

**LET'S MOVE
SAANICH!**



**MOVING SAANICH FORWARD
ENGAGEMENT SUMMARY #2**





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PART 1 INTRODUCTION

In December, 2016, the District of Saanich launched Moving Saanich Forward - a two-year-long initiative that will result in the development of Saanich's first-ever Active Transportation Plan.

Through the Moving Saanich Forward process, the District will develop a vision along with policies and actions to guide the development of safe, attractive and convenient active transportation options for people of all ages and abilities over the next 30 years. The final Active Transportation Plan will include an implementable action plan that will guide investments in active transportation infrastructure and support programs over the short-, medium-, and long-term.

Input from the community is an essential component of the Moving Saanich Forward process. Two rounds of public engagement have taken place since the process launched, engaging thousands of people.

The first round of public engagement for the Active Transportation Plan took place in January and February, 2017. More than 2,000 people provided feedback, which was used to inform the overall direction of the Active Transportation Plan, including a vision, goals and targets. The input received from the first round of public engagement is summarized in **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 Walk Bike Rally: Stakeholder Workshop.

The events and activities as well as what we heard is summarized in this engagement summary.





PART 2 **RAISING AWARENESS**

Promotional materials and tools were again used to promote Moving Saanich Forward and opportunities created for the public to participate in the process. The following promotional material was developed to raise awareness during the second round of public engagement:

PRESS RELEASES

A press release was issued to local media and published on the District's website on May 3, 2017. This resulted in two articles published by the Saanich News.

PRINT ADS

Ads were placed in the Saanich News newspaper to promote the second round of engagement on May 5 and May 10, 2017.

SOCIAL MEDIA

Facebook and Twitter were used to promote Moving Saanich Forward and the opportunities to get involved in the process. Facebook ads were circulated throughout the month of May reaching more than 13,000 people. Event pages for each of the community roadshow stops were created, reaching 6,119 people. Twitter ads were also used and generated more than 7,466 impressions and 145 engagements.

PUBLIC OUTREACH

All engagement events were posted to local community calendars including Saanich News, CHEK News and the Times Colonist. Saanich community associations were directly notified and encouraged to participate in the engagement opportunities. Each association also received promotional material to distribute to its members.



PART 3 SPRING 2017 ENGAGEMENT

PURPOSE OF ENGAGEMENT

As the largest municipality within the Capital Regional District (CRD), the District is made up of diverse neighbourhoods, each with its own context and character. The second round of public engagement focused on engaging Saanich residents at a neighbourhood level in order to better understand the specific issues and opportunities facing each of the District's diverse neighbourhoods.

The feedback received during the second round of public engagement will be used to inform the development of the draft Active Transportation Plan over the next several months.

ENGAGEMENT CHANNELS + WHAT WE HEARD

A series of events and activities was hosted between April and June, 2017. All events took place in venues with high foot traffic, targeting a broad cross-section of the community by meeting people where they already gather. This approach responded to the need to include residents who normally do not participate in community planning processes.

The following is a summary of the engagement that took place during the second round of public engagement for Moving Saanich Forward.

PROJECT ADVISORY COMMITTEE

The Project Advisory Committee (PAC) met for a second time on April 6, 2017 in the Feltham Room at Gordon Head Recreation Centre. The PAC consists of representatives from the following groups:

- Ministry of Transportation and Infrastructure
- UVIC Campus Planning and Sustainability
- Saanich Community Association Network (SCAN)
- Greater Victoria Placemaking Network

- Greater Victoria Cycling Coalition
- CRD Transportation Services
- Capital Region Equestrians
- Tourism Victoria
- Walk on Victoria
- City of Victoria
- Island Health
- BC Transit
- ICBC

The second PAC meeting focused on providing an update on the Moving Saanich Forward process. Committee members engaged in a discussion on the proposed vision, goals and targets for the Active Transportation Plan. Preliminary planning principles were also shared with the PAC for consideration.

Details surrounding the second round of engagement were also presented, with each committee member being asked how they see themselves participating and how best to promote the events within the community.

SAANICH CYCLING FESTIVAL

On April 23, 2017, the District of Saanich hosted its annual Saanich Cycling Festival, encouraging residents to explore Saanich by bike. Celebration stations were set up along a family-friendly bike route using the trails and cycling connectors within the District.

The Moving Saanich Forward team hosted a pop-up booth at the main celebration station (Municipal Hall). The booth featured background information on the Active Transportation Plan and a snapshot of what was heard during the first round of public engagement.

