
Central Saanich
CENTRAL SAANICH
ACTIVE TRANSPORTATION PLAN

Prepared for:

District of Central Saanich
1903 Mount Newton Cross Road
Saanichton BC V8M 2A9

June 2021

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Contents

Executive Summary

The Central Saanich Active Transportation Plan (AT Plan) is a road map toward transforming Central Saanich by creating a safe, connected multi-modal transportation system with facilities that enhance local character and respect our agricultural roots. Encouraging active transportation through enhanced infrastructure and addressing road safety concerns – both key priorities of Council – will make walking and cycling choice travel options, and help make Central Saanich a healthy, safe and sustainable community.

A nearly two year long process was undertaken in developing the AT Plan with numerous public and stakeholder engagement opportunities, both in-person and online. Activity highlights included a community-wide survey and online mapping exercise, three "Pop Up" events, an open house and community workshop, as well as constant dialog and updates via the District's "Lets Talk" project webpage. Outcomes from these engagement activities helped establish a foundation of understanding and to identify critical issues and possible solutions, many of which has been reflected throughout the AT Plan.

A discussion paper series was developed that documents the background research, community engagement and technical analysis that was undertaken in developing the AT Plan. These discussion papers provided an opportunity to check-in with Council and the community as the AT Plan progressed to document work undertaken on the plan and ensure support at each project phase. Three discussion papers were produced, as follows:

- Discussion Paper no.1, Background Conditions Assessment
- Discussion Paper no.2, "What We Heard" Engagement Summary
- Discussion Paper no.3, Preliminary Plan Framework

The AT Plan framework includes a vision statement and long-term goals for a shift away from automobile-focused transportation toward a safe, connected multi-modal transportation system, with facilities that enhance local character and respect agricultural roots. The vision for the AT Plan is as follows:

> *The Central Saanich Active Transportation Plan will enable people of all ages and abilities to walk and cycle throughout the community, while respecting our unique character and heritage.*

The following four goals guide the key directions established in the AT Plan:

1. More walking and cycling
2. Improved transit
3. Safer streets
4. Local character, celebrated!

Understanding that the many initiatives identified in the AT Plan are beyond the District's financial means, a strategic implementation approach has been developed to ensure that investments made in the short-term are the highest priority and represent the best value to the community. This includes focusing on high priority investments and ensuring effective use of public resources, as well as remaining adaptable as implementation occurs to realize unforeseen opportunities such as partnerships and understanding that the implementation program is the first step in a longer, on-going process of enhancing active transportation.

Standardized criteria were used to understand how well active transportation projects reflect the objectives of the plan and to identify "priority projects" that are the focus of AT Plan implementation. Criteria included the following:

- Community support (engagement, plans)
- Anticipated use (land use, data)
- Level of support in policies, plans and community engagement
- Connections and network build-out
- Partnership opportunities
- Project cost

Using the criteria identified above, a series of priority projects have been identified that are the focus for AT Plan implementation. Priority projects have been categorized thematically by travel mode – Walking + Rolling, Cycling, Public Transit, Streets + Traffic Safety – although many are multi-modal improvements that provide broad benefit across all travel modes.

Walking + Rolling Priority Projects:

- Wallace Drive / Willow Way Crossing
- Stelly's / Willow Way Pathway Connection (connect Willow Way to schoolyard)
- East Saanich Road Sidewalk Connection (north of Saanichton Village)
- Hagan Road Roadside Pathway (Clarke Road to Wallace Drive)
- Wallace Drive Sidewalk Connection (Marchant Road to Sluggett Road)
- Wallace Drive Sidewalk Connection (Sluggett Road to Brentwood Community Hall)
- Keating Elementary Crosswalk Improvement (Central Saanich Road)
- Wallace Drive Pathway Connection (Hovey Road to Prosser Road)
- Wallace Drive / Saanichton Village Crosswalk (midblock on Wallace Drive)
- Central Saanich Road Roadside Pathway (south of Mount Newton Cross Road)
- Saanich Crossing Road Sidewalk Connection (Keating School to East Saanich Road)

Cycling Priority Projects:

