opportunities to pilot a woonerf style street.

STRATEGY 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK

While new infrastructure to promote walking and cycling is often seen as a top priority, ongoing rehabilitation and maintenance of existing infrastructure needs to be an equally important focus. Sidewalks and pathways are an important component of Saanich's transportation system and, therefore, they must be capable of accommodating all users. Maintenance is necessary to keep infrastructure functional and usable over time. Additionally, proper maintenance is required throughout the year. In some situations, maintenance can often be overlooked or neglected due to tight operating budgets, large outstanding maintenance needs, or an insufficient inventory of bikeway maintenance issues.

ACTION 2E.1
DEVELOP A SIDEWALK AND PATHWAY ASSESSMENT PROGRAM TO IDENTIFY ACTIVE TRANSPORTATION INFRASTRUCTURE IN NEED OF MAINTENANCE.

Currently, Saanich does not have a defined process for assessing existing sidewalk and pathway infrastructure to determine when it needs to be upgraded. Saanich receives most of its input on facility quality from residents and addresses maintenance issues through a complaint-based system. By developing a sidewalk and pathway assessment program that includes a regularly scheduled assessment and maintenance program, a more objective and systematic process will be developed to identify infrastructure improvements.

ACTION 2E.2
CONTINUE TO INSPECT CROSSWALKS TO ENSURE THEY ARE WELL MAINTAINED, MARKED, AND PAINTED TO ENHANCE VISIBILITY.

It is important to ensure that painted crosswalks are visible and well maintained, with high-visibility pavement markings, appropriate lighting, and clear sightlines.

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

**ACTION 2E.3
REVIEW AND UPDATE CURRENT MAINTENANCE AND ICE/SNOW REMOVAL REQUIREMENTS FOR ACTIVE TRANSPORTATION INFRASTRUCTURE INCLUDING SIDEWALKS, BIKE LANES, AND PATHWAYS.**

Currently, maintenance issues are addressed based largely on a complaint-based system. Saanich has limited requirements for the removal of leaves and other types of road debris on bicycle routes. Snow clearing is prioritized on major and collector streets, transit routes, designated Snow Emergency Routes, and hilly residential streets and bridges. Saanich will review existing debris, ice, and snow removal requirements for walking and cycling infrastructure and provide additional guidance specific to on-street bicycle facilities. This could include re-prioritizing streets that are identified as part of the active transportation spine network as well as areas such as bridges where icing may be more likely.

**ACTION 2E.4
ENSURE SAANICH HAS THE APPROPRIATELY SIZED EQUIPMENT AND OPERATING FUNDING TO MAINTAIN ALL TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE.**

Protected or separated bicycle lanes along existing roadways have been found to increase safety for people cycling, which can result in an increase in ridership. However, these facilities can present challenges related to maintenance, especially if appropriate funding and equipment to maintain the protected network is not available. Current maintenance funding and equipment levels required to maintain all planned and existing types of active transportation infrastructure will be reviewed. As more walking and cycling facilities are installed, it will be important to ensure the amount of funding available grows in accordance to the amount of infrastructure being added to the network.

**ACTION 2E.5
REVIEW AND UPDATE CURRENT OPERATING PROCEDURES FOR MAINTENANCE AND REFINE IF WARRANTED.**

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

**ACTION 2E.6
DESIGN BICYCLE ROUTES TO FACILITATE DRAINAGE, SNOW REMOVAL, AND SNOW STORAGE.**

One of the best ways to facilitate the removal of snow from bicycle routes is thoughtful roadway and bicycle facility design. Unfortunately, conventional bicycle lanes at the edge of the roadway often becoming the area for snow storage and can accumulate debris and gravel. The Engineering Specifications will be updated to account for snow/ice removal as well as other maintenance activities.



ACTION 2E.7

ENSURE ACCESSIBLE DETOURS ARE PROVIDED FOR PEOPLE WALKING AND CYCLING DURING CONSTRUCTION AND MAINTENANCE.

Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk, bicycle lane, or transit stop is closed or inaccessible and providing adequate detour information to bypass the construction zone. Signage should also display alternate routes and dates of closure. Saanich can require contractors to establish temporary paths where necessary and implement a penalty structure for those who do not comply. Detours should be provided for all users, including people using mobility aids. Current construction detour policies will be reviewed and new guidelines for contractors and District departments will be developed to ensure that they represent best practice for accommodating all active transportation users.



WHAT WE'VE HEARD: CULTURE

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

- Provide easy to access to information on walking and cycling routes.
- Promote road user etiquette and common courtesy to change the attitudes and behaviours of all road users.
- Offer more cycling education in schools.
- Make more information available to the public and ensure that it is user friendly, consistent, and is repeated and ongoing.
- Make connections between active transportation and tourism as well as economic and health benefits for residents and visitors
- Actively involve health care partners to promote walking, cycling and getting out of the car.

Further detail and other comments provided through the Active Transportation engagement process can be found in the three Engagement Summary Reports.

4.3 CULTURE

Although 'hard' measures are critical, a range of 'soft' support measures are also important to encourage people to use active forms of transportation in Saanich. These 'soft' measures can help to provide education and raise awareness about active transportation in Saanich, and will help to achieve Goal #1 of the Active Transportation Plan: building a culture of active transportation. The theme of developing a culture of active transportation in Saanich includes a range of strategies and actions that address support measures such as education, encouragement and awareness raising.

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

Approaches to increase awareness can include enhanced wayfinding and signage, trip planning tools, route maps, skills-building programs, promotional campaigns, and public education campaigns. Improving awareness is typically a cost-effective approach that makes people feel safer and more comfortable using active transportation, while encouraging increased use of active transportation facilities.

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

STRATEGIES FOR CULTURE

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

STRATEGY 3A: SUPPORT AND ENCOURAGE WALKING AND CYCLING FOR PEOPLE OF ALL AGES

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

ACTION 3A.1

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

In the past, the CRD and Greater Victoria Bike to Work Society have partnered to offer cycling skills courses and workshops for adults through a program called Ride On! These courses and workshops recognize that cycling education is an important component of encouraging individuals who may be interested in cycling but do not feel confident to make it a part of their everyday lives. Saanich will continue to partner with these groups and others to support adult education and cycling skills training on an on-going basis throughout Saanich and encourage municipal workplaces and the public to participate.

ACTION 3A.2

SUPPORT THE ACTIVE AND SAFE ROUTES TO SCHOOL PROGRAM TO ENCOURAGE WALKING AND CYCLING TO SCHOOL AND TO SPREAD AWARENESS ABOUT WALKING AND CYCLING SKILLS AND THE BENEFITS OF WALKING AND CYCLING.

Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation by children to and from school. This program is currently organized by the CRD throughout the region and typically focus on the 5 E's: engineering, education, encouragement, enforcement and evaluation. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary school students support active transportation education and student uptake. Saanich will continue to support the Active and Safe Routes to School program.



ACTION 3A.3

WORK WITH PARTNERS TO PROVIDE BICYCLE EDUCATION AND SKILLS TRAINING FOR STUDENTS IN ELEMENTARY, MIDDLE, AND SECONDARY SCHOOLS.

Hands-on bike skills courses offered at schools, including those participating in Active and Safe Routes to School programs, help students gain the confidence and skills to ride to school. These courses are primarily offered through the CRD or the individual schools. Saanich will work with partners to provide bicycle education and skills training for all elementary, middle and secondary schools.

ACTION 3A.4

SUPPORT AND ENCOURAGE TARGETED COMMUNITY OUTREACH PROGRAMS FOR OLDER ADULTS.

In 2017, Saanich developed an Older Adults Strategy, which was endorsed by Council. Through the Older Adults Strategy, Saanich has focused on understanding the programs, facilities and services required of the Saanich Parks and Recreation department for the older adult population. Through the development of the Strategy, Saanich has engaged with older adults on a variety of topics including active transportation. Building on the relationships developed through this process and by continuing to focus communication efforts on seniors, Saanich will continue to encourage active transportation for older adults.



ACTION 3A.5

WORK WITH CHILDREN, YOUTH AND PEOPLE WITH PHYSICAL DISABILITIES TO UNDERSTAND THEIR KEY ISSUES WITH ACTIVE TRANSPORTATION IN SAANICH.

Saanich recognizes that children, youth and people with physical disabilities may face different barriers within the transportation network, that they are often more likely to walk, bike or take transit, and that they are less likely to have access to a motor vehicle. These groups are also often identified as more vulnerable road users when it comes to safety. Though the Youth Development Strategy, Saanich has had opportunities to engage with members of these groups to understand



the challenges and opportunities for walking and cycling in Saanich from their perspective. Saanich will continue to work with these groups to understand their key issues with active transportation and identify opportunities to promote more walking and cycling among these groups.

STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING

The connection between active transportation and public health has increasingly been researched and promoted by those in the health field and within municipalities. There is an understanding that increasing the number of trips an individual makes by foot or bike increases levels of physical activity and in turn promotes a healthier lifestyle.

ACTION 3B.1

CONDUCT TARGETED COMMUNICATION AND ENGAGEMENT WITH VULNERABLE AND UNDER-REPRESENTED GROUPS TO IDENTIFY UNIQUE NEEDS.

Groups of residents such as those with physical and cognitive conditions are often under represented through the public engagement process, but have unique needs that can make travelling through communities challenging. Targeted communication and engagement with vulnerable and under-represented groups will be conducted to better understand and address barriers that prevent these groups from walking and cycling, while also identifying the best forums for participation and opportunities to encourage active transportation.

ACTION 3B.2

WORK WITH PARTNERS TO DEVELOP AND DELIVER INFORMATION MATERIALS OUTLINING THE HEALTH BENEFITS OF WALKING AND CYCLING.

Significant research is being conducted across the region and around the world to better understand the health benefits of walking and cycling. Saanich will continue to work with partners to ensure this information is made accessible to residents. Using infographics and headline findings, the sharing of these benefits can help promote active transportation throughout the community.

ACTION 3B.3

COLLABORATE WITH RESEARCHERS AND INITIATIVES THAT ARE STUDYING THE RELATIONSHIP BETWEEN HEALTH AND ACTIVE LIVING.

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



STRATEGY 3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING

A seamless, consistent, and easy-to-understand system of trip planning tools, signage and wayfinding for active transportation is important. It can make the transportation network easier to navigate, identify the location of important destinations, and provide information about route type. Most importantly, wayfinding helps people make decisions about how to navigate a neighbourhood or area.

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

ACTION 3C.1

ENHANCE AND EXPAND PEDESTRIAN WAYFINDING INFORMATION IN SAANICH'S CENTRES AND VILLAGES.

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

ACTION 3C.2

DEVELOP LOCAL BICYCLE AND WAYFINDING SPECIFICATIONS WHICH CONSIDER THE CRD'S CYCLING WAYFINDING GUIDELINES WHILE BALANCING LOCAL INTERESTS.

In 2014, the CRD published the Cycling Destination Wayfinding Guidelines as a tool for municipalities to use when developing plans for cyclist wayfinding. Within Saanich, there is some existing wayfinding for cycling routes on some of the Local Connectors. Local bicycle and wayfinding specifications will be developed which balance existing wayfinding standards and practices with what is currently being done throughout the region to ensure a consistent approach in order to seamlessly navigate the bicycle network across municipal boundaries.

ACTION 3C.3

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

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

ACTION 3C.4

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

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

ACTION 3C.5

DEVELOP GUIDELINES FOR THE INSTALLATION OF NEIGHBOURHOOD ENTRY OR GATEWAY SIGNS.

Neighbourhood entry or gateway signage can help inform individuals that they are entering a different neighbourhood, Centre, or Village within Saanich. They can help to promote branding, serve as a navigation tool, and help to remind road users that they are entering a neighbourhood where there may be people crossing and using the street. For example, Gateway signage was identified as something that could be installed along streets within Rural Saanich to inform road users they are travelling on a residential road or a new neighbourhood. Guidelines will be developed for the installation of neighbourhood entry or gateway signage to determine messaging, branding and appropriate locations.

ACTION 3C.6

WORK WITH PARTNERS TO ENSURE SUSTAINABLE TRIP PLANNING INFORMATION IS WIDELY ACCESSIBLE THROUGH AN INTEGRATED TRANSPORTATION DATA SYSTEM AND INNOVATIVE MOBILE APPLICATIONS.

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

STRATEGY 3D: IMPROVE EDUCATION AND AWARENESS

Education and awareness initiatives geared towards motorists as well as active transportation users are important components of any active transportation plan. These initiatives encourage all parties to "share the road" and can contribute to increased bylaw and Motor Vehicle Act compliance among all road users. While infrastructure is not built overnight, education and awareness items are often "quick wins" that can be implemented at relatively low-cost. In addition, education and awareness campaigns can actively build community interest for Saanich's investments in active transportation.

ACTION 3D.1

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

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

ACTION 3D.2

ENSURE A PORTION OF PROJECT FUNDING IS ALLOCATED TO EDUCATION, AWARENESS AND ENCOURAGEMENT.

An important component of installing new infrastructure projects is ensuring that residents are aware of new investments and are familiar with how to use



the facilities. Promotion of new infrastructure projects helps to build education and share safety information specific to new facilities that may be unfamiliar. For previous projects, Saanich has created videos promoting the opening of new active transportation facilities. The videos are used to help promote the project and raise awareness of new signals, signage and changes to travel patterns. Saanich will continue to produce videos, accessible through its website and social media to educate all road users on how to use new and existing infrastructure and how to share the road. To ensure appropriate funds are available for education, awareness and encouragement, a portion of every active transportation project's budget will be allocated to education, awareness and encouragement.

ACTION 3D.3

PARTNER WITH ICBC, POLICE AND THE CRD IN THE DEVELOPMENT OF ROAD SAFETY AWARENESS CAMPAIGNS FOR ALL ROAD USERS.

Road safety campaigns can be critical to raising awareness of common behaviours that can cause serious injuries and potentially fatal consequences for all road users. Road safety campaigns can focus on common behaviours identified through a review of collision and safety data. The program should be targeted not only to people walking and cycling, but also to motorists. These campaigns can be developed in partnership with other agencies such as ICBC and Island Health.

ACTION 3D.4

ENSURE DISTRICT BYLAWS AND POSTED SPEED LIMITS ARE ENFORCED.

A review of Saanich's Bylaws demonstrates that there are already significant regulations that support walking and cycling. This includes snow removal and prohibiting the obstruction of sidewalks and bicycle lanes. It is important that these Bylaws are enforced. This includes responding to public complaints and prioritizing the enforcement of the Bylaws through regular patrols. To ensure

that Bylaws are enforced, Saanich will consider allocating additional resources to Police and Bylaw enforcement including hiring additional staff. To enforce posted vehicle speeds in locations residents have identified as experiencing higher motor vehicle speeds, Saanich Police should continue to monitor these locations.