COMMUNITY ROADSHOW

Over a two-week period from May 9 to May 17, the Moving Saanich Forward team hosted a community roadshow in six different Saanich neighbourhoods, engaging more than 330 people. The roadshow stops were as follows:

GORDON HEAD RECREATION CENTRE: MAY 9, 2017

BROADMEAD VILLAGE: MAY 10, 2017

G. R. PEARKES RECREATION CENTRE: MAY 11, 2017

UPTOWN PLAZA: MAY 14, 2017

CEDAR HILL RECREATION CENTRE: MAY 16, 2017

RED BARN MARKET: MAY 17, 2017

Hardcopies of the Moving Saanich Forward **Discussion Paper #1** and **Engagement Summary #1** were available for participants to review. Promotion cards, stickers, and other branded items were also handed out to those reached through the community roadshow.

In total, **330** conversations took place during the community roadshow.

Each stop on the roadshow focused on better understanding the issues and opportunities for improvement within the neighbourhood in which the event was held. All roadshow stops featured background information and interactive activities through which residents provided feedback. The background information and activities offered are described as follows:

POSSIBILITY MAPPING

A series of four interactive maps were displayed for participants to share possibilities for the bicycle network, pedestrian network, placemaking and transit amenities. Ten custom stickers were developed for participants to identify where specific improvements should be made in their neighbourhood, including the following:



CROSSWALKS



BIKE PARKING



LANDSCAPING



BUS SHELTER



BUS SCHEDULE INFORMATION



PUBLIC ART



PARKLETTE



LIGHTING



WAYFINDING



BENCHES

EMERGING DIRECTIONS

Three emerging directions have been identified based on community feedback as well as technical analysis. The emerging directions are as follows:

CONNECTIONS: Build and maintain an active transportation network that is safe and comfortable for people of all ages and abilities and connects all destinations.

CULTURE: Build a culture for active transportation by providing education and awareness to all road users and celebrating it as a fun, enjoyable way to travel.

CONVENIENCE: Make active transportation a practical, convenient and attractive transportation choice by integrating transit, walking and cycling, and providing amenities.

Possible strategies and action items were outlined to illustrate how each of the emerging directions can be achieved. Roadshow participants were asked to identify their own ideas for how to achieve each of the emerging directions.

TARGET EVALUATION

Participants were again invited to provide feedback on the revised active transportation targets by dropping a marble into one of three jars to indicate whether they believe the targets are too low, too high, or just right.

POSTCARD EXERCISE: ASPIRATIONS + CONCERNS

For this activity, participants were asked to identify what excited them the most about Moving Saanich Forward as well as what concerns they had for active transportation in Saanich.



WHAT WE HEARD COMMUNITY ROADSHOW

POSSIBILITY MAPPING RESULTS

More than 100 stickers were placed by Saanich residents over the course of the community roadshow. Input from each roadshow stop has been combined to provide an illustration of feedback across the District (**Figure 1**). A breakdown of each improvement type is shown below.



Figure 1 - Possibility Mapping Breakdown
number of respondents



EMERGING DIRECTIONS RESULTS

CONNECTIONS

- Fill gaps in the network with wider sidewalks
- Create more shortcuts for bikes and pedestrians through cul de sacs.
- Widen Shelbourne where it narrows next to Mt. Douglas.
- Educate riders and drivers on bike lane markings.
- Please have a focus on wheelchair accessibility.
- Nice to see bike corridors expanded.
- More controlled/triggered intersections for cyclists/pedestrians.
- More washrooms along trails.
- Use existing creeks and pathways to create connections.
- Ensure clear information for both bikes and cars.
- Educate motorized scooter users who use sidewalks where there many walkers (some go way too fast on downtown sidewalks).
- Don't forget about horses on the trails and the LAP vision.
- The cheapest fix, and most effective is to lower the speed limit to 30 km/hr on rural roads like Prospect, Sparton, Old West Saanich.
- There is no sidewalk maintenance now – bushes and grass are overtaking existing sidewalks

CULTURE

- More sidewalks on Shelbourne (shared use, maybe?).
- Guided cycle tours to show new riders safe routes
- If the majority of sidewalks are on one side, prioritize that side instead of forcing people to go back and forth.
- Give specific routes names, with ID signs (e.g. UVic Connector Route).
- Encourage parents to let kids walk to school.

CONVENIENCE

- More information displayed at transit stops.
- Better refuge from the bus stop.
- We need more public art outside all new developments – a set percentage.
- Lighting is key.
- Covered bike parking near entrances to all public facilities.
- When making decisions to build higher-density, mixed-use developments designed to encourage active transportation, involve public input (meaningful) to consider each centre/village and the people/greenspace impacted.
- Make right turn signal on Shelbourne bike lane flash to attract attention.
- Improve lighting at intersections along the Galloping Goose and Lochside Trail.
- When there are bus stops on both sides of the street, make it convenient for riders to cross with crosswalks.
- Safer crossings/sidewalks for seniors/people with mobility issues.
- More public bathrooms.
- Consistent sidewalks along Glanford Avenue.
- Lower car speed limits on Gorge Road between Harriet Road and Admirals Road to 40 km/hr
- Speed reduction/education/enforcement on rural Saanich roads/complete streets/protect the most vulnerable users.
- Explore successful traffic calming strategies used in Europe.
- Engage Central Saanich in current and future traffic implications of KBD industrial development.
- 30 km/hr speed hump on sharp corner approaching Grange Road on Burnside Road West to slow traffic to safe corner speed.
- Need policies that look at how our roads are presently used and how they need to be changed if they are to be used safely by walkers, cyclists, horse riders (signage, exclusion of illegal commercial/industrial vehicles, traffic calming, enforcement).