- Mount Newton Cross Road Multi-Use Pathway (East Saanich Rd to Central Saanich Rd)
- Mount Newton Cross Road Multi-Use Pathway (Central Saanich Road to Highway 17)
- Mount Newton Cross Road Bike Lanes + Lochside Trail Connection (east of Hwy 17)
- Wallace Drive Bike Lanes (West Saanich Road to Stelly's Cross Road)
- Wallace Drive Bike Lanes (East Saanich Road to Prosser Road)
- Benvenuto Avenue Multi-Use Pathway (Wallace Drive to Butchart Gardens)
- East Saanich Road / Wallace Drive Connection (north of Saanichton Village)
- Bicycle Parking Improvement Funding (District-wide)

Public Transit Priority Projects:

- Keating Cross Road at Mirah Place Bus Stop (westbound)
- Central Saanich Road at Keating Cross Road Bus Stop (northbound)
- Wallace Drive at Stelly's Cross Road Bus Stop (northbound)
- Wallace Drive at Stelly's Cross Road Bus Stop (southbound)
- West Saanich Road at Wallace Drive Bus Stop (southbound)
- Wallace Drive at Llanfair Crescent Bus Stop (northbound)
- Wallace Drive at Marchant Road Bus Stop (northbound)
- Mount Newton Cross Road at Peninsula Hospital Bus Stop (westbound)
- Mount Newton Cross Road at Central Saanich Road Bus Stop (eastbound)
- Mount Newton Cross Road at Central Saanich Road Bus Stop (westbound)
- Wallace Drive at Marin Park Place Bus Stop (southbound)
- Wallace Drive at McKenna Court Bus Stop (southbound)
- Wallace Drive at McKenna Court Bus Stop (northbound)
- Wallace Drive at Springside Place Bus Stop (southbound)
- Tanner Road at Marie Meadow Road Bus Stop (eastbound)
- Marchant Road at Hagan Road Bus Stop (eastbound)
- Brentwood Drive at Verdier Avenue Bus Stop (southbound)

Streets + Traffic Safety Priority Projects:

- Keating Cross Road (Central Saanich Rd to Highway 17)
- Wallace Drive / Marchant Road Intersection Improvement
- Mount Newton Cross Road / East Saanich Road Intersection Improvement

A number of program initiatives have been identified to help support investments in infrastructure. These include including on-going involvement in school travel planning and cycling support programs, specific pursuit of e-bike charging facilities and lighting and establishing a staff coordination function to support active transportation initiatives and pursue grant opportunities.

On-going commitments and funding will be required to realize the overall vision of the AT Plan and specific priority projects. Funding may be achieved through the District's own capital planning process and in consideration of the many competing interests for financial support, as well as through future land development using Development Cost Charge (DCC) and Community Amenity Contribution (CAC) mechanisms and through external funding and partnerships. Recognizing the considerable number of grant opportunities to support active transportation infrastructure, the District intends to take a "quick start" approach to establishing shovel-ready projects suitable for grant applications.

1. Overview

Central Saanich is a diverse community home to a variety of unique settings, including a combination of both urban and rural land uses that have shaped the character of the community. The District of Central Saanich has developed several plans and policies with a strong emphasis on ensuring it continues to grow as a sustainable community. The District has now built on these directions and projects to improve walking and rolling, cycling, transit and road safety by developing its first ever Active Transportation Plan ("AT Plan").

The creation of the AT 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 through a series of Discussion Papers that were shared with the community as progress updates throughout the development of the AT Plan.

This AT Plan provides clear direction for how best to achieve improved active transportation conditions and road safety in Central Saanich over time and will support the District in pursuing grant opportunities and prioritizing investments. The AT Plan establishes a vision, goals and key directions to improve active transportation.

These key directions provide holistic guidance regarding improvements to policies, infrastructure and programming to ensure that walking, rolling, and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities. The Active Transportation Plan also includes an implementation plan to prioritize investments and highlights priority projects that are realistic for a small community.

The AT Plan is closely linked to many of Central 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, cycling, and transit can become an integral part of the District's transportation system. This need is identified in municipal documents such as the Official Community Plan (OCP), as well as in regional documents such as the CRD Pedestrian + Cycling Master Plan (PCMP) and Regional Transportation Plan (RTP).