ACTION 3D.5

SUPPORT INITIATIVES TO MAKE CHANGES AND UPDATE THE PROVINCIAL MOTOR VEHICLE ACT.

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

STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS

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

ACTION 3E.1

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

A comprehensive branding strategy and/or a visual identity can be used to market educational material and spread awareness about active transportation programs, policies and standards and facilities. This can be important, particularly as more events, construction, and news pertaining to walking and cycling are available. Currently there is a Moving Saanich Forward webpage on Saanich's website along with separate walking and cycling pages. These pages can be combined to provide all information that provides information about walking, cycling and other forms of active transportation in Saanich.

ACTION 3E.2

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

Campaigns and community-wide communications through various forums such as social media, radio advertisements, bus shelter advertisements, online/website content and others can be effective tools for reaching out to Saanich residents, increasing awareness and interest in active transportation. Saanich already has a website dedicated to active transportation, and should ensure that the content on this website is regularly updated with news updates, project information and other materials and resources.

ACTION 3E.3

WORK WITH PARTNERS TO DEVELOP COMMUNITY BASED TRAVEL MARKETING PROGRAMS TO ENCOURAGE PEOPLE TO WALK, BIKE AND USE TRANSIT.

Communities around the world have focused on promoting active transportation positively through marketing and communications. Campaigns help break down myths and misconceptions regarding perceived barriers to active transportation, namely perceptions about lack of time, health issues, weather, safety and security, age and the feeling that active transportation is impractical. Saanich will work with partners to improve education and awareness as a cost-effective approach to encouraging active transportation.

ACTION 3E.4

SUPPORT EVENTS AND FESTIVALS THAT ENCOURAGE WALKING AND CYCLING.

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



STRATEGY 3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM

Active transportation can contribute to the development of a healthy and diverse economy. Walking and bicycle-supportive neighbourhoods, employers and other destinations throughout Saanich can encourage residents to support local businesses. Neighbourhoods and destinations that are accessible and attractive for active transportation users can attract more visitors, who will in turn be patrons of local services and amenities. For employment areas, active transportation provides more choice for people travelling to work, which is essential for individuals who may not have access to a vehicle. Furthermore, having options that support residents who use active forms of transportation in their neighbourhoods and to other destinations can decrease traffic congestion and increase the attractiveness and vibrancy of the area for both locals and visitors. Active transportation can also support and encourage tourism

ACTION 3F.1

SUPPORT THE DEVELOPMENT OF A BICYCLE TOURISM INITIATIVE.

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

ACTION 3F.2

WORK WITH LOCAL BUSINESSES TO ENCOURAGE EMPLOYEE TRAVEL OPTIONS.

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

ACTION 3F.3

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

There are various municipalities, agencies and organizations that have been researching or are interested in furthering research on the economic impact that investments in active transportation infrastructure have on local businesses. For example, the CRD study, Bikenomics: The Economic Impact of Cycling in Greater Victoria, examines how cycling affects the local economy, from boosting tourism and helping attract top tech talent to helping retail business flourish, providing jobs and more. Saanich will look for opportunities to work with partners to research and evaluate the local economic benefits within Saanich of walking and cycling infrastructure. The results should also be shared to encourage business to be friendly towards walking and cycling.

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

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

ACTION 3G.1

DEVELOP A TRANSPORTATION MONITORING AND REPORTING PROGRAM.

To assist in monitoring the implementation of the Active Transportation Plan, a comprehensive transportation monitoring program will be developed. This program will help identify baselines for each of the goals and targets of the plan as well as the various success measures that will be developed as part of the implementation plan. Saanich already has an established vehicle count program and is in the early stages of developing a bicycle count program. Incorporating data on people walking and taking transit would make the program more robust and would allow Saanich to report on all transportation trends within the community. Through the development of the program, Saanich will develop guidelines for data collection. The program should go beyond collecting only count data and look to obtain information through the Citizen Survey which is scheduled to occur every two years. Data collection can also be targeted to support various themes including the health, economic and environmental benefits of travelling by foot, bike and transit.

A 'Transportation Report Card' will be developed to communicate the results. A Transportation Report Card is a tool to monitor the development of walking, cycling and transit activity in a community on a regular basis and is used to

assess whether a community is achieving its cycling and walking vision, goals, targets and strategies. These types of documents typically report on public input, which can be incorporated into the bicycle and pedestrian planning process, for the development of project, policies and standards, programs and other initiatives. The Transportation Report Card can also be used as a community-wide marketing tool to promote and encourage walking, cycling and transit.

ACTION 3G.2

IF THE COUNCIL COMMITTEE STRUCTURE IS REVIEWED, CONSIDER THE DEVELOPMENT OF AN ACTIVE TRANSPORTATION COMMITTEE.

Through the Moving Saanich Forward process, a Project Advisory Committee was created to help steer the direction of the Plan. The Committee was made up of representatives from several existing groups, agencies and committees. If the structure of the existing Council Committees is reviewed, Saanich may consider the retention of an Active Transportation Committee to advise on proposed projects, policies and standards, programs, events and other initiatives undertaken to implement the Active Transportation Plan. An updated Committee should include representatives from key stakeholder groups and residents.

ACTION 3G.3

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

A five-year Active Transportation Action Plan will be developed that aligns with Municipal Council's priorities. This action plan will be updated as part of the annual budgeting process to identify upcoming projects, initiatives, funding sources and implementation partners as part of its efforts to prioritize the implementation of Active Transportation actions, monitor and communicate successes and to keep the Active Transportation Plan a living document. The five-year Plan should be reported back to the public to ensure awareness for current planned projects and investments in active transportation.







PART FIVE

IMPLEMENTATION + MONITORING

5.0 IMPLEMENTATION + MONITORING

The strategies and actions developed as part of the Active Transportation Plan are intended to guide Saanich's policy, planning and capital investment decisions as well as on-going operations and maintenance activities in support of active transportation over the next 30 years. While the Plan has been developed as a long-term plan, it will require financial investment, staff resources and an implementation strategy to prioritize improvements over the short-, medium- and long-term.

This chapter presents an implementation plan, including prioritization of the actions and network improvements identified over the short-term (within 5 years), medium-term (within 15 years) and long-term (15 years and beyond). This chapter also includes a monitoring strategy to ensure that the Plan is implemented as intended and that progress towards the vision, goals, and targets is being made.

5.1 IMPLEMENTATION PLAN

5.1.1 IMPLEMENTATION PRINCIPLES

The implementation plan was developed based on the following guiding principles:

- **The Active Transportation Plan is one step towards implementing the vision for active transportation in Saanich, it is not the last.** The strategies and actions in the Plan are intended to lay the groundwork for implementation over the long-term. However, it is important to recognize that implementation will require investment and resources. This includes investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources. Achieving the vision, goals and

targets will require the ongoing support of Saanich and its partners, along with sustained investment in active transportation.

- **The Active Transportation Plan is a flexible and living document.** The Plan is intended to be a flexible document. For the proposed walking, cycling and trail network there is some level of flexibility regarding the specific locations, corridors that are recommended. The Plan presents recommendations and suggestions based on the engagement process and technical analysis; however, Saanich will need to review the feasibility and desirability of each infrastructure project. The implementation of the Plan will also require ongoing public engagement as new projects are considered.
- **Saanich will monitor, review and update the Active Transportation Plan on a regular basis, as needed.** As Saanich begins implementing the strategies and actions of the Plan, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals and targets. Reporting back on the indicators identified in the Monitoring Plan outlined in this document is one of the ways Saanich will report on progress made in implementing the Plan. As Saanich moves forward with implementing the Plan, the document will need to be updated to reflect the changing priorities and conditions over time.
- **Saanich will engage in further public consultation to implement many recommendations of the Active Transportation Plan.** Many of the initiatives in the Plan require more detailed input and technical work. Saanich will work closely with partners, residents and stakeholder groups to move forward with priorities in the Plan.



5.1.2 PRIORITIZING ACTIONS

Strategies for implementing each of the actions identified in the Active Transportation Plan are outlined in **Tables 2 to 4**. These tables provide guidance with respect to:

- **Timeframe.** Each action is identified as either a short-term (within 5 years), medium-term (within 15 years) or long-term (15 years and beyond) initiative. Many actions will be implemented on an ongoing basis, in which case they are shown under each timeframe. It should also be noted that these priorities may change over time. If an opportunity arises to implement an action identified as a medium or long-term priority, such as through a redevelopment opportunity or other capital project, Saanich will seek to maximize the opportunity.
- **Method of Implementation.** This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- **Responsibility.** This column suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of Saanich (including the Engineering, Parks and Recreation, and Planning departments), while other actions should be led by external agencies, such as the CRD, Ministry of Transportation & Infrastructure, BC Transit, community groups, or the private sector.
- **Goals Addressed.** Each action is categorized based on its relative contribution to each of the Active Transportation Plan's four goals. Although some actions may only work to achieve one goal, many actions can help achieve multiple goals.

TABLE 2 // STRATEGIES AND ACTIONS FOR CONNECTIONS

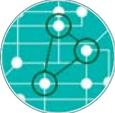
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 1A: EXPAND AND ENHANCE THE SIDEWALK NETWORK									
Action 1A.1: update sidewalk requirements in the Subdivision Bylaw.	✓					✓	Engineering	Planning	2, 3, 4
Action 1A.2: Increase sidewalk coverage.		Ongoing		✓			Engineering		2, 3, 4
Action 1A.3: Update the process for prioritizing new sidewalks based on road classification and connections to key destinations.	✓					✓	Engineering		2, 3, 4
Action 1A.4: Develop a sidewalk improvement program to widen sidewalks that do not meet minimum standards in areas of current or future high pedestrian activity.	✓			✓		✓	Engineering		2, 3, 4
Action 1A.5: Develop a process for prioritizing upgrades or replacements to asphalt sidewalks that need capital renewal.	✓					✓	Engineering		2, 3, 4
Action 1A.6: Seek opportunities to implement new pedestrian facilities in conjunction with other projects, plans, and developments.		Ongoing		✓		✓	Engineering	Planning	2, 3, 4
STRATEGY 1B: EXPAND AND ENHANCE THE BICYCLE NETWORK									
Action 1B.1: Develop a complete and connected bicycle network for people of all ages and abilities.		Ongoing		✓			Engineering	Planning	1, 2, 3, 4
Action 1B.2: Develop street design guidelines for inclusion in Engineering Specifications.	✓					✓	Engineering	Planning	2, 3, 4
Action 1B.3: Consider the coordination of new or upgraded bicycle facilities with road improvements and other major infrastructure projects.		Ongoing		✓	✓		Engineering	Planning	2, 3, 4

TABLE 2 - STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

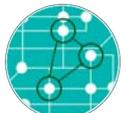
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 1C: EXPAND AND ENHANCE THE TRAIL AND PATHWAY NETWORK									
Action 1C.1: Support initiatives by the Capital Regional District to widen or improve the system of regional trails.		Ongoing				✓	CRD	Engineering	2, 3, 4
Action 1C.2: Improve connections from neighbourhoods to trails and pathways.		Ongoing		✓	✓		Engineering	Parks and Recreation	2, 4
Action 1C.3: Improve Saanich's trails and pathways to ensure they are accessible and comfortable for people of all ages and abilities.		Ongoing		✓	✓		Parks and Recreation	Engineering	2, 3, 4
Action 1C.4: Develop a plan to preserve, enhance and add new street-to-street connections across neighbourhoods to improve active transportation connections.		✓			✓	✓	Planning	Engineering	2, 4
Action 1C.5: Develop new trails and pathways through parks to improve active transportation connections.		Ongoing		✓	✓		Parks and Recreation	Engineering	2, 4
Action 1C.6: Develop a dedicated funding program for Parks and Recreation to improve and develop new trails and pathways.	✓					✓	Parks and Recreation		2, 3, 4
Action 1C.7: Investigate opportunities within existing utility and surplus road rights-of-way to develop new trails and pathways.		Ongoing				✓	Engineering	Parks and Recreation	2, 3, 4
STRATEGY 1D: IMPROVE INTERSECTIONS AND CROSSINGS									
Action 1D.1: Provide enhanced pedestrian crossings in Centres and Villages and other areas of high pedestrian activity.		Ongoing		✓			Engineering	Planning	1, 2, 3, 4



TABLE 2 - STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

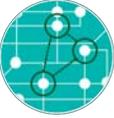
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 1D.2: Identify additional pedestrian crossing locations where warranted or where it contributes to the active transportation network.		Ongoing				✓	Engineering		3, 4
Action 1D.3: Improve crossing treatments where multi-use trails and pathways intersect with a roadway in accordance with current best practices.	✓			✓			Engineering	CRD	3
Action 1D.4: Review current treatments and locations for mid-block crossings by developing guidelines, and update existing practices for installing new and upgraded mid-block crossings in accordance with current best practices.		✓				✓	Engineering		3, 4
Action 1D.5: Ensure all new or upgraded signals have proper pedestrian and bicycle detection and activation in accordance with current best practices.		Ongoing		✓		✓	Engineering		3
Action 1D.6: Review data collected by ICBC, Saanich Police and BikeMaps.org to monitor pedestrian and cycling hot spot collision locations and identify safety mitigation measures.		Ongoing				✓	Engineering	Saanich Police	3
Action 1D.7: Improve walking and cycling connections to bridges, underpasses and overpasses		✓		✓			Engineering	MoTI	2, 3, 4
Action 1D.8: Provide safer and more convenient walking and cycling facilities on bridges, underpasses and overpasses.		Ongoing		✓			MoTI	Engineering	2, 3, 4

TABLE 2 - STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

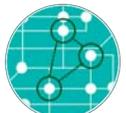
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 1D.9: Work with partners to provide new underpasses and overpasses using designs that consider best practices to create crossing opportunities over barriers such as highways and watercourses.		Ongoing		✓		✓	Engineering	MoTI	2, 3, 4
STRATEGY 1E: ENCOURAGE ACTIVE TRANSPORTATION IN RURAL SAANICH									
Action 1E.1: Enforce existing posted speed limits.		Ongoing				✓	Saanich Police		3
Action 1E.2: Work with neighbouring municipalities to ensure consistent signage across municipal boundaries.	✓					✓	Engineering	Neighbouring Municipalities	3
Action 1E.3: Enforce Saanich's existing Truck Route Bylaw.		Ongoing				✓	Saanich Police		3
Action 1E.4: Consider the roadway design guidelines outlined in the Rural Saanich Local Area Plan when considering projects in the area.		Ongoing				✓	Engineering	Planning	2, 3, 4
Action 1E.5: Enhance wayfinding for trails and pathways in Rural Saanich.		✓		✓		✓	Engineering	Parks and Recreation	1, 3, 4
Action 1E.6: Consider the needs of equestrians and other pathway users when improving pathways in rural Saanich.		Ongoing			✓	✓	Engineering	Parks and Recreation	1, 3
STRATEGY 1F: IMPROVE REGIONAL CONNECTIONS									
Action 1F.1: Continue to work closely with neighbouring municipalities, Capital Regional District and the University of Victoria to ensure future active transportation connections are well integrated.		Ongoing				✓	Engineering	Neighbouring Municipalities	1, 2, 4