TARGET EVALUATION RESULTS



Figure 3 - Target Evaluation Results
percentage of respondents | number of respondents

WALK BIKE RALLY | STAKEHOLDER WORKSHOP

On June 6, 2017, more than 50 stakeholders and community leaders came together for the second "Walk Bike Rally". Like the first workshop, the stakeholders in attendance represented a diversity of interests and perspectives, including seniors, students, transit riders, and accessibility advocates.

Held at the Camosun College Interurban Campus, the 3-hour workshop provided an opportunity for stakeholders to learn more about Moving Saanich Forward, including the results from the first round of public engagement. Stakeholders also listened to two keynote presentations by representatives from Capital Regional District Trails and BikeMaps.org.

The keynote presentations were followed by two tabletop discussion periods. The first discussion period focused on the active transportation network and the connections within each neighbourhood. For ease of discussion, the District was divided into eight areas, with stakeholders invited to provide input on at least two areas.

DISCUSSION (1)

SAANICH CORE / QUADRA / NORTH QUADRA	RURAL SAANICH
CORDOVA BAY / ROYAL OAK / BROADMEAD	CADBORO BAY
GORDON HEAD / BLENKINSOP	TILLICUM
SHELBOURNE	CAREY

Facilitators were stationed at each table to guide the conversation. Participants used markers, sticky notes and custom stickers to identify specific improvements to the active transportation network.

The second tabletop discussion period focused on the convenience and culture aspects of active transportation. Like the first discussion period, stakeholders broke into eight table groups to explore a variety of topics. Participants were invited to visit three of the eight tables over a 45-minute period. Input from this discussion period was recorded by a table facilitator.

BIKE PARKING + END OF TRIP FACILITIES
CREATING GREAT PLACES TO WALK + BIKE
EDUCATION, AWARENESS + ENCOURAGEMENT

TRANSIT INTEGRATION
MAINTENANCE + ACCESSIBILITY
VULNERABLE ROAD USERS
MONITORING + EVALUATION
LAND USE

DISCUSSION (2)

To collect additional input, three activities were placed around the room for stakeholders to take part in, including:

- Target evaluation with marbles
- Postcard exercise: aspirations + concerns
- Emerging directions

The Walk Bike Rally finished with participants completing a workshop exit survey.



WHAT WE HEARD WALK BIKE RALLY

DISCUSSION PERIOD NO. 1

More than 120 stickers were placed on neighbourhood maps, identifying specific improvements throughout the District. Input from each group has been combined to provide an illustration of feedback across the District (**Figure 5**). A breakdown of each improvement type is also shown below (**Figure 4**). Furthermore, each table facilitator recorded additional ideas and comments on feedback sheets.



Figure 4 - Discussion Period No. 1
number of respondents

GENERAL FEEDBACK + COMMENTS

SAANICH CORE | BICYCLE NETWORK

- With the Shelbourne Valley Action Plan, Mackenzie be a better bike route
- Quadra is not bike friendly - improvements needed
- Like East-West connections presented
- Quadra: sightlines and grades not as good as Shelbourne Street
- Would bike more on Quadra with infrastructure