By developing and implementing this Active Transportation Plan, Central Saanich can become a leader in promoting sustainable modes of transportation, improving road safety for all users, while working to achieve the community's broader aspirations

1.1 WHY ACTIVE TRANSPORTATION?

Active transportation includes any human-powered transportation form. Walking and cycling are the most popular and well-known forms of active transportation, however the definition extends more broadly to include skateboarding, wheeling, pushing a stroller, in-line skating and using a mobility aid, as examples.

Investments in active transportation generally result in a more balanced transportation system, one that is more accessible, cost effective and efficient in terms of infrastructure investments. The following are some of the benefits associated with active transportation:

Health

Human-powered travel contributes to increased activity levels, thereby reducing the health risks associated with a lack of physical activity such as heart disease and conditions resulting from high blood pressure and obesity. Secondary health benefits are achieved through reduced automobile emissions and lower stress levels.

Quality of Life

Engaging in active transportation provides improved access to Central Saanich's many parks, the waterfront and recreation opportunities, as well as increasing opportunities for face-to-face interaction thereby improving social connectedness and combating social isolation.

Equity

Investment in active transportation infrastructure and services supports the creation of a more equitable Central Saanich community that can be utilized by a broader range of community members, including children, older adults and individuals with physical, sensory or cognitive challenges that prevent them from driving.

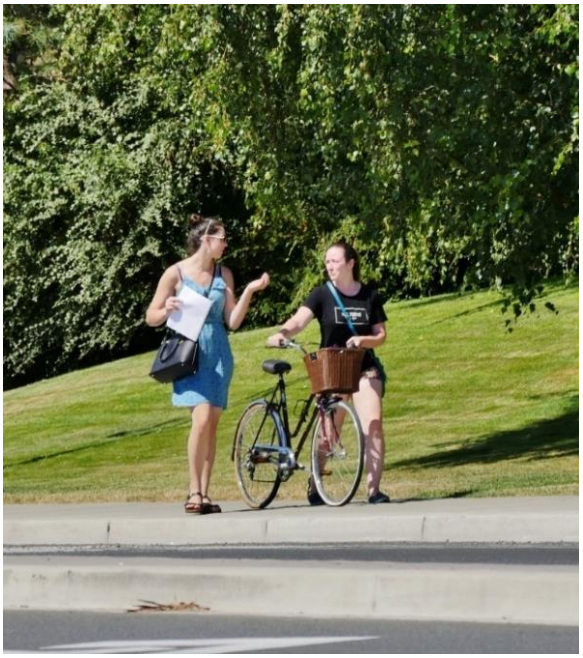
Safety

Increased use of active travel modes leads to fewer vehicles on the road and decreases concerns over speeding and safety. Consistent with key objectives in the OCP, the provision of safe and comfortable active transportation facilities is important in providing safe travel conditions and encouraging more walking and cycling.

1.1 WHY ACTIVE TRANSPORTATION? cont.

Environment

Active travel modes contribute significantly less greenhouse gas (GHG) emissions and air pollution as compared to vehicles and help to address the District's climate change objectives identified in the Climate Leadership Plan. Trails and walking paths also allow for the preservation of green space and agricultural land and reduced overall spatial requirements associated with roads and parking facilities.



Local Economy

The local economy stands to benefit from an increase in pedestrian activity, particularly businesses in the Brentwood Bay and Saanichton Villages. Further, improved trails and cycling infrastructure present new opportunities for bicycle touring and recreational hiking that support local business and increase exposure for some of Central Saanich's small-scale agriculture.

Financial

Walking and cycling facilities are generally less expensive than larger road infrastructure investments, representing a more effective use of public funds. Responsible investments in infrastructure is a key goal of this plan. Further, the cost to purchase and maintain a vehicle is typically a much more expensive approach to personal transport as compared to active transportation options.

1.2 PLAN PROCESS

A high-level overview of the AT Plan process is provided below. The project involved an iterative and collaborative process involving on-going analyses, ideas generation, plan development, and feedback and review by Central Saanich residents, community stakeholder, District staff and Council, and the consulting team.

To document the AT Plan's progress and ensure project updates were available throughout the AT Plan's development, a discussion paper series was completed and shared on the District's dedicated project webpage. The final AT Plan document is a compilation of the critical elements of each of the discussion papers, each of which have aligned with critical planning phases and are further described below.