TABLE 2 - STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

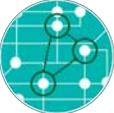
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 1F.2: Work with MOTI to ensure roads in urban areas under their jurisdiction have context sensitive designs and high quality active transportation facilities in accordance with current best practice.		Ongoing				✓	Engineering	MoTI	2, 3, 4
Action 1F.3: Work with MOTI to ensure high quality active transportation facilities in accordance with current best practice are included on new or improved MOTI infrastructure projects.		Ongoing				✓	Engineering	MoTI	2, 3, 4
STRATEGY 1G: IMPROVE TRANSIT ACCESS AND EXPERIENCE									
Action 1G.1: Prioritize the installation of sidewalks and crossings along designated bus routes.		Ongoing		✓			Engineering		2, 3, 4
Action 1G.2: Work with BC Transit to install secure bicycle parking at high activity bus stops and transit exchanges.		✓	✓			✓	Engineering	BC Transit	1, 4
Action 1G.3: Work with BC Transit to ensure the design of bicycle facilities considers the location of and access to bus stops.		Ongoing				✓	Engineering	BC Transit	1, 4
Action 1G.4: When considering the site design of new developments, ensure there are considerations and sufficient right-of-way for BC Transit to install bus stop amenities such as, shelters, benches and integrated awnings.		Ongoing				✓	Planning	Engineering	1, 4

TABLE 2 - STRATEGIES AND ACTIONS FOR CONNECTIONS (CONTINUED)

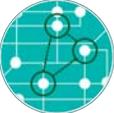
 ACTIONS FOR CONNECTIONS	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 1G.5: Support and follow design recommendations outlined in BC Transit’s Infrastructure Design Guidelines, such as bus stop spacing and location guidelines.		Ongoing				✓	Engineering	BC Transit	4
Action 1G.6: Evaluate new active transportation infrastructure in coordination with BC Transit to consider their needs in the design process and develop mitigation strategies to address potential impacts.		Ongoing		✓		✓	Engineering	BC Transit	1, 3
Action 1G.7: Improve the transit customer experience with bus stop improvements, including ensuring they are accessible and by providing benches, shelters and network information.		Ongoing		✓			Engineering	BC Transit	1



TABLE 3 // STRATEGIES AND ACTIONS FOR CONVENIENCE

 ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 2A: ENSURE INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS									
Action 2A.1: Install audible pedestrian signals and pedestrian countdown timers at all traffic signals.		✓		✓				Engineering	2, 3
Action 2A.2: Provide accessible curb ramps with tactile features at all intersections.		Ongoing		✓	✓			Engineering	2, 3
Action 2A.3: Ensure best practices in accessibility are considered in conjunction with all new or improved trail and roadway projects.		Ongoing				✓		Engineering	2, 3
Action 2A.4: Review and update pedestrian crossing times and signal phasing at intersections to ensure adequate time is provided for all users.		Ongoing				✓		Engineering	2, 3
Action 2A.5: Reduce pedestrian crossing distances by providing narrower roads and lanes and considering curb extensions or median islands where feasible.		Ongoing		✓				Engineering	2, 3
STRATEGY 2B: PROVIDE MORE BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES									
Action 2B.1: Review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities such as showers and lockers.	✓					✓		Planning Engineering	1
Action 2B.2: Ensure high quality bicycle parking and end-of-trip facilities are provided at all Saanich owned and operated facilities and all developed parks.		✓		✓				Engineering Planning	1

TABLE 3 - STRATEGIES AND ACTIONS FOR CONVENIENCE (CONTINUED)

 ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 2B.3: Develop a program that supports businesses and other partners to implement short-term bicycle parking and other end-of-trip facilities within public space.		✓				✓	Engineering	Planning	1
Action 2B.4: Work with partners to consider the feasibility of developing an on-street bicycle corral program on commercial streets within the existing right-of-way.		✓	✓			✓	Engineering	Planning	1
Action 2B.5: Work with event coordinators and partners to provide temporary bicycle parking at large community events.		Ongoing				✓	Parks and Recreation	Engineering	1, 2
Action 2B.6: Implement 'bike kitchens' (bicycle repair and maintenance stations) at key locations.		Ongoing		✓	✓		Engineering	Planning	1
Action 2B.7: Support the development and operations of a bike share program.		Complete				✓	Engineering	Building, Bylaw, Licensing and Legal	1, 2
STRATEGY 2C: ENSURE LAND USE SUPPORTS ACTIVE TRANSPORTATION									
Action 2C.1: Ensure the active transportation network is prioritized to provide access and connections to Centres and Villages and other employment destinations.		Ongoing		✓			Engineering	Planning	2, 4
Action 2C.2: Support higher density, mixed use developments that promote and encourage active transportation in Centres and Villages and along Frequent Transit corridors.		Ongoing				✓	Planning		2, 4



TABLE 3 - STRATEGIES AND ACTIONS FOR CONVENIENCE (CONTINUED)

 ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 2C.3: Update guidelines and standards for new developments to incorporate active transportation facilities within development sites.	✓					✓	Planning	Engineering	2, 3
Action 2C.4: Ensure access to Saanich's active transportation network is considered with all new developments.		Ongoing				✓	Planning	Engineering	2, 3
Action 2C.5: Develop a checklist that provides land development guidance specific to walking, cycling and transit supportive site planning.	✓					✓	Engineering	Planning	1, 2, 4
STRATEGY 2D: CREATE GREAT PLACES AND STREETS									
Action 2D.1: Create guidelines for the provision of pedestrian amenities, including benches, drinking fountains, washrooms, and recycling bins, in the public right-of-way.	✓					✓	Engineering	Parks and Recreation	1
Action 2D.2: Provide landscaping and public art in the right-of-way.		Ongoing		✓	✓		Engineering	Planning	1
Action 2D.3: Explore the development of a Parklet/Streateries Program.		✓				✓	Engineering	Parks and Recreation/ Planning	1
Action 2D.4: Work with partners such as Greater Victoria Placemaking Network to develop a Reimagined Streets Program.		✓				✓	Engineering		1
Action 2D.5: Explore opportunities to create pedestrian-only streets either temporarily, seasonally, or permanently.		✓	✓	✓		✓	Engineering	Planning	1, 3
Action 2D.6: Explore opportunities to pilot a woonerf style street in Saanich.		✓	✓	✓		✓	Engineering	Planning	1, 3

TABLE 3 - STRATEGIES AND ACTIONS FOR CONVENIENCE (CONTINUED)

 ACTIONS FOR CONVENIENCE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 2E: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK									
Action 2E.1: Develop a sidewalk and pathway assessment program to identify active transportation infrastructure in need of maintenance.		✓						Engineering	2, 3
Action 2E.2: Continue to inspect crosswalks to ensure they are well maintained, marked, and painted to enhance visibility.		Ongoing					✓	Engineering	2, 3
Action 2E.3: Review and update current maintenance and ice/snow removal requirements for active transportation infrastructure including sidewalks, bicycle lanes, and pathways.	✓						✓	✓	Engineering 2, 3
Action 2E.4: Ensure Saanich has appropriately sized equipment and operating funding to maintain all types of active transportation infrastructure.		Ongoing			✓		✓	Engineering	2, 3
Action 2E.5: Review and update current operating procedures for maintenance and refine if warranted.	✓						✓	✓	Engineering 2, 3
Action 2E.6: Design bicycle routes to facilitate drainage, snow removal, and snow storage.		Ongoing					✓	✓	Engineering 2, 3
Action 2E.7: Ensure accessible detours are provided for people walking and cycling during construction and maintenance.		Ongoing					✓	✓	Engineering 2, 3



TABLE 4 // STRATEGIES AND ACTIONS FOR CULTURE

 ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 3A: SUPPORT AND ENCOURAGE WALKING AND CYCLING FOR PEOPLE OF ALL AGES									
Action 3A.1: Partner with Bike to Work Society, GVCC, CRD, and others to support the provision of adult education and cycling skills training throughout Saanich year-round.		Ongoing				✓	Partners	Engineering	2, 4
Action 3A.2: Support the Active and Safe Routes to School program to encourage walking and cycling to school and to spread awareness about walking and cycling skills and the benefits of walking and cycling.		Ongoing				✓	CRD	Engineering	1, 2, 3
Action 3A.3: Work with partners to provide bicycle education and skills training for students in elementary, middle, and secondary schools.		Ongoing				✓	CRD	Engineering	1, 2, 3
Action 3A.4: Support and encourage targeted community outreach programs for older adults.		Ongoing				✓	Parks and Recreation	Engineering	1, 4
Action 3A.5: Work with children, youth and people with physical disabilities to understand their key issues with active transportation in Saanich.		Ongoing				✓	Parks and Recreation	Engineering	1, 2, 3
STRATEGY 3B: ENCOURAGE PUBLIC HEALTH AND ACTIVE LIVING									
Action 3B.1: Conduct targeted communication and engagement with vulnerable and under-represented groups to identify unique needs.		Ongoing				✓	Engineering	Communications	1, 2
Action 3B.2: Work with partners to develop and deliver information materials outlining the health benefits of walking and cycling.	✓	✓				✓	Engineering	Communications	1, 2

TABLE 4 - STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

 ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 3B.3: Collaborate with researchers and initiatives that are studying the relationship between health and active living	✓	✓				✓	Engineering	Partners	1, 2
STRATEGY 3C: IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING									
Action 3C1: Enhance and expand pedestrian wayfinding information in Saanich's Centres and Villages.		Ongoing		✓	✓		Engineering		1, 2
Action 3C.2: Develop local bicycle and wayfinding specifications which consider the CRD's cycling wayfinding guidelines while balancing local interests.	✓					✓	Engineering		1, 2
Action 3C.3: Support the on-going development of an updated regional cycling network map, including hard copy and digital formats that consider emerging technologies.		Ongoing				✓	Engineering	CRD	1, 2
Action 3C.4: Work with partners to develop neighbourhood-based walking and cycling maps.			✓			✓	Engineering	Parks and Recreation	1, 2
Action 3C.5: Develop guidelines for the installation of neighbourhood entry or gateway signs.	✓					✓	Engineering	Planning	1, 2
Action 3C.6: Work with partners to ensure sustainable trip planning information is widely accessible through an integrated transportation data system and innovative mobile applications.			✓			✓	Partners	Engineering	1, 2



TABLE 4 - STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

 ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
STRATEGY 3D: IMPROVE EDUCATION AND AWARENESS									
Action 3D.1: Celebrate the installation of walking and cycling facilities with grand openings and events throughout the year.		Ongoing				✓	Engineering	Communications	1, 2
Action 3D.2: Ensure a portion of project funding is allocated to education, awareness and encouragement.		Ongoing				✓	Engineering		1, 2
Action 3D.3: Partner with ICBC, police and the CRD in the development of road safety awareness campaigns for all road users.	✓	✓				✓	Partners	Engineering	1, 3
Action 3D.4: Ensure District bylaws and posted speed limits are enforced.		Ongoing				✓	District Bylaw Officers, Saanich Police	Engineering	3
Action 3D.5: Support initiatives to make changes and update the Provincial Motor Vehicle Act.	✓	✓				✓	CRD	Engineering	1, 3
STRATEGY 3E: INCREASE MARKETING AND COMMUNICATIONS									
Action 3E.1: Use the Moving Saanich Forward brand as a recognizable visual identity and expand information on website.		Ongoing				✓	Communications	Engineering	1, 2
Action 3E.2: Use community-wide campaigns to deliver positive messaging to promote active transportation.		Ongoing				✓	Engineering		1, 2
Action 3E.3: Work with partners to develop and provide community based travel marketing programs to encourage people to walk, bike and use transit.		Ongoing				✓	Partners	Engineering	1, 2

TABLE 4 - STRATEGIES AND ACTIONS FOR CULTURE (CONTINUED)

 ACTIONS FOR CULTURE	TIMEFRAME			METHOD OF IMPLEMENTATION			RESPONSIBILITY		GOALS
	SHORT	MEDIUM	LONG	CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	PRIMARY	SECONDARY	
Action 3E.4: Support events and festivals that encourage walking and cycling.		Ongoing				✓	Communications		1
STRATEGY 3F: SUPPORT ECONOMIC DEVELOPMENT AND TOURISM									
Action 3F.1: Support the development of a bicycle tourism initiative.		✓	✓			✓	Tourism Victoria	Saanich and CRD	12
Action 3F.2: Work with local businesses to encourage employee travel options.		Ongoing				✓	Engineering		12
Action 3F.3: Work with partners to research and evaluate the local economic benefits of active transportation infrastructure.	✓	✓				✓	Engineering		12
STRATEGY 3G: MONITORING ACTIVE TRANSPORTATION TRIPS, INVESTMENTS AND INITIATIVES									
Action 3G.1: Develop a Transportation Monitoring and Reporting Program.	✓					✓	Engineering		1
Action 3G.2: If the council committee structure is reviewed, consider the development of an active transportation committee.		✓				✓	Saanich		1
Action 3G.3: Develop a five-year plan that is reviewed annually which outlines Saanich's active transportation priority projects.	✓					✓	Engineering		2



5.1.3 NETWORK PRIORITIZATION

The Active Transportation Plan includes a recommended long-term network of sidewalks, bicycle routes, and off-street pathways and trails. This section outlines the approach to prioritizing each of these networks along with maps showing the recommended sidewalk, bicycle route, and off-street pathway and trail priorities over the short-, medium-, and long-term horizons.