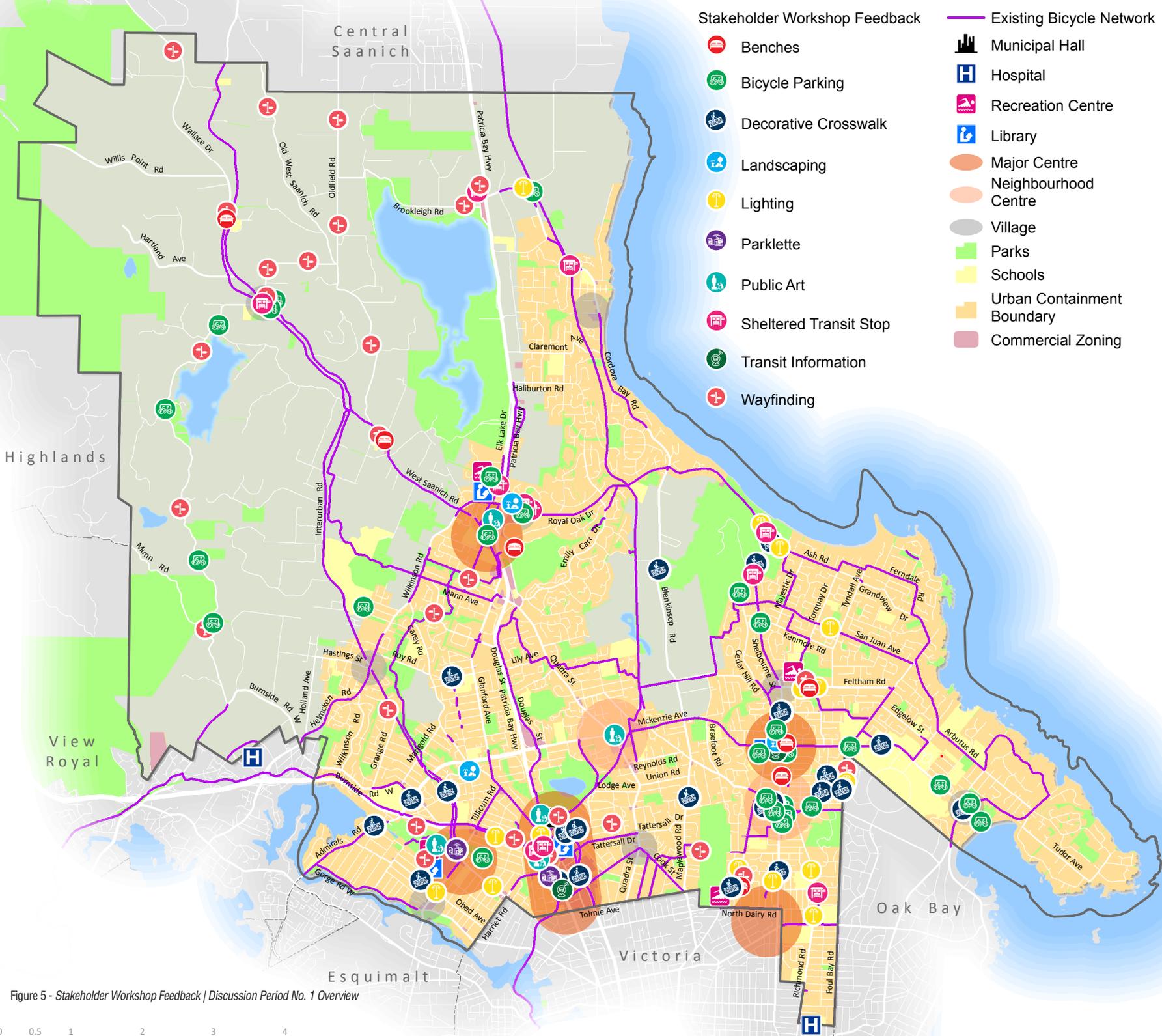


Figure 5 - Stakeholder Workshop Feedback | Discussion Period No. 1 Overview



SAANICH CORE

- Consider a marked pedestrian crossing on Blenkinsop Road at Judge Place.
- Quadra Street identified as an ideal leg of the cycling network, however the current configuration is not bike-friendly.
- Develop Cedar Hill Golf Course as a bike/pedestrian haven.
- Maintenance of existing and future infrastructure must be part of the plan.
- Vulnerable road users should yield to motor vehicle traffic and cross carefully (e.g. regional trails – bikes stop, cars have right of way).
- Douglas Street needs improvements.
- Separate sidewalks from traffic with more landscaping in urban areas – improve the experience.

RURAL SAANICH

- Traffic through rural streets is increasing due to growth in communities such as Langford and Bear Mountain.
- More wayfinding is needed throughout rural Saanich.
- Vehicle traffic needs to slow down and have more consideration for vulnerable road users - suggest reducing limits to 50 km/hr (in 60 km/hr areas) and 30 km/hr (in 40 km/hr areas).
- Consider providing safe pedestrian access adjacent to roadways.
- Upgrade rural roadways with a new typical road cross section that allows pedestrians/bikers to commute and connect safely within the rural community.

TILLICUM-CAREY

- Major roads and collectors should have sidewalks on both sides of the street, particularly if they are in the vicinity of elementary or middle schools. Creating good connections around schools is important.
- Encourage parents and caregivers to walk to/from schools instead of driving.
- Better/more access to Hampton Park.
- Difficult to get out of Tillicum Mall.

- Safe route to school zone (around Mackenzie and Admirals).
- Consider road grades.
- Ensure sensors work and are triggered by bikes.
- Millsgrove at Burnside connection – what would we do here?
- Seaton Street under the Trans Canada Highway is too steep and narrow.
- Wascana Street at Burnside has lighting issues.
- Tillicum Road and Gorge Road W: Bike sensor doesn't trigger when heading north or when turning left on Gorge Road W.
- Connection from Tillicum to Selkirk Trestle.
- Maddock Avenue W at Tillicum Road headed east – difficulties for bikers going straight.
- Pedestrian signals serve pedestrians not cyclists.
- No safe way to access Hampton Park.
- How to connect people coming southbound along Admirals and heading down Newbury?