Discussion Paper Series

Three "Discussion Papers" were developed during the Active Transportation Plan process, each summarizing key activities undertaken during the project. The following Discussion Papers were produced:

Discussion Paper no.1
Background Conditions Assessment

Discussion Paper no.2
"What We Heard" Engagement Summary

Discussion Paper no.3
Active Transportation Plan Preliminary Framework

SUMMER
2019

PROJECT INITIATION

The core project team was formed consisting of District staff and a local professional transportation consulting team.

FALL
2019

UNDERSTANDING CURRENT CONDITIONS

This phase is focused on developing a full and detailed understanding of the current state of active transportation in Central Saanich including a review of plans and policies, mapping of current facilities and community destinations, and a comprehensive review of available data.

WINTER
2020

PUBLIC + STAKEHOLDER ENGAGEMENT

A range of community engagement activities were undertaken to gather input and understanding from a broad range of community interests. Activities included an open house, community survey, “pop up” events and a community workshop, as well as involvement from a technical advisory committee.

SPRING / SUMMER
2020

PRELIMINARY PLAN DIRECTIONS

An overall framework was developed for the AT Plan that included a vision and goals, long-term networks for each key travel mode and supporting design guidelines for transportation infrastructure. All plan directions were established based on background technical activities, input from the community and consideration of best practices and lessons learned from other communities.

FALL
2020

IMPLEMENTATION STRATEGY

An implementation strategy was developed to identify opportunities to pursue priority active transportation projects and determine the District’s ability fund investments in active transportation.

WINTER / SPRING
2021

ACTIVE TRANSPORTATION PLAN COMPLETION

The final AT Plan was developed with input and direction from Central Saanich residents, staff members and Council.

1.3 COMMUNITY ENGAGEMENT

Residents and interested stakeholders were engaged at numerous points in the AT Plan process to ensure the plan was informed by the community itself. Ensuring community members are heard and their inputs are reflected in the plan is a critical component to the AT Plan's community buy-in, support, and ultimate success.

A variety of engagement opportunities were offered to reach as broad an audience as possible with both in-person and online options available. These opportunities included:

- An open house
- Three "pop-up" engagements
- A community workshop
- An online survey on the Let's Talk Central Saanich webpage
- Interactive online mapping

These platforms attracted diverse conversations and feedback and were essential to setting the priorities and providing key directions that guided the AT Plan's development. Further descriptions of these events are provided below.

Key Engagement Activities

Various community engagement activities were undertaken throughout the creation of the AT Plan, including events held both in-person and online. A more detailed summary of the engagement activities and input is available in **Appendix B**.

Public Survey

An interactive survey was available online and through hardcopy for all interested residents, people working or travelling through Central Saanich. The survey was available from January 10th, 2020 until February 29th, 2020. The survey focused on understanding and identifying issues, opportunities, priorities and current behaviours with respect to active transportation in Central Saanich.

Open House

An open house was held on Saturday, February 8, 2020, at the Central Saanich Cultural Centre. Attendees were invited to identify challenges and opportunities for active transportation in Central Saanich and share their vision for the future of active transportation in the community.

More than 600 unique comments related to active transportation and safety in Central Saanich, and 89 specific locational "pins" from the online survey showing priority improvement areas were provided through the public survey. While all have been considered, the purpose of the AT Plan is to identify the most pressing concerns and opportunities and prioritize them for improvement.

Interactive Mapping

Survey respondents could also use interactive maps on the Let's Talk Central Saanich website to mark specific areas of concern for active transportation.

"Pop-Up" Events

"Pop-up" engagement events were hosted at three locations. These pop-ups were designed to be held in high-traffic areas to engage with people who may not have attended the open house or completed the online survey.

1. **Keating Co-op Food Store**
   Wednesday, February 12, 2020
   11:30am – 1:30pm
2. **Saanichton Thrifty Foods**
   Tuesday, February 18, 2020
   11:30am – 1:30pm
3. **Panorama Recreation Centre**
   Sunday, February 23, 2020
   Noon – 3:00pm

Participation Levels

Participation in community engagement activities hosted during the AT Plan process are summarized below.