Sidewalk Network

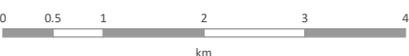
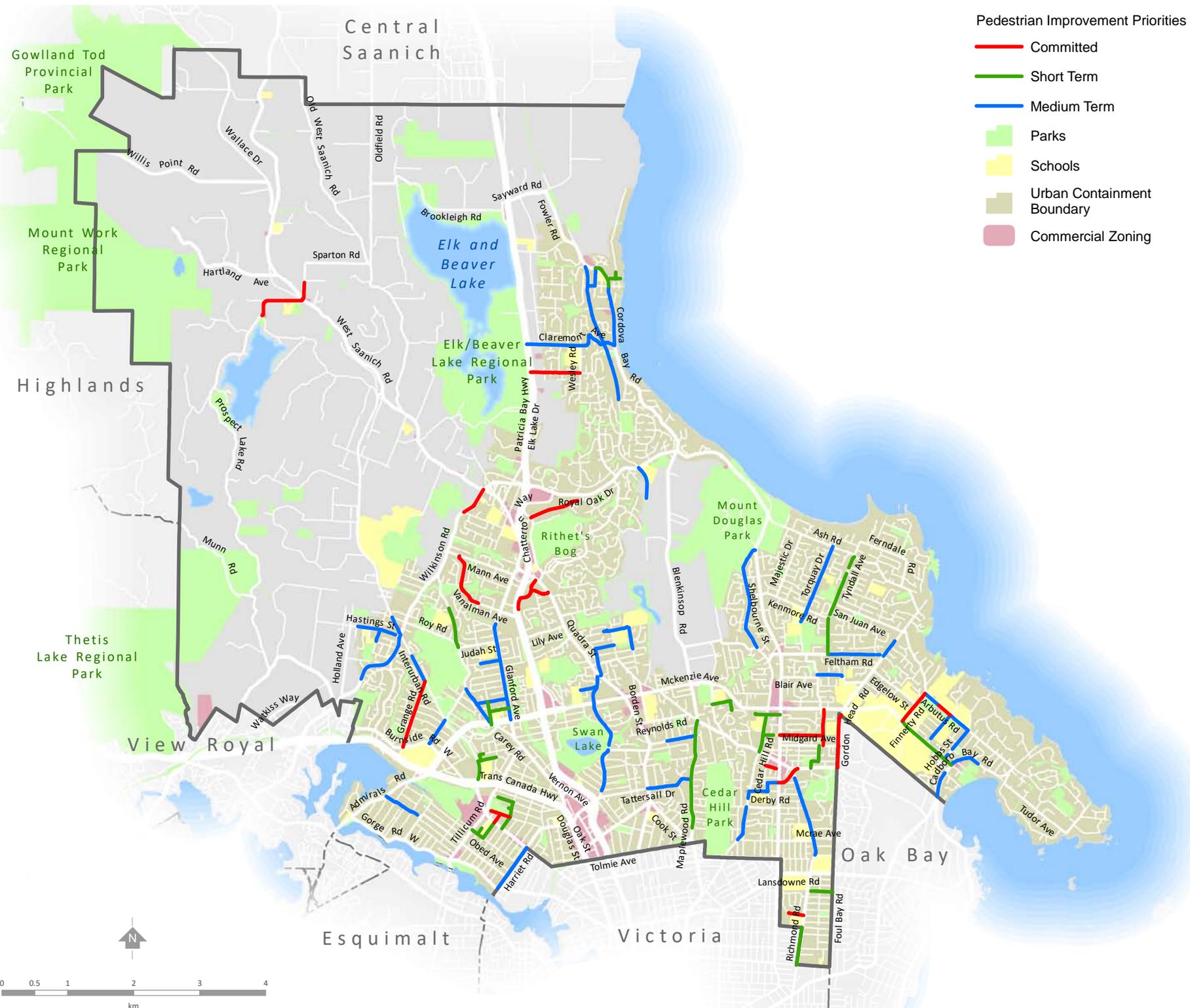
The Active Transportation Plan identifies approximately 176 kilometres of new and upgraded sidewalks to be installed over the next 30-years. This magnitude of improvement will require investment and will take many years for Saanich to implement. Priorities have been established to focus improvements to high demand areas that either currently experience or have the future potential for generating the highest levels of walking trips, to fill in network gaps, and to enhance the safety and comfort of people walking throughout Saanich. To help identify the timeline for improvements, sidewalks were assessed based on the following criteria:

- **Road classification.** Sidewalk gaps that are located on major roadways with higher motor vehicle volumes and speeds will score higher in this criterion than gaps along residential streets.
- **Provides access to transit.** Most transit trips begin or end by active transportation. One of the key directions of the Active Transportation Plan is to improve active transportation connections to transit. This criterion measures the degree to which the proposed improvement increases access to transit facilities. Sidewalk projects within 150 metres of transit stops received the highest scores.

- **Proximity to land use generators.** Improvements adjacent to or within close proximity (400 metres) to land use generators are likely to result in a higher demand for walking. These generators include:
 - Major Centres, Neighbourhood Centres, or Village Centres;
 - Schools (including post-secondary institutions);
 - Seniors facilities;
 - Parks;
 - Hospitals or health care facilities; and
 - Recreation facilities.
- **Current sidewalk status and gap completion.** This criterion measures the degree to which the proposed improvement addresses a gap in the sidewalk network. It considers if there is already a sidewalk on one side of the street and if the proposed sidewalk would be filling in a gap between existing sidewalks.
- **Identified in other planning documents.** If a sidewalk project has already been identified in another District planning document, it would receive a higher score.
- **Opportunity to coordinate with another project.** This criterion is based on an understanding of the local context and opportunities to piggyback on road and infrastructure projects that are upcoming where there may be an opportunity to include the installation of a sidewalk as part of the project.

Figure 25 identifies the locations of both committed and proposed new sidewalk priorities based on short-, medium- and long-term horizons.

FIGURE 25 // PEDESTRIAN NETWORK PRIORITIES



Bicycle Network

The Active Transportation Plan identifies approximately 139 kilometres of bicycle routes (including multi-use pathways) to be implemented over the long-term. Similar to the sidewalk network, priorities have been established to focus improvements to high demand areas. These either currently experience or have the future potential for generating the highest levels of cycling trips. Another criteria when determining the priorities was to build out the “spine network”, provide connections to and within Saanich’s Centres and Villages, provide extensions and connections to all ages and abilities bicycle routes, and ensuring regional connections.

Figure 26 identifies the locations of proposed new bicycle route priorities based on short-, medium- and long-term horizons. More detailed maps can be found in **Appendix B**.

Trails and Pathways

The Active Transportation Plan identifies approximately 67.5 km of potential trails and pathways as well as upgrades to the existing network throughout Saanich. These proposed improvements build upon the existing network and are intended to serve both recreational and commuter type trips, complementing the pedestrian and bicycle networks by closing gaps and better connecting neighbourhoods to the active transportation network. It is important to note that the timing of these trail projects is highly dependent on opportunities to acquire the land needed to make these connections.

Figure 27 identifies the locations of proposed trails and pathways based on high and medium priorities that will guide Parks staff when budgeting and planning trails and pathways. Detailed maps can be found in **Appendix C**.

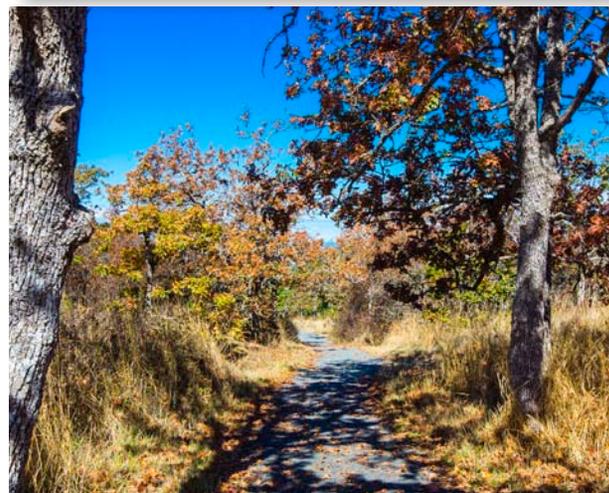
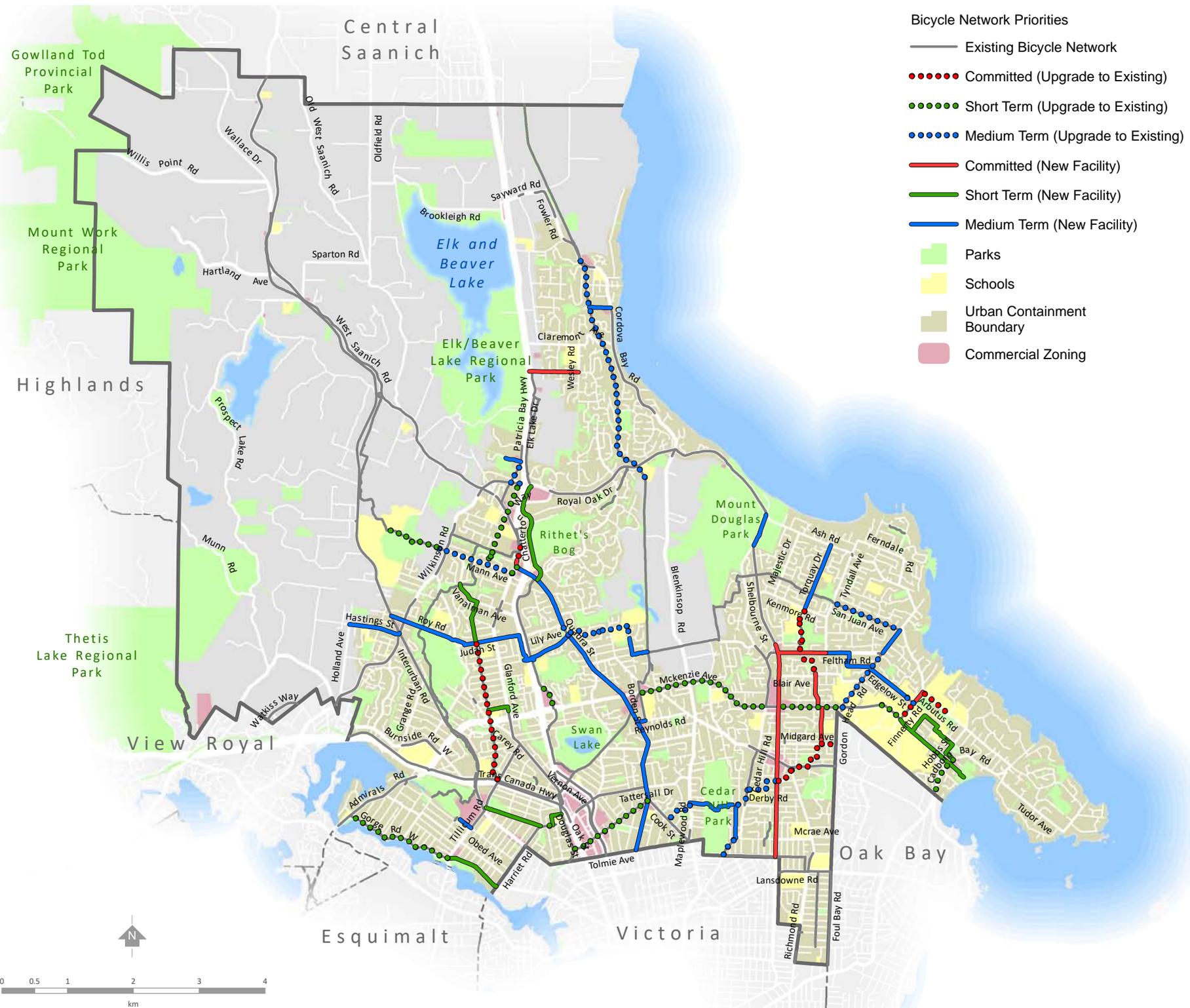


FIGURE 26 // BICYCLE NETWORK PRIORITIES



5.1.4 FUNDING STRATEGIES

While the Active Transportation Plan does not come without costs. These costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of walking and cycling improvements with other plans and projects. This section describes several strategies that Saanich will consider to help leverage its investments and to maximize its ability to implement active transportation improvements.

- **Capital Planning.** Saanich will incorporate the recommendations from the Active Transportation Plan into its short-, medium- and long-term budgeting plans to ensure that the projects are accounted for in its capital planning process. To accommodate this, Saanich may seek changes to its capital budget to fund the implementation of this Plan. It is important to note, that most of the motor vehicle road network is already built; therefore, much of the budget that should be allocated to motor vehicle travel would be in the form of funding to maintain the existing infrastructure. As the motor vehicle network is already established, to achieve the targeted growth in active modes that have been outlined in the Plan, Saanich will need to continue to invest in walking and cycling ensuring that safe, high quality active transportation facilities are built and to focus on encouraging residents of all ages and abilities to consider making more trips by walking, cycling or transit. Additionally, by enhancing the walking and cycling environment in Saanich, the motor vehicle network will also benefit from enhanced safety and reduced congestion as more people make more trips by active modes.
- **Developers.** An important component of the implementation of the Plan will be Saanich's ability to leverage active transportation investments during planning of new development projects. Other ways in which active transportation investments can be leveraged through developers include:
 - Voluntary public realm improvements;
 - Community amenity contributions;
 - Density bonusing contributions;
 - Funding in lieu of parking; and
 - Providing high quality bicycle parking facilities.
- **Provincial Programs and Initiatives.** The Provincial Government administers the BikeBC program, which promotes new, safe and high-quality cycling infrastructure through cost-sharing with local governments. Some possible projects include new bicycle trails and bicycle lanes, improvements to existing cycling infrastructure, and providing for bicycle lockers and other equipment that makes cycling a safer and more convenient option for travellers. The BikeBC program provides funding for infrastructure which forms part of a bicycle network plan adopted by a BC local government. To ensure maximum success at obtaining grant funding, Saanich will have grant ready concepts pre-developed for application.
- **Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.
- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce GHG and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Carbon Tax Rebate.** Each municipality that has signed the Climate Action Charter received an annual rebate based on completion of the CARIP form. Saanich could choose to direct this funding towards sustainable transportation projects, such as funding bicycle and pedestrian infrastructure.



- **ICBC** provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools.
- **Private Sector.** Many corporations wish to be good corporate neighbours — to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in B.C. include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.
- **Development Cost Charges.** Saanich is currently updating its DCC bylaw that will incorporate active transportation projects that benefit new growth in the community. A list of active transportation projects will be provided in the document that will help people move by foot and bike.

5.1.5 QUICK BUILD TECHNIQUES AND STRATEGIES

As communities throughout North America and internationally implement their active transportation networks, they often face significant challenges technically, politically and financially. Some of the issues and questions that arise when implementing bicycle networks include:

- Funding limitations and capital resources can make implementing new infrastructure a challenge.
- Ensuring routes are connected to a larger network and destinations. This can be a challenge when communities are in the early stages of implementing

their bicycle networks. Communities may not have the resources to build more than a few corridors at a time, and research suggests that significant increases in ridership do not tend to occur until a connected network of routes is established.

- Some residents and stakeholders may not believe in the potential to increase the number of bicycle or walking trips by installing new routes and may be concerned about the impact new infrastructure will have on traffic congestion, safety, or parking spaces.