GORDON HEAD + BELNKINSOP + CADBORO BAY

- Gordon Head area has opportunity for bike parking at major bus routes where students ride from residential areas.
- What's more important:
 - Connecting major centres? Or
 - Improve a neighbourhood's access to a major centre?
- Proposed sidewalks between Blair Avenue / Mackenzie Avenue and Shelbourne Street / Larchwood Drive: Why here? Do these need sidewalks?
- Blair Avenue needs sidewalks on both sides.
- Ash Road is too dangerous for cyclists (narrow, no facilities, big hill).

- Ensure cyclists are separated and allowed to travel through parks.
- Identify large hills on spines/routes for cyclists.
- Create better connections from Cadboro Bay Village to Tudor Avenue (as well as residential areas).
- Add sidewalks on both sides of Sinclair Road from Hobbs Street to Gyro Park.
- Need a sidewalk or pathway (paved) to Lambrick Park.
- More wayfinding for pathways in between roads (connectors).
- Sutton Road bike route is preferable because there are less vehicles and smaller hills.
- Alternative routes for commuter and other riders:
 - Ensure spines are AAA.
 - Other quieter street routes for more relaxed riding.

DISCUSSION PERIOD NO. 2

BIKE PARKING + END OF TRIP FACILITIES

- More public bathrooms.
- Bike parking at bus stops – good for when bus has no room for bikes.
- Places like Uptown need secure bike parking.
- Good bike parking facility at hospital.
- Good way to get people to bike/drive part way.
- Provide place for people to drive part way park then walk, ride or bus.
 - Should also have repair stations, bike lockers, etc.
- What does the system look like for secure bike parking?
 - Cameras + lighting to discourage vandals / theft.
 - In high traffic areas with good visibility.

- No spiral bike racks.
 - U or triangle is better.
- Bike parking at coffee shops.
- Bike sharing so people can pick up a bike along the way.
 - Focus stations at hubs.
- With new developments/businesses make bike parking regulations a priority.
 - How much and where it goes?
 - Need bike parking close to entrances for security.
- Include a policy for the design of bike racks.
- Secure bike parking at workplaces (vertical bike parking) with change facilities/showers - make this a requirement.
- Create classifications for how much bike parking is needed depending on the size of the development.
- Secure bike parking needs to be easy/quick.
 - Victoria airport is an example of bad bike lockers.
- Need secure parking at grocery stores - you typically have stuff with you that you don't want to take into grocery stores.

TRANSIT INTEGRATION

- Accessibility issues can be worse on rural routes and should be reviewed for improvement.
- Transit accessibility should be improved at the following locations:
 - Cedar Hill Road
 - Carey Road near seniors' services
 - Cedar Hill X Road
- Complete streets recognize the streets people want to access by bus and the same people want to bike.



- Implement bus priority lanes to maintain travel speeds.
- Bigger buses based on residents issues / neighbourhood concerns.
- Have transit information available at all stops.
- Explore ways to know when bus bike racks will be full or add more bike storage on buses.
 - Problem is worse on some routes.
 - Consider rear bike racks?
 - Community shuttles can't have bikes after dark - this is an issue.
- Find easier ways to get bikes on bus, especially if bike carrying cargo.
- Rarely integrate bike with transit - It's not easy.
- Exchanges are too far apart - need more amenities and washrooms.
- Bus stops as close to intersections to make it easy to transfer.
- Explore ways to make exchanges / hubs more attractive and enjoyable.
- Work towards integrated planning around transit exchanges.
- Improve bus shelters design: metal with holes offers no protection from wind.
- Provide easy access between transit routes (pedestrian cut throughs).
- Exchanges to access the buses to ferry are inconvenient.

LAND USE

- Work towards mixed use / multi-use space, spaces you want to be in.
- Update local area plan - develop themes for neighbourhoods.
- Develop corridors into village centres.
- Important to have all the amenities needed within walking/cycling distance.
- Need good employment opportunities.
- Create inviting design of green space.
- Prioritize cycling, walking and transit when land use planning.

- Good land use – Saanich centres and villages:
 - Mixed-use centres with a diversity of services,
 - Accessible and walkable,
 - Good transit access,
 - Good protected cycling infrastructure,
 - Community spaces / parks, and
 - Unique neighbourhood by neighbourhood.
- If you can get people, amenities AND employment opportunities to a centre, then active transportation will just happen naturally.
- Build village centre strategies around connectivity for active transportation.
- Know surrounding and adjacent municipal uses and transportation plans.
- Disburse services / amenities in areas outside of village centres.
- Review opportunity for more village centres.
- Grocery stores (distribute throughout district to encourage walking) - It has been shown to increase walkability directly if within 1km.
- Make areas better for walking and less comfortable for driving.
- Walking/biking facilities should focused on where people are living /working
- Safe inviting sidewalks/bike lanes and transit stops invite users.
- Higher residential density at centres/villages, with high quality public space.
- Major targets - schools, hospitals, libraries all promoted as part of network.
- Use things like pole banners, notable colour scheme, identifiable street furniture to create sense of place at the centre and villages (e.g. quadra village).
- It's too late for uptown but for future development, have bus access in centre, don't have a fortress design and (wish) change for parking.
- Consistent application to land use recommendations.
- Instead of "circle", use wheel with specified "spokes", extending from the center, where focus is separated bike lanes, and wide sidewalk dedication.