505
Survey Responses

600+
Comments via Interactive Maps

91
Open House Attendees

81
Pop-Up Event Attendees

10
Community Workshop Participants

The following were some of the ways that engagement activities were promoted and enthusiasm was generated for the project:

- Social media including Instagram, Facebook and Twitter
- Posters
- Central Saanich Community newsletter
- Advertisement in the Saanich Peninsula Review
- Notices on the Central Saanich website
- Let's Talk Central Saanich website
- Emails to followers of the Active Transportation Plan on Let's Talk Central Saanich website
- Emails to local school Principals
- Emails to invested community members and groups


I ♥ CENTRAL SAANICH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The Centre
For Active Living 50+
Join us for a
Central Saanich
District Event
Stay Informed
Be Involved
Connect with Community
csaanich.ca/events

1.4 HOW TO USE THIS DOCUMENT

The Active Transportation Plan has been structured with the following sections:

	Section 1. **Overview**
	Section 2. **Shaping Influence**
	Section 3. **Plan Framework**
	Section 4. **Walking + Rolling**
	Section 5. **Cycling**
	Section 6. **Public Transit**
	Section 7. **Streets + Traffic Safety**
	Section 8. **Implementation Strategy**

2. Shaping Influences

2.1 COMMUNITY PROFILE

Context

Central Saanich is located on the traditional territory of the W̱SÁNEĆ people which includes W̱JOŁEŁP (Tsartlip) and SȾÁUTW̱ (Tsawout) First Nations. It is within Greater Victoria and at the centre of the Saanich Peninsula. The Tsartlip, Tsawout, Saanich and North Saanich communities surround Central Saanich. Refer to **Map 1.**

The District of Central Saanich has an extensive road and trail network. Historically, transportation infrastructure within Central Saanich has focused primarily on roadway networks and infrastructure for the automobile. Recently, however, residents have called for expanding both the walking and cycling networks, especially in residential areas, and near schools and community centres. Speeding vehicles is also a concern and there have been suggestions for traffic calming in various neighbourhoods.

With relatively low traffic volumes and a favourable climate and topography, there is significant potential to build upon the existing network and enhance active transportation facilities and increase community safety in Central Saanich.

The community is bisected by Highway 17 which plays a critical role to the regional transportation system connecting Central Saanich to neighboring municipalities and the rest of the Capital Region and is under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI).

The District shares its municipal boundaries with the District of Saanich to the south, and North Saanich to the north, as shown on **Map 1**, with coastal boundaries to the east and west.

The Victoria International Airport and Swartz Bay Ferry Terminal, both regionally significant transportation hubs, are on the Saanich Peninsula and 10- to 15 km from Central Saanich. See **Table 1**. Other key regional destinations such as downtown Victoria, Saanich and the West Shore are located much further away.

Table 1. Distance to Regional Destinations

Victoria International Airport	7 km
Sidney	9 km
Swartz Bay Ferry Terminal	13 km
Saanich Core	17 km
Downtown Victoria	21 km
West Shore	27 km

Land Area

The District's total land area is 4,608 hectares. This ranks as the fourth largest municipality in the Capital Region[1] with a population density of 406.8 persons per square kilometre.

Approximately two-thirds of this land area is within the Agricultural Land Reserve (ALR) and will remain agricultural land. The remaining one-third of the community's land base is where any future development may occur and helps guide where future transportation infrastructure may be focused.

Population / Demographics

The total population of Central Saanich is 16,814 per the 2016 Census, a 5.5% increase over the 2011 Census. Other Saanich Peninsula communities experienced increases over this census period, however Central Saanich had the highest rate of growth compared to its immediate neighbors, as shown in **Table 2**. The rate of growth is still less than the regional average of 6.5%.

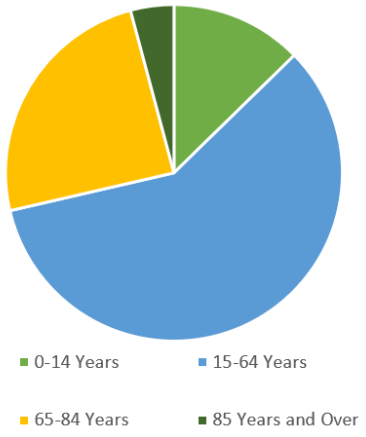
Table 2. Population + Growth Comparison

	2016 Population	Growth, 2011-2016
Central Saanich	16,814	5.5%
North Saanich	11,249	1.4%
Sidney	11,612	4.4%
First Nations Reserves	2,937	-0.9%
Saanich	114,148	4.0%
Capital Region	383,360	6.5%