These common issues have resulted in communities looking for ways to implement AAA facilities, in a timely and cost-effective manner through 'quick build' strategies. As shown in **Figures 28 and 29**, there are several approaches to implementing active transportation infrastructure based on a continuum of implementation timelines. This includes:

- **Demonstration Projects** are typically considered short-term (one or multi day) temporary installations that help to show new opportunities to enhance a street for walking or cycling. They are a great way to engage with the public and illustrate the impacts of a potential project. They may include but are not limited to demonstrations of protected bicycle lanes, improved crossings, plazas, and woonerf streets.
- **Pilot Projects** often refer to a project that is used as a test case to evaluate factors such as feasibility, cost, safety and improve upon the design before implementing the full-scale project or making it a permanent feature.
- **Interim Designs** are permanent features that have been implemented quickly usually with low cost materials that can be adjusted and/or replaced easily. This allows for design flexibility and opportunities to adjust as needed. An interim design can be used to build more of the network at a lower cost.
- **Permanent Installations** require more time for planning, public engagement, and construction time. They include higher cost materials that are less flexible and intended for long-term durability.

Two of these ‘Quick Build’ strategies -- Pilot Projects and Interim Designs -- offer ways to make significant strides in network implementation while respecting financial constraints. These strategies include the use of low-cost materials such as adjustable curbs, ongoing monitoring of project success, and the understanding that the project can be changed if it is failing to meet the intended needs. Examples of AAA network design can be found throughout North America including the protected bicycle lanes on the Burrard Street Bridge in Vancouver, the Centre City Protected bicycle lane Network in Calgary, and Edmonton’s Downtown Bike Network. Some of the benefits of interim design options include:

- Faster implementation and more flexible design;
- Ability to make design changes based on feedback received from users and other stakeholders;

- If the project is introduced as a pilot project, it can ease tensions of those with opposition as they know the project is not being forced upon them; and
- Relatively low financial risk if the facility does not perform well or reverted to its previous design.

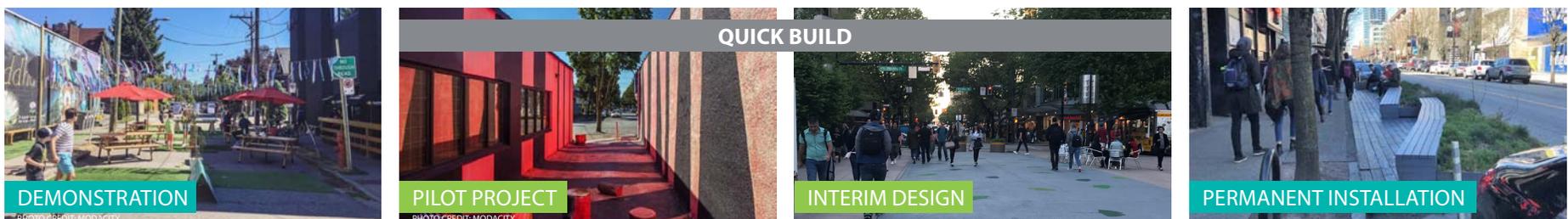
A key component of a Quick Build strategy is ongoing monitoring of performance based on a number of variables including:

- Levels of Satisfaction;
- Safety for all road users including the number of collisions and perceived safety concerns;
- Economic impact on nearby businesses; and
- Demographics of who is using the facility

FIGURE 28 // TACTICAL URBANISM: THE SPECTRUM OF CHANGE (CYCLING)



FIGURE 29 // TACTICAL URBANISM: THE SPECTRUM OF CHANGE (WALKING)



To help build out the pedestrian and cycling networks as cost-effectively and rapidly as possible, Quick Build strategies will be considered wherever possible.

5.2 MONITORING STRATEGY

A monitoring strategy is essential to ensure that the Active Transportation Plan is implemented as intended, and to determine whether the Plan is achieving its goals. A monitoring plan will also enable Saanich to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Plan. A successful monitoring strategy needs to be:

- **Meaningful.** The monitoring strategy should yield meaningful results and point to the success in achieving the vision, goals, and targets of the Plan.
- **Measurable.** The monitoring program needs to establish criteria that are measurable and for which data or information can be readily obtained.
- **Manageable.** The monitoring strategy needs to take into account resource limitations and identify measures where information is accessible or data is simple to collect.

5.2.1 GENERAL MEASURES OF SUCCESS

The Active Transportation Plan monitoring program focuses on identifying ‘measures of success’ for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan.

Measures of success are described in the tables on the following pages, including general measures of success for the overall Plan, as well as specific measures of success related to each of the three themes. Targets have been identified for the general measures of success. However, targets have not been identified for the indicators related to each of the three themes of the plan. These targets will be developed through a separate Transportation Monitoring and Reporting Program.

TABLE 5 // MEASURES OF SUCCESS

MEASURE OF SUCCESS	INDICATOR	SOURCE
Walking, cycling and transit mode share (commute)	%	Statistics Canada
Walking, cycling and transit mode share (all trips)	%	CRD Trip Diary
Walking, cycling and transit volumes on key corridors	#	Saanich / CRD - Count Data
Number of collisions involving people walking and cycling	#	ICBC / Saanich Police
Number of fatal collisions involving people walking and cycling	#	ICBC / Saanich Police
Proportion of all collisions involving people walking and cycling	%	ICBC / Saanich Police
Proportion of all fatal collisions involving people walking and cycling	%	ICBC / Saanich Police



Theme 1: Connections

There are seven strategies identified under the theme Connections, each focusing on enhancing the connectivity of Saanich’s network of pedestrian and bicycle routes. The success measures identified under this theme focus on establishing a complete, connected, and convenient network of walking and cycling facilities. The following measures of success will help Saanich determine if they are achieving the goals of the Active Transportation Plan.

TABLE 6 // MEASURES OF SUCCESS FOR CONNECTIONS

MEASURE OF SUCCESS	INDICATOR	SOURCE
Total length of bicycle network (by facility type)	Total km	Saanich
Total km of AAA bicycle network (by AAA facility type)	Total km	Saanich
Proportion of Saanich’s total jobs and population within 400 meters of the total bicycle network	% of District	Saanich
Proportion of Saanich’s urban land area (within the Urban Containment Boundary) within 400 meters of the total bicycle network	% of District	Saanich
Proportion of Saanich’s total land area within 400 meters of the AAA bicycle network	% of District	Saanich
Proportion of Saanich’s urban land area (within the Urban Containment Boundary) within 400 meters of the AAA bicycle network	% of District	Saanich
Total length of sidewalk network	Total km	Saanich
Proportion of streets with a sidewalk on at least one side	% of all streets (by class)	Saanich
Proportion of bus stops that are accessible	%	Saanich



Theme 2: Convenience

There are five strategies identified under the theme Convenience focusing on making active forms of transportation a more attractive and competitive transportation choice. The strategies aim to make active travel more convenient by making active travel to and between destinations more convenient.

TABLE 7 // MEASURES OF SUCCESS FOR CONVENIENCE

MEASURE OF SUCCESS	INDICATOR	SOURCE
Proportion of audible pedestrian signals	%	Saanich
Proportion of pedestrian countdown timers	%	Saanich
Percentage of intersections with curb ramps at all corners	%	Saanich
Percentage of signals with bicycle actuators	%	Saanich
Percentage of District owned and operated facilities with short-term and long-term bicycle parking and end-of-trip facilities	%	Saanich





Theme 3: Culture

There are seven strategies identified under the theme Culture focusing on making active travel a part of every day life for residents and visitors of Saanich. The ‘softer’ measures identified here can help to provide education and raise awareness about active transportation in Saanich, and will help to achieve goal #1 of the Active Transportation Plan: building a culture of active transportation in Saanich.

TABLE 8 // MEASURES OF SUCCESS FOR CULTURE

MEASURE OF SUCCESS	INDICATOR	SOURCE
Number of schools within Saanich that have completed Active and Safe Routes to School Programs	#	Saanich
Number of public wayfinding displays	#	Saanich
Number of annual walking and cycling events including infrastructure grand openings	#	Saanich

5.2.2 NEXT STEPS FOR MONITORING SUCCESS

To assist in monitoring these, and other, measures of success, Saanich will expand its current active transportation monitoring initiatives and develop a five-year plan that is updated annually which outlines its active transportation priority projects. In addition, Saanich will work towards the development of a Transportation Monitoring Program that will establish specific targets for each of the indicators noted above, as well as any additional indicators.

Saanich can follow this up by communicating the results of its Transportation Monitoring Program by creating a report card of transportation patterns. This report card can act as a tool to monitor the development of bicycling and walking activity in a community on a regular basis and is used to assess if a community is achieving its cycling and walking objectives.

5.3 SUMMARY

The Active Transportation Plan provides a comprehensive approach to guide Saanich’s investments in active transportation over the next 30 years. The Plan includes recommendations for improving active transportation policies, standards, infrastructure and programs over the long-term, along with priorities over the short- and medium-term. The Active Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation.

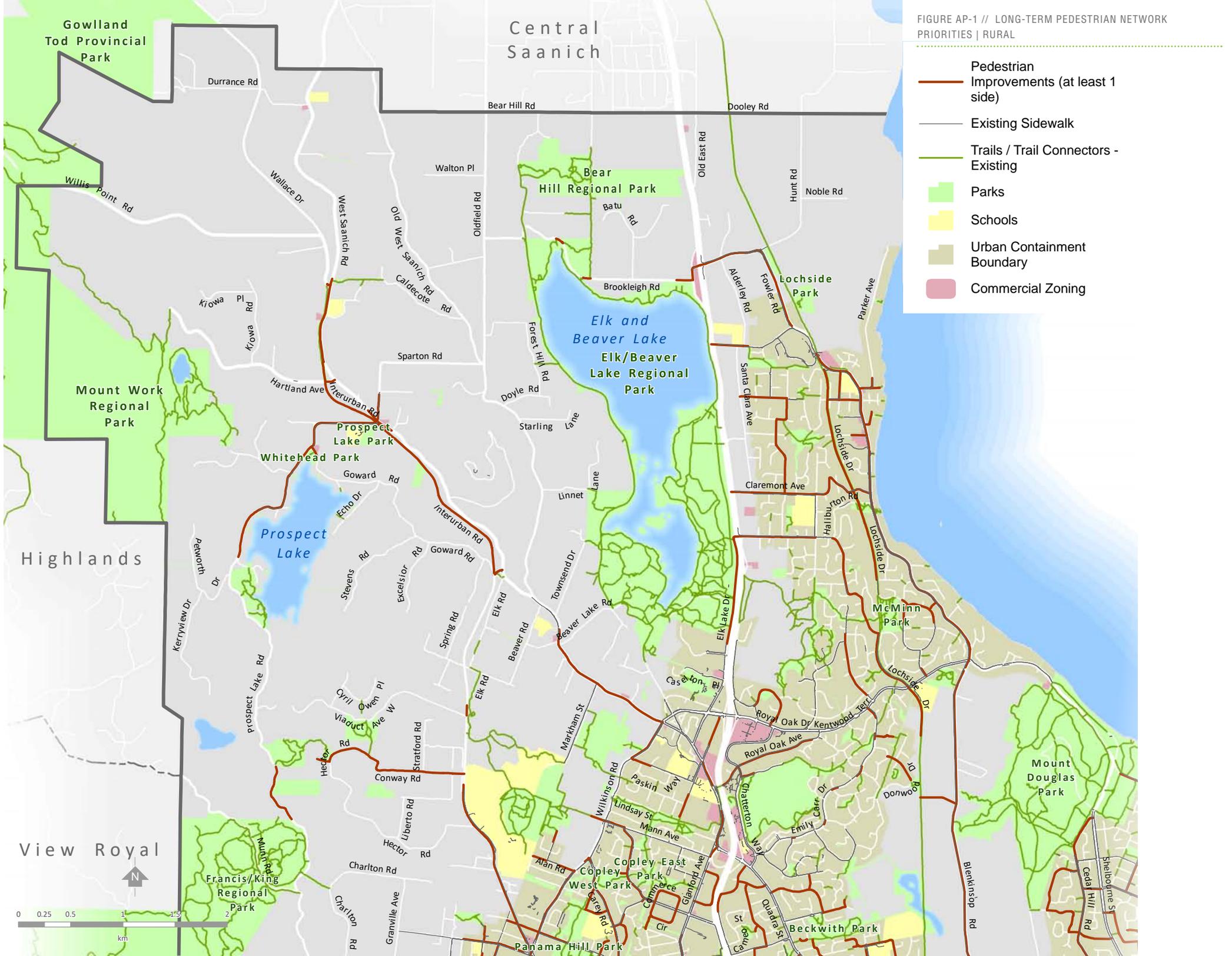
The Active Transportation Plan has been developed based on extensive technical work and engagement with the Saanich community over an 18-month period. Through this public engagement process, thousands of community members provided input into the development plan at various phases. The District of Saanich would like to thank all community members for their participation in the process and valuable input developing the Active Transportation Plan.

With the Active Transportation Plan adopted by Council, it is now time to Move Saanich Forward to take the next step to become a leading city for walking and cycling. In doing so, walking, cycling and other forms of active transportation can be safe, convenient, attractive and common ways for community members to travel through Saanich. This will help Saanich work towards its overall broader aspirations to become a more livable and sustainable community.