- Need shower facilities where active transportation meets transit.
- Lots of benches for pedestrians to break their journeys.
- Official community plan needs updating and revision – specifically the concept of locating density around busy intersections. It attracts increased traffic to centres since people have to drive to these centres.
- Identify the ‘villages’ within Saanich and build active transportation strategies to connect them.
- Allow single-family to evolve to other land uses.
- Land use can dictate the character of the area so needs to be thought out to create places people want to be/live/work/visit.
- Good examples:
 - Whistler – walkable village
 - Cook Street Village – good for local pedestrians, bike route within a block, good range of services
 - Olympic Village (Vancouver)
 - Selkirk - density is not highly visible, close to downtown and transit, traffic is non-existent, there’s a school
 - Lonsdale in North Vancouver
 - Kelowna waterfront
 - Main street (Vancouver)
 - Commercial drive
 - Mount Pleasant
- Bad examples
 - Gordon head (main circle) - no services, low density
 - Quadra and McKenzie
 - Getting to and from Uptown - ok once you’re there

- Uptown shopping centre: travel to and from is difficult, lots of blank walls, not very permeable, parking lots on top deck, no connections through from grocery store
- Royal Oak Shopping Centre
- McKenzie interchange
- Shelbourne and Cedar Hill X

CREATING GREAT PLACES TO WALK + BIKE

- Connect parks with bike lanes - include wayfinding.
- Consider coffee shops in parks (portable or seasonal).
- Need more secure bike facilities.
- More amenities along trails (benches, art, coffee, lookouts).
- Need improvements to rural roads (Old West Saanich).
- Need improvements to business frontages (benches, landscaping)
- Upgrade bus stops that are close to recreation centres so more people can get there.
- Saanich needs to encourage business owners to provide space for public use.
- Separate bikes and pedestrians more (especially on busy spaces).
- Have point of information along streets (e.g. history info of the nearby places).
- Glow in the dark pavement for bike lanes/trails.
- Improve lighting on trails and install more washrooms and water fountains.
- Improve walkability in the District - develop plazas, more interesting destinations to go to.
- Meet the standard for the new sidewalks.

MAINTENANCE + ACCESSIBILITY

- Improve timelines for pothole repair.
- Broadmead overpass is not accessible – has stairs with no ramp.
- Some curb letdowns that aren't accessible or don't have a lip.
- More money and resources allocated to maintenance.
- Need to have maintenance budget in place when new infrastructure is built.
- Need more equipment for maintenance – District only has one sweeper and needs smaller sweeper for bike lanes.
- With an aging population District needs to think more about accessibility.
- How does shared space work?
- Interurban needs to be swept more often (industrial).
- Debris accumulate on bike lanes under large trees (leaves can be slippery)
- Lighting in tunnels is ineffective - don't get used as often because of security concerns.
- There is a lack of awareness surrounding how to report issues - need a 311 system, text/app.
- Slow speeds on rural roads for pedestrian/bike safety/access.
- Rural roads needs a paradigm shift.
- Shift towards complete street designs (road reclassification + designs).
- Consider creative traffic calming solutions.
- Improve accessibility to shopping centres for people walking and on bikes.
- Need standards for new developments.
- Address residential and commercial construction debris in bike lanes.
- Sweep the sides of street for cyclists where there are no bike lanes.
- Increase funding for routine maintenance of roads and sidewalks.

VULNERABLE ROAD USERS

- Support for UDCP plan to redistribute traffic on Vernon/Blanshard – Resign Couplet!
- Major mixed-use trails separate cyclists from pedestrians (both groups, pedestrians and cyclists, feel unsafe).
- Electric bikes can go up to 40km/h – unsafe for other road users, same with very fast recumbent bikes.
- Lower speed limits on busy roadways (similar to City of Victoria) - may attract electric bikes to ride on roads instead of trails.
- Delineators to protect bike lanes are effective.
- Consider encouraging schools to allow kids who walk/bike to/from school to leave 5-10 min early for safety reasons and to create incentives to walk/bike.
 - A city in England has done this.
- Saanich should make more mid-block crossings (e.g. Tillicum between Burnside and Gorge: NOT GOOD crossing opportunities – only two exist).
- Complete streets – age in place don't have to move to get to the appropriate infrastructure.
- Rural Saanich: vulnerable road users NOT present because it is too unsafe/uncomfortable.
- High number of seniors in some neighbourhoods should be identified - lower the speeds in these neighbourhoods (e.g. Cedar Hill / Shelbourne on Cedar Hill X).
- Cyclists can't see pedestrians at night and pedestrians can't always hear fast-approaching cyclists.
- Vision Zero: program saying 1 fatality is too many (something similar to this may be good)