APPENDIX A

LONG-TERM PEDESTRIAN
NETWORK PRIORITIES

FIGURE AP-1 // LONG-TERM PEDESTRIAN NETWORK
PRIORITIES | RURAL



Legend

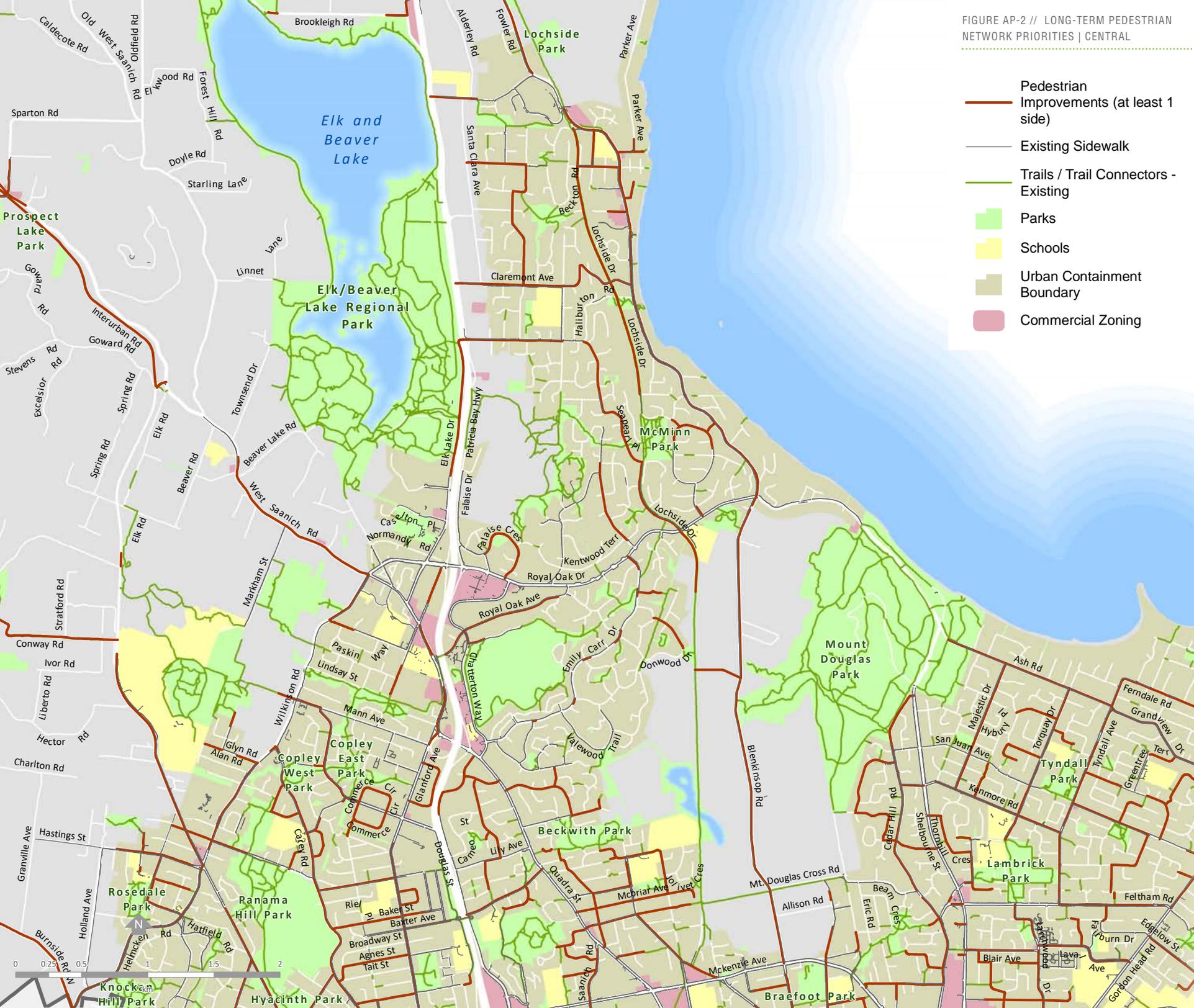
- Pedestrian Improvements (at least 1 side)
- Existing Sidewalk
- Trails / Trail Connectors - Existing
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

View Royal

0 0.25 0.5 1 1.5 km

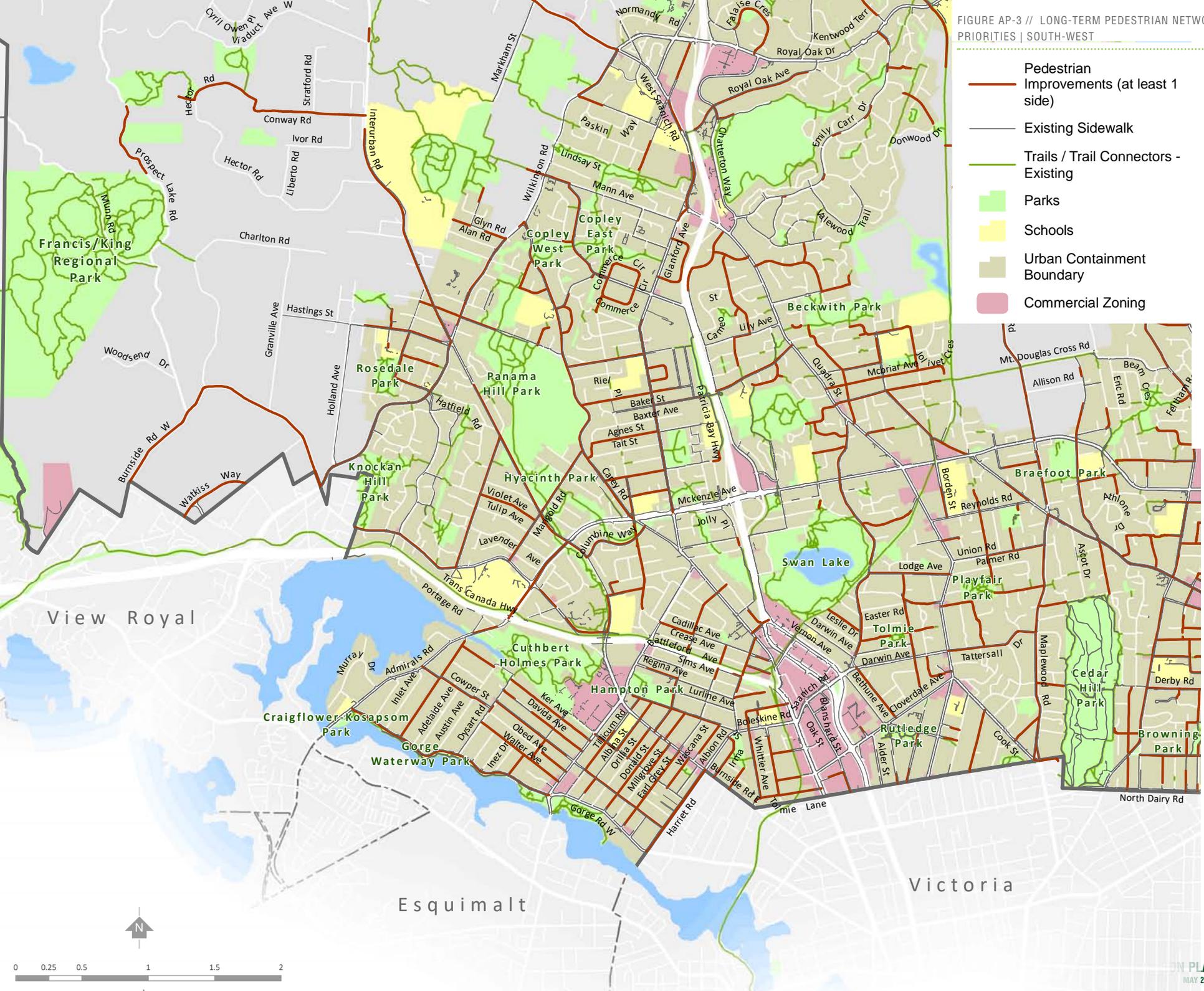
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FIGURE AP-2 // LONG-TERM PEDESTRIAN NETWORK PRIORITIES | CENTRAL



- Pedestrian Improvements (at least 1 side)
- Existing Sidewalk
- Trails / Trail Connectors - Existing
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

FIGURE AP-3 // LONG-TERM PEDESTRIAN NETWORK PRIORITIES | SOUTH-WEST



- Pedestrian Improvements (at least 1 side)
- Existing Sidewalk
- Trails / Trail Connectors - Existing
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

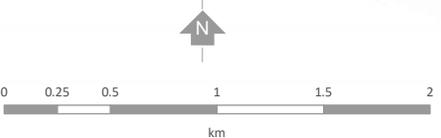
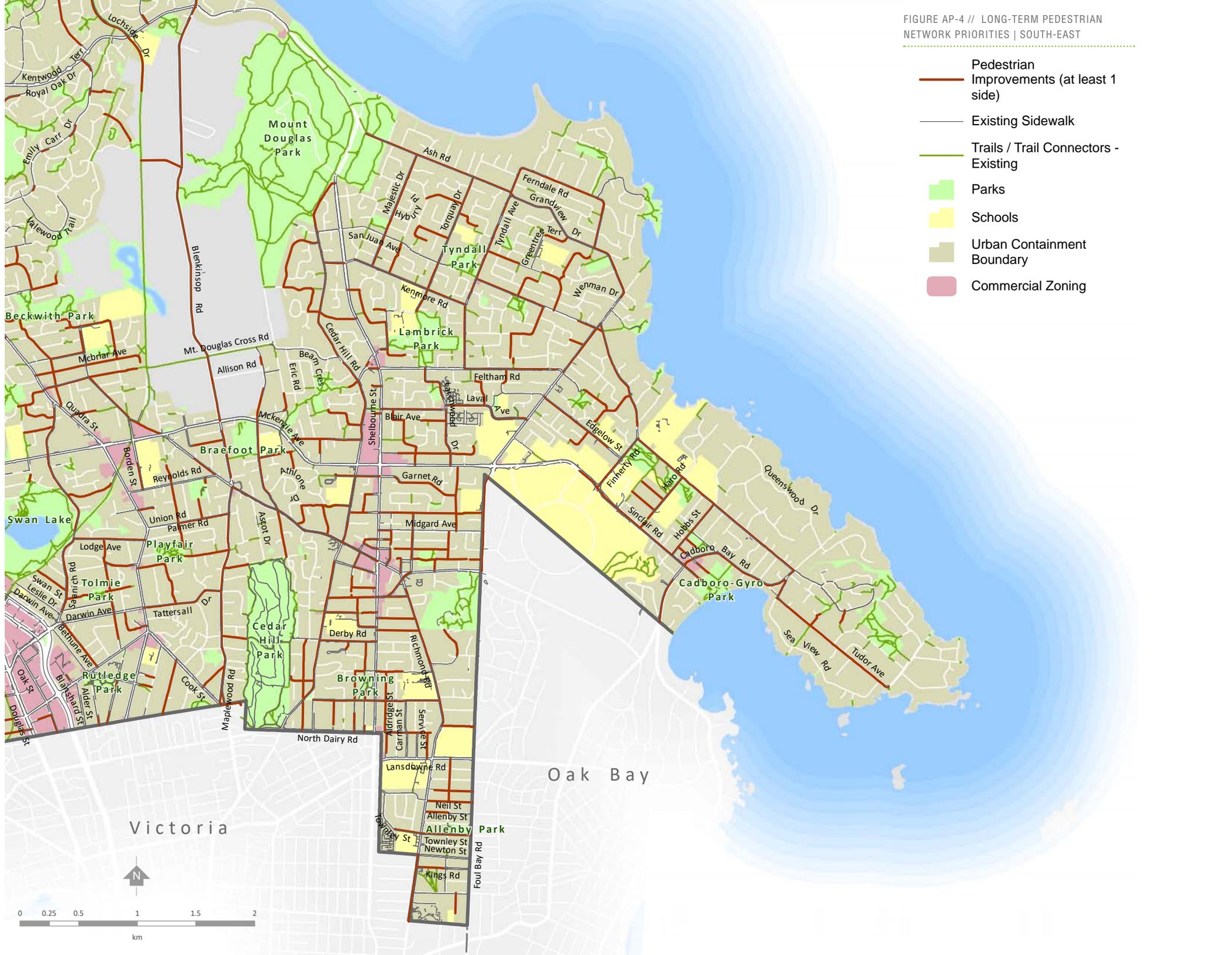


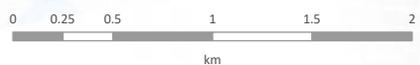
FIGURE AP-4 // LONG-TERM PEDESTRIAN NETWORK PRIORITIES | SOUTH-EAST



- Pedestrian Improvements (at least 1 side)
- Existing Sidewalk
- Trails / Trail Connectors - Existing
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

Victoria

Oak Bay

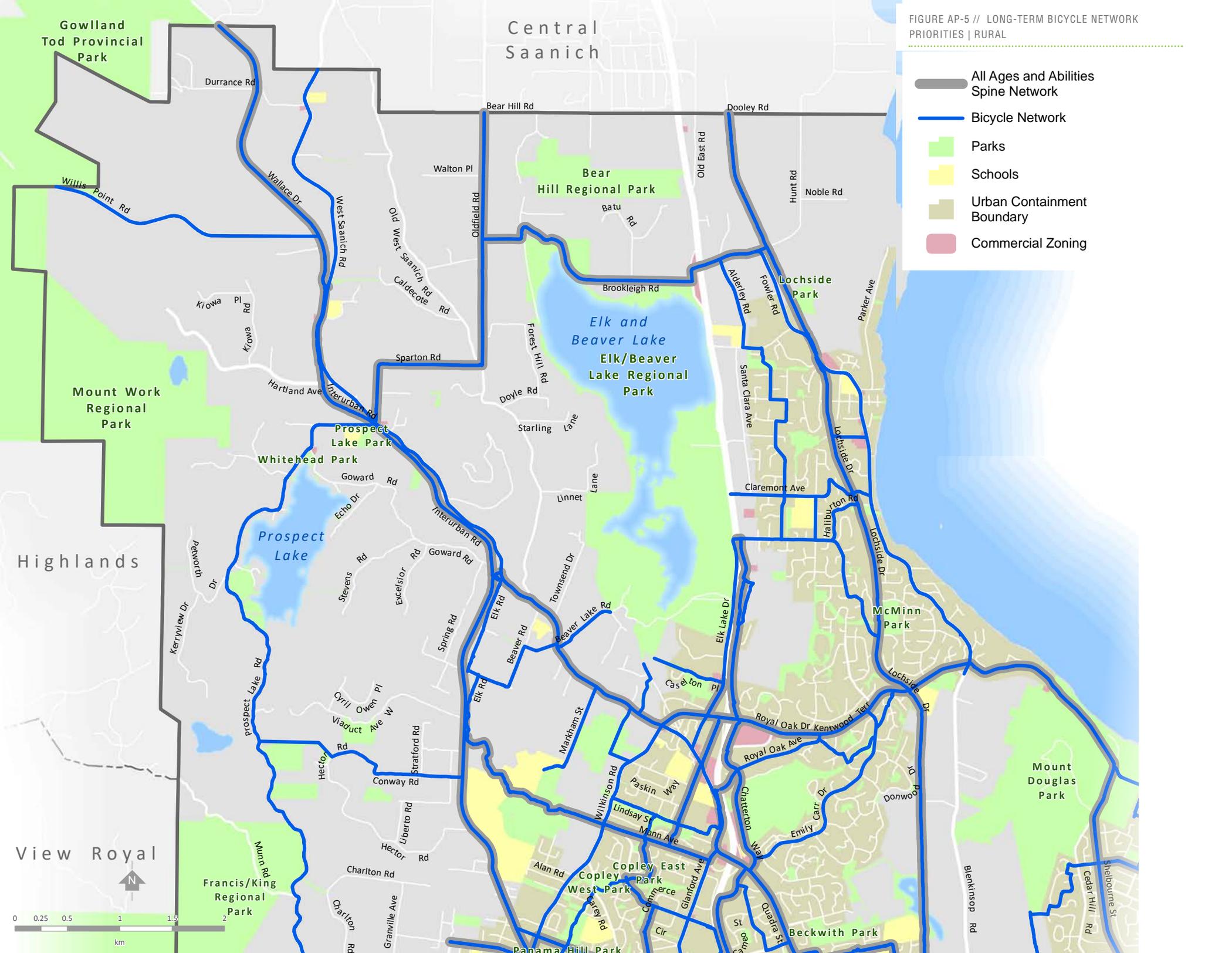




APPENDIX B

LONG-TERM BICYCLE
NETWORK PRIORITIES

FIGURE AP-5 // LONG-TERM BICYCLE NETWORK
 PRIORITIES | RURAL



-  All Ages and Abilities Spine Network
-  Bicycle Network
-  Parks
-  Schools
-  Urban Containment Boundary
-  Commercial Zoning

View Royal

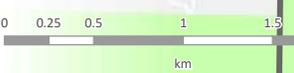
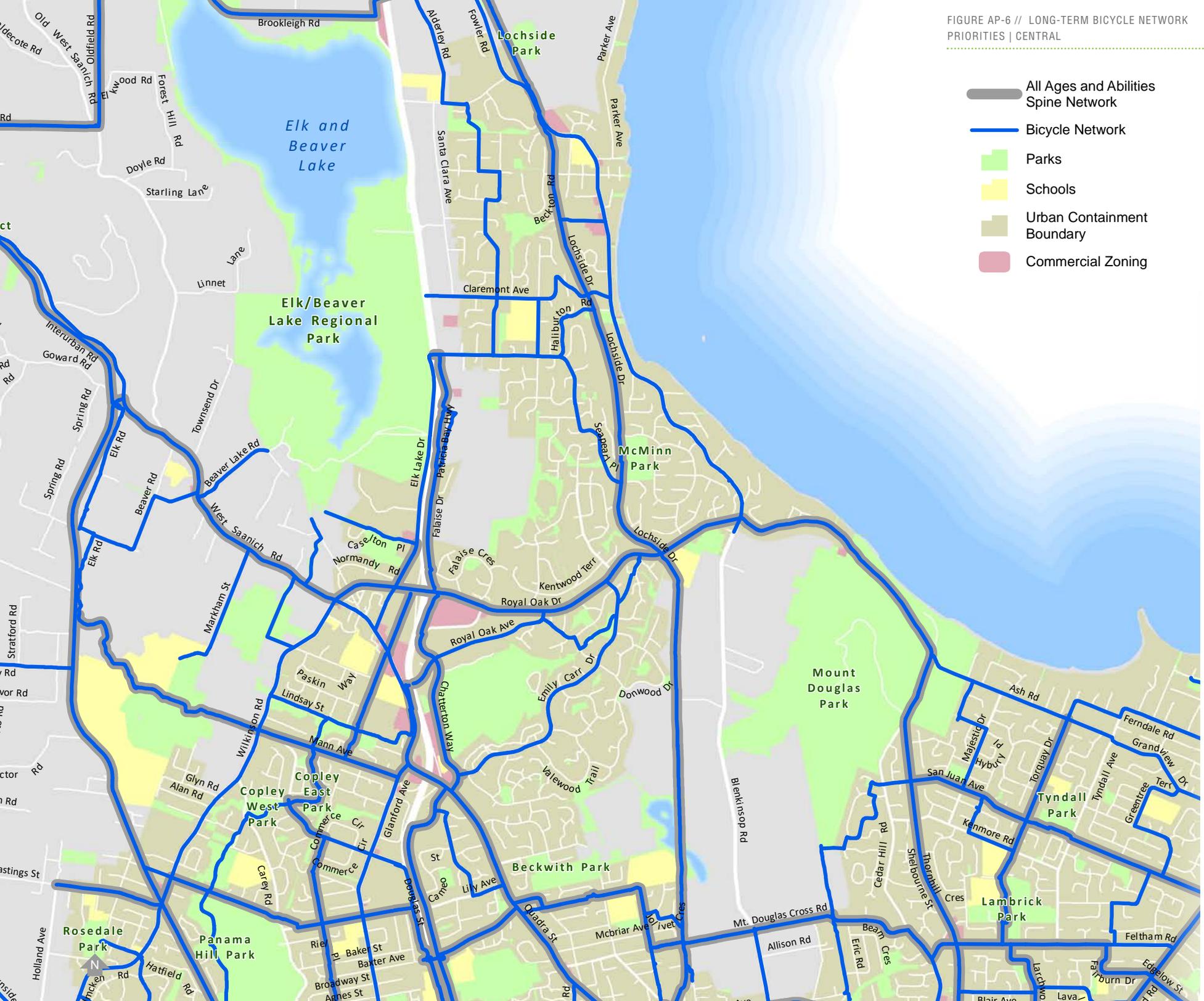
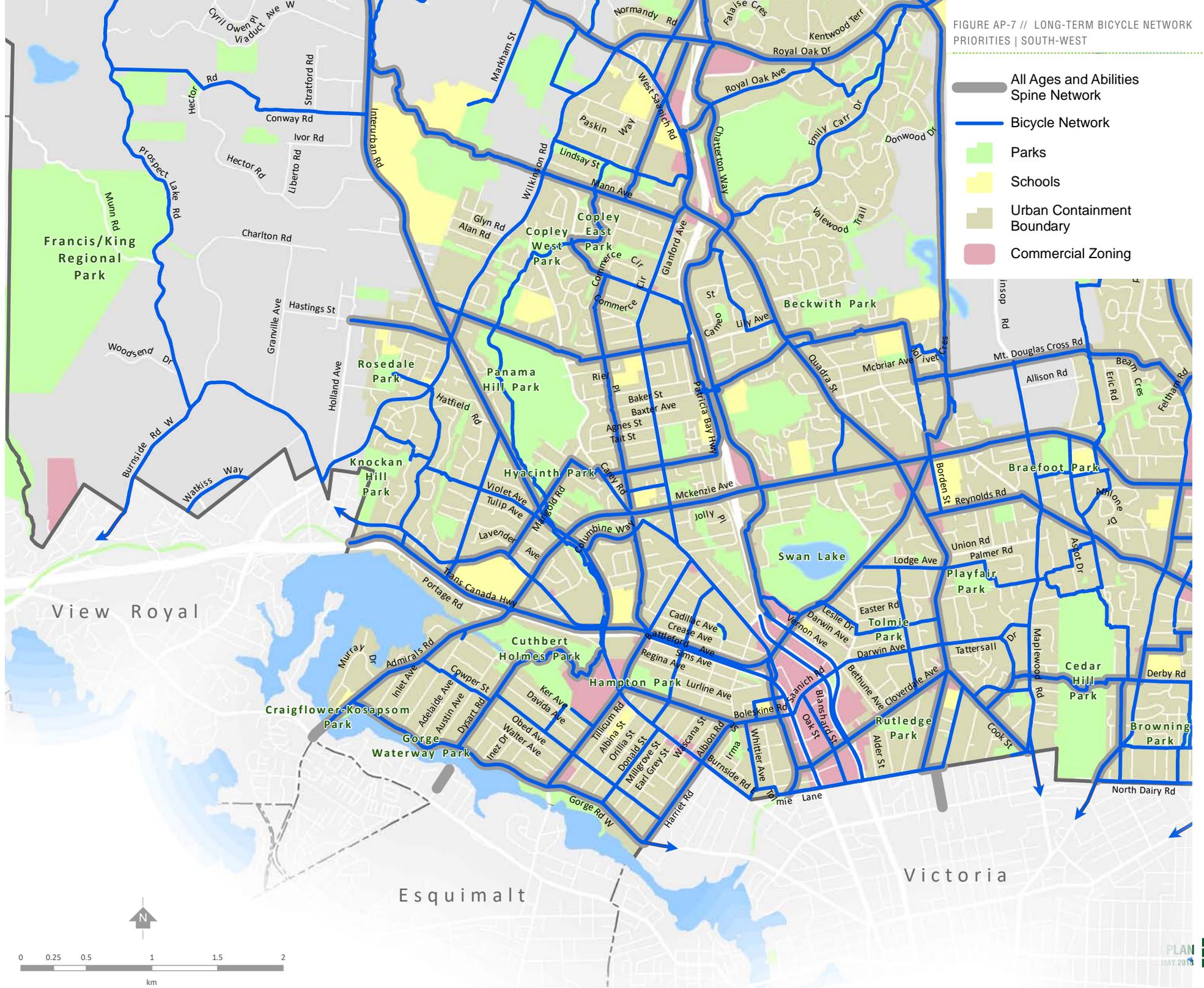


FIGURE AP-6 // LONG-TERM BICYCLE NETWORK
PRIORITIES | CENTRAL



- All Ages and Abilities Spine Network
- Bicycle Network
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

FIGURE AP-7 // LONG-TERM BICYCLE NETWORK PRIORITIES | SOUTH-WEST



-  All Ages and Abilities Spine Network
-  Bicycle Network
-  Parks
-  Schools
-  Urban Containment Boundary
-  Commercial Zoning

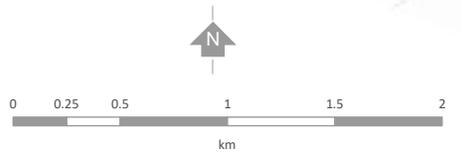
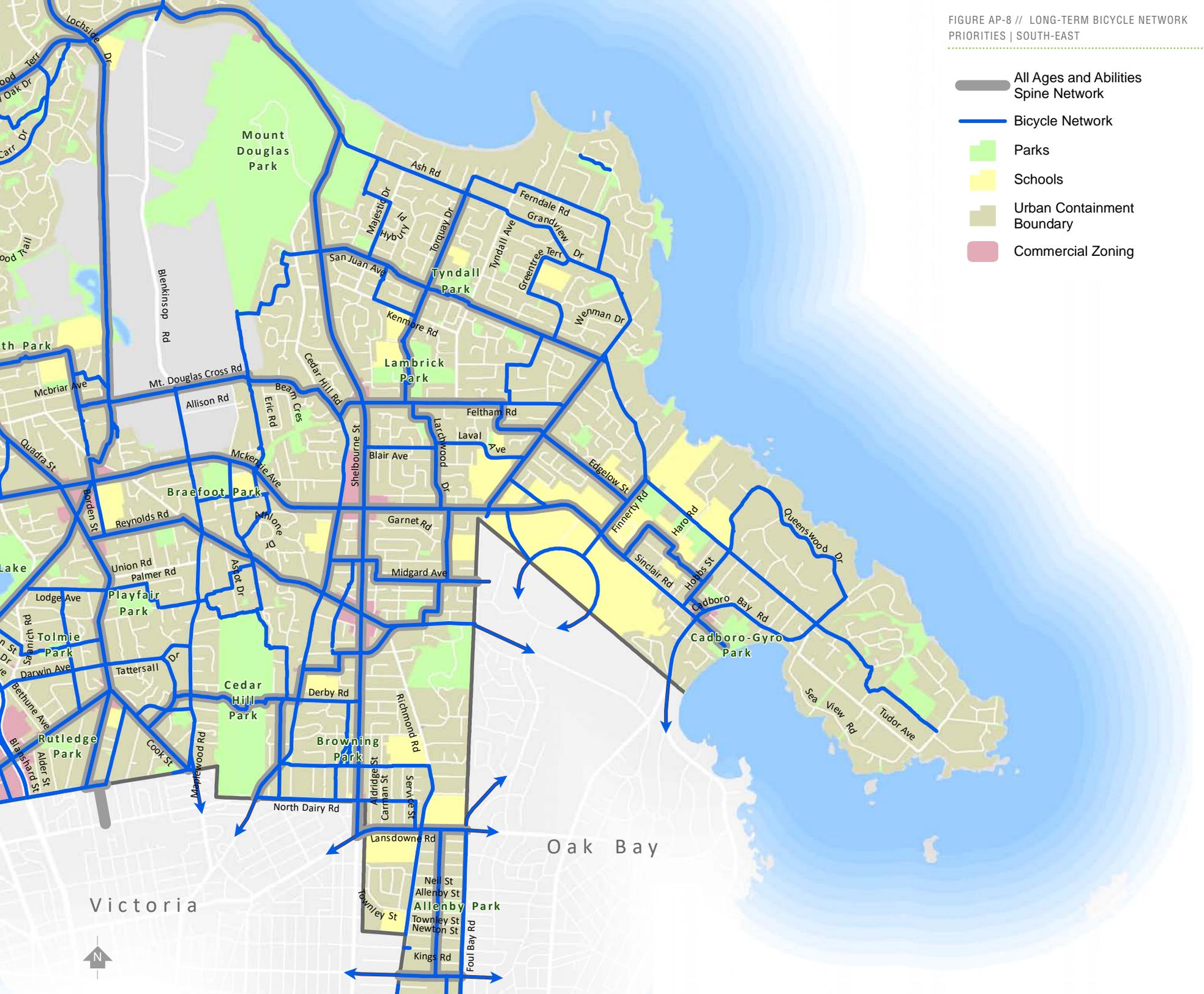