- More frequent car free days - maybe 1/week, choose your own intersections that are the most dangerous for pedestrians / cyclists.
- Improve cooperation between 13 municipalities through:
 - Consistent infrastructure, signage, design, and
 - Focus on network connections.
- Budget for transportation should reflect mode share percentage.
- Protect and maintain existing infrastructure to encourage mode share.
- Improved enforcement of existing laws would improve safety.

EDUCATION, AWARENESS + ENCOURAGEMENT

- Increase education around biking in rural areas.
- Install more signage on roads.
- There are lots of wineries and farms for tourism but no safe biking access.
- Improve safe routes to school program.
- More bike education in schools and discussions around safe routes to school.
- Challenges brought out by mayor and council to do a bike or bus or walk day – one day a week.
- Transit trip planners on the website.
- Install bike tune up pop-up stations on trails.
- Person to go to families to discuss how to lose a car/truck (downsizing) or a questionnaire to see if your family can downsize.
- Talk more about the health benefits of active transportation.
- Schools: kids who walk or bike get to leave early (10 min).
- Consider a ride for new cyclists to do a safe route ride in their area.
- Seeing people in work clothes/dresses/ not spandex in photos representing active transportation will encourage more people to do the same.

MONITORING + EVALUATION

- Monitoring volumes would allow for separation before rise in conflict - allows municipality to be proactive.
- Monitor roadways that meet/intersect trails and multi-use pathways.
- Monitor speeds to develop appropriate designs of MUP – limit potential conflicts.
- Infrastructure alone may not be enough – need traffic calming, lower speeds.
- Monitor traffic speeds when lowered, compare to pedestrian traffic after speeds are lowered – cause and effect.
- Monitor truck traffic – eliminate truck traffic collector road definition (11m wide), rural roads (5m).
- There are opportunities to work more with RCMP to share data.
- Transit ridership provided by BC transit – publicly available.
- ICBC data collection – publicly available.
- Improve transparency – add counts and display success online.
- Monitor pathway users – multi-use paths (higher volume = higher conflict).
- Monitoring current users and assess where they are – then use trail facility and design to plan future family friendly routes.
- Rural Saanich lacks infrastructure – so mixed use all streets
- For paradigm shift to happen speed limits must be changed.
- Where are people entering? Where are they leaving the network?
- Need traffic surveys at the University of Victoria to better understand what is happening at and around campus.
- Important to collect data before and after projects (all modes).
- Need permanent count locations and/or specific spot locations
- Assess improvements based on data (volume, collisions) for active modes.



- Livable Roads for Rural Saanich (community organization promoting improvements/changes/protections for Rural Saanich roads):
 - Lower speeds to promote active modes on rural roads (e.g. Prospect Lake Road, Saanich Road)
 - Vehicle speed, commuters vs local traffic
- Commuters placed at strategic locations to track flow of cyclists and pedestrian along icy routes.
- Develop a report card every three to five years

TARGET EVALUATION RESULTS



Figure 6 - Target Evaluation Results
percentage of respondents | number of respondents

EMERGING DIRECTIONS RESULTS

CONNECTIONS, CULTURE + CONVENIENCE

- Consider the complete street principles when creating roads – this is what will shift the culture away from motorized vehicles to active modes.
- Actively involve health care partners to promote walking, cycling and getting out of the car.
- Have a campaign headed by mayor and council to encourage and reward active transportation by residents.
- Traffic calming ideas proposed in the past need to be reconsidered, rather than saying “it won’t work”.
- Look to European successes in calming traffic.
- Modify, calm or slow down our streets so all can use them comfortably.
- Time for vehicles to end assumed supremacy.
- Vehicle convenience should not dictate what’s best for all users.
- Slow down the traffic on rural roads – expect and respect vulnerable users on ALL roads.
- Maintain and clean bike paths and lanes to the same level as roads.
- Cultivate cycle smugness (e.g. stories/photos of passing traffic jams).
- Look at existing maintenance budget - is it enough?

POSTCARD EXERCISE: ASPIRATIONS + CONCERNS

I AM THE MOST EXCITED ABOUT #MOVING SAANICH FORWARD BECAUSE....