FIGURE AP-8 // LONG-TERM BICYCLE NETWORK
PRIORITIES | SOUTH-EAST

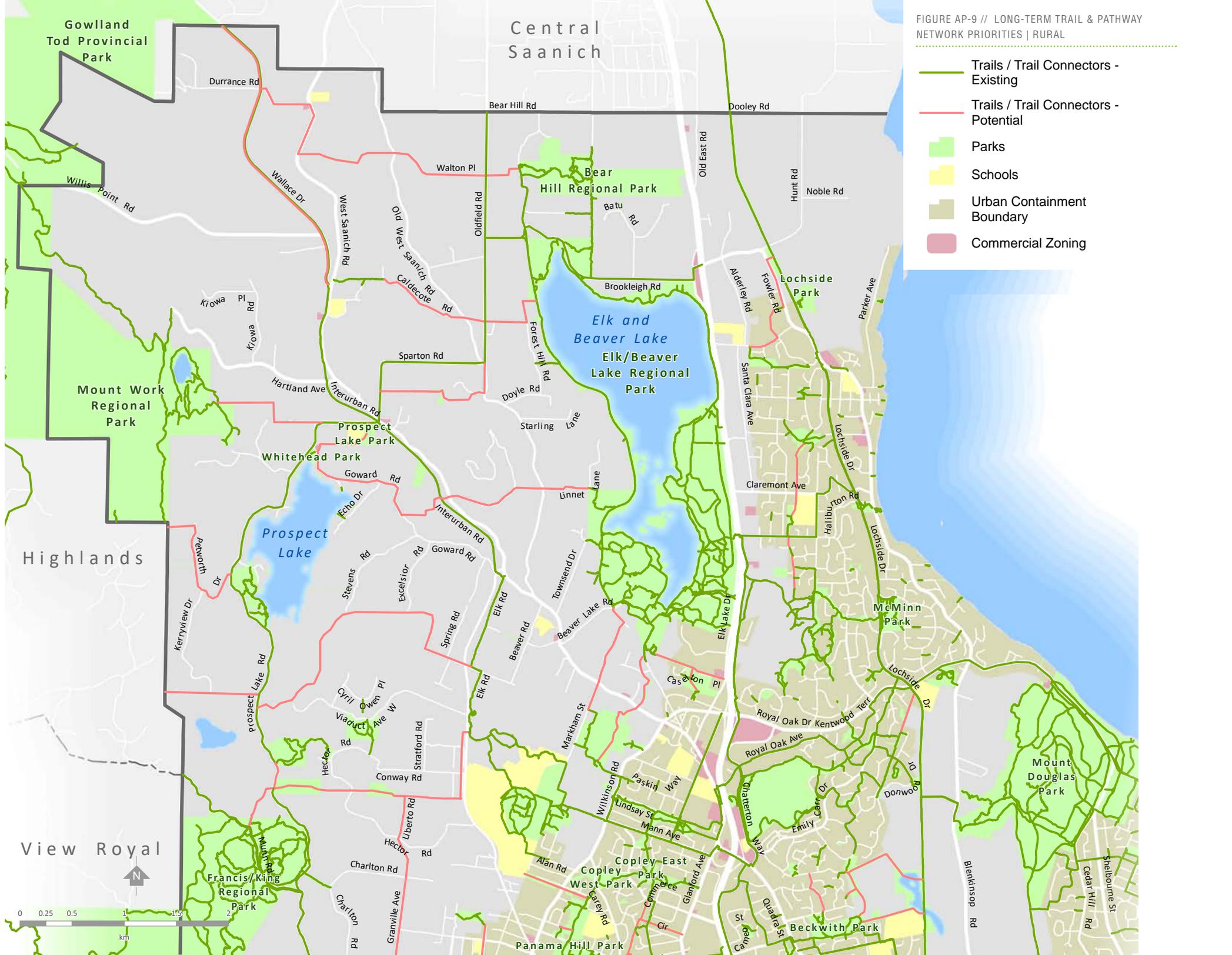




APPENDIX C

LONG-TERM TRAIL & PATHWAY
NETWORK PRIORITIES

FIGURE AP-9 // LONG-TERM TRAIL & PATHWAY NETWORK PRIORITIES | RURAL



- Trails / Trail Connectors - Existing
- Trails / Trail Connectors - Potential
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

View Royal

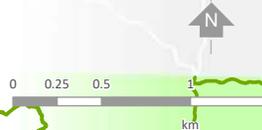


FIGURE AP-10 // LONG-TERM TRAIL & PATHWAY NETWORK PRIORITIES | CENTRAL

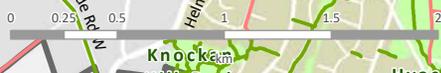
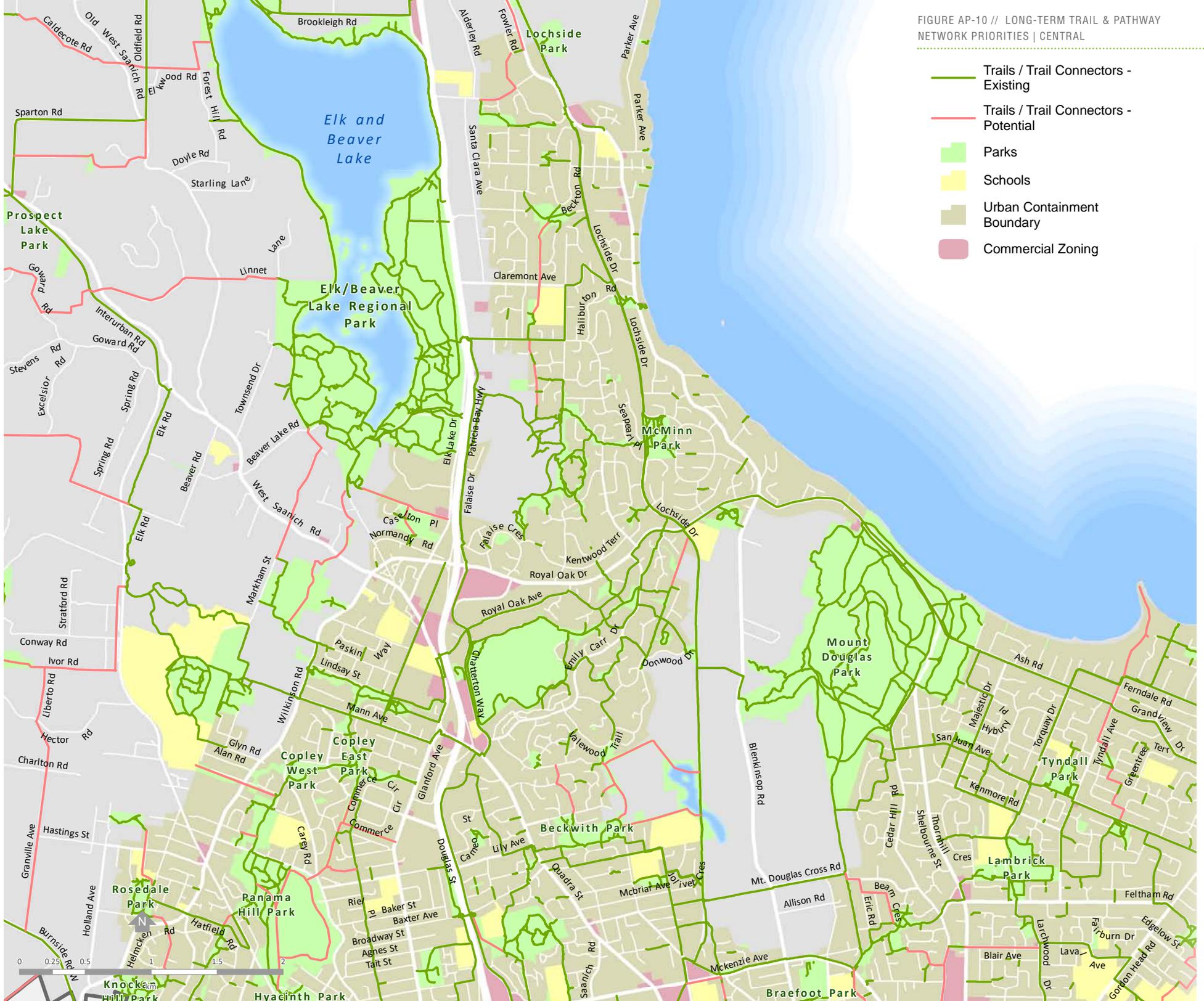
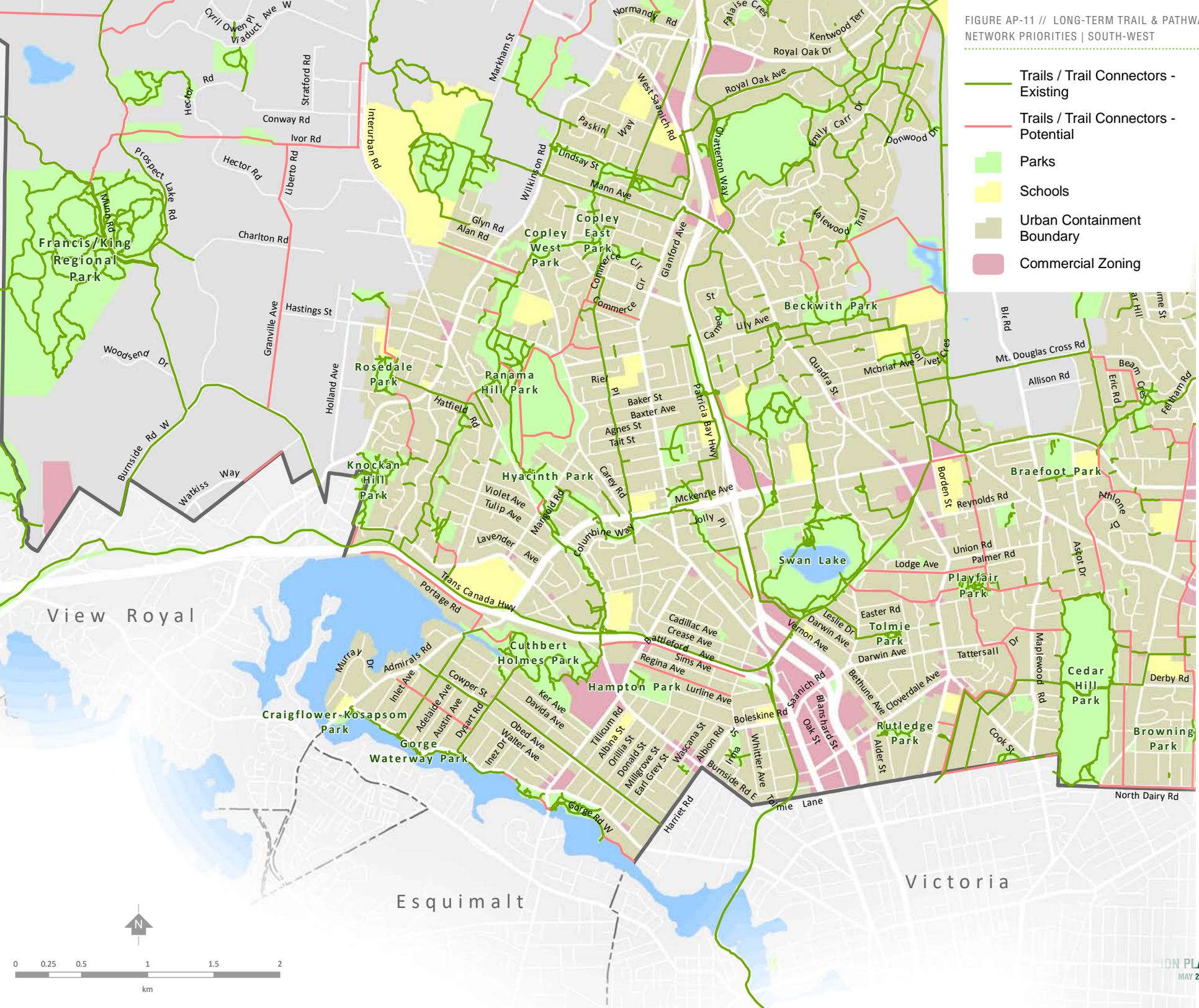


FIGURE AP-11 // LONG-TERM TRAIL & PATHWAY NETWORK PRIORITIES | SOUTH-WEST



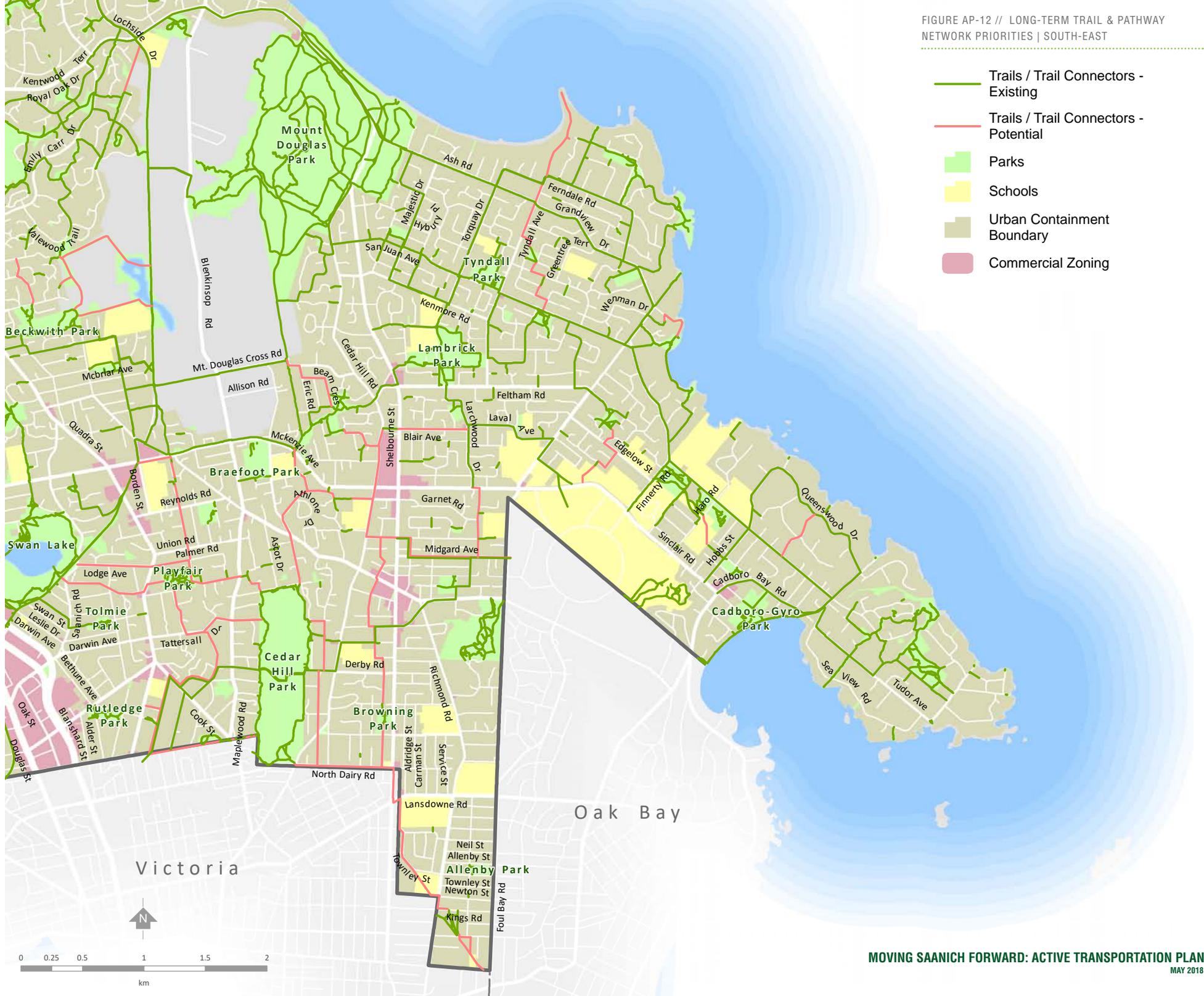
- Trails / Trail Connectors - Existing
- Trails / Trail Connectors - Potential
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

View Royal

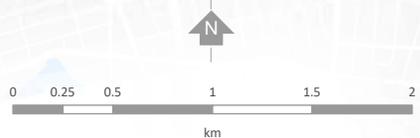
Victoria

Esquimalt





- Trails / Trail Connectors - Existing
- Trails / Trail Connectors - Potential
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning





#moving saanich fwd

OUR 30 YEAR ACTIVE
TRANSPORTATION PLAN