- Admirals bus route or modification to allow for riding into Esquimalt and to Mackenzie overpass.
- More sidewalks at shopping centres.
- Larger transit shelters with more than three seats.
- Upgrade existing off-street pathways and add lighting BEFORE separated bikeways on streets.
- Ensure adequate equipment is available to maintain the network before adding more lanes of any type - debris get caught and there aren’t enough sweepers.
- No dead-end streets – make connections for bikes and pedestrians.
- Bikes and pedestrians should travel to the right of bus routes – separated.
- Lighting - please ensure bike routes and sidewalks are well lit.
- Construction – have high standards for alternate routes for bikes and pedestrians besides “sharing the lane” with traffic!
- Ticket cars – increase enforcement when cars are parked in lanes!
- Pave the Lochside Trail through Saanich for handicap and strollers to use safely.
- I want to see education for cyclists, drivers and pedestrians alike.

I AM CONCERNED ABOUT ACTIVE TRANSPORTATION IN SAANICH TODAY BECAUSE.....

- Transit exchange at Mackenzie and Highway 1.
- Bus 51 is always full by the time it gets there.
- Ascot Road at Queenbury Avenue needs speed and traffic calming.
- Signage/right-of-way not consistent between municipalities.
- Prioritize on-street over trail improvements.
- The upper area of Shelbourne Street should not be prioritized (no cyclists)
- Other things more important, keep infrastructure maintained vs. building new!
- Bike lanes are good but there must be a balance.
- 50% mode share goal is unrealistic – please don't spend too much tax payer's money towards this goal.
- Development and changes in surrounding municipalities have local impacts in Saanich – real attention is needed to the broader context.
- Concerns about commuter and short-cut traffic on Prospect Lake Road – a neighbourhood feeling the impact of employee travel to and from Keating Road industrial area / other nearby developments.
- I don't see reference to the LAP and horses on trails / roads.
- Pathway between Hatfield Road and Helmcken Road maintained
- New bus stop shelters are inadequate in wind and rain. Serious impediment to senior travel in winter - need Victoria like enclosures.
- More portable washrooms along certain points of trails, or access to bathroom facilities at community centre and ball field etc.
- Pedestrian signals at Pat Bay Highway and Royal Oak, are badly out of sync
- Incompatible with rural Saanich – reduce speeds, signage, education, enforcement (suite of things, and need to have district support)
- King's Pond area parking area needs traffic calming as small children and elderly often have near misses.
- There are very few sidewalks in our neighbourhood (Lakehill).
- Regularly monitor traffic on streets impacted by changes around Shelbourne.
- Need truck bylaw signs on Richmond Road due to increase in truck traffic.

EXIT SURVEY RESULTS

Thirty stakeholders completed an exit survey at the end of the Walk Bike Rally. The exit survey was used as a tool to evaluate the success of the workshop and solicit feedback on opportunities for improvements. The following is a summary of the exit survey results.

DID YOU FIND THE INFORMATION USEFUL?



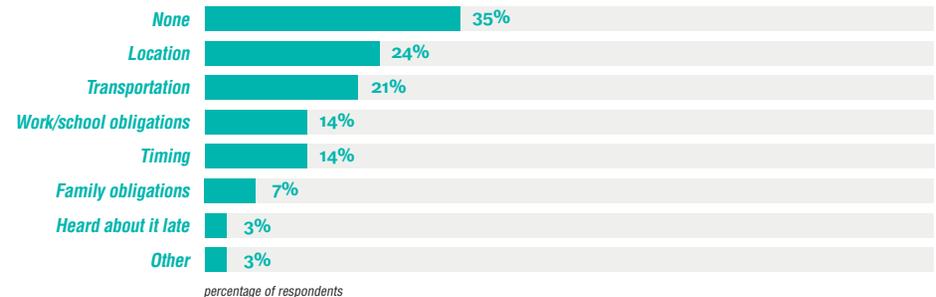
Note: The exit survey asked respondents to provide a ranking between one and five. There were no responses with a rating between one and three
percentage of respondents | number of respondents

DO YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?



Note: The exit survey asked respondents to provide a ranking between one and five. There were no responses with a rating between one and two
percentage of respondents | number of respondents

DID YOU FACE ANY CHALLENGES IN ATTENDING TODAY'S EVENT?



PART 4

NEXT STEPS

The input collected through the Moving Saanich Forward process has been an invaluable part of setting the stage for an Active Transportation Plan that addresses the challenges and reflects the needs of the community.

With the second round of public engagement complete, the project team will be working over the next several months to develop a draft Active Transportation Plan. The next phase of work will focus on identifying how the District can work towards the vision, goals and targets by developing strategies and actions to improve active transportation over the next 20 years and beyond.

On behalf of the Moving Saanich Forward team, we would like to thank all community members for their participation and valued input into the Active Transportation Plan so far. We will be back in the fall, 2017 to share and collect feedback on the draft Active Transportation Plan.



#moving saanich fwd

OUR 30 YEAR ACTIVE
TRANSPORTATION PLAN