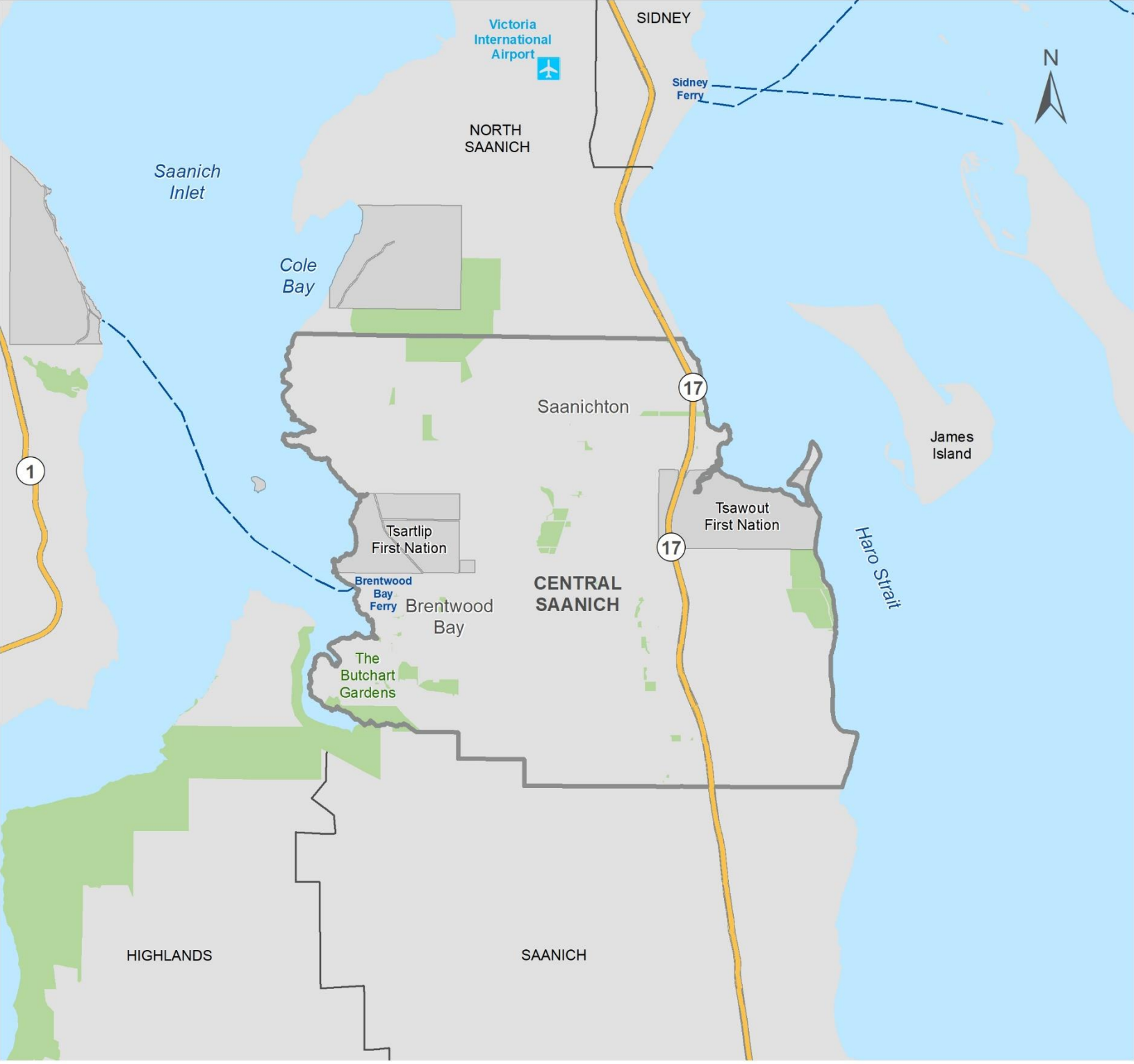
The Regional Growth Strategy, indicates that the population on the Saanich Peninsula is expected to continue to grow at an average rate of 13% over the next twenty years (approximately 5,600 new residents within Central Saanich, North Saanich and Sidney by 2038). Continued population growth presents both challenges for the transportation system in meeting increasing travel demand, but also opportunity to influence how future residents travel to align with community objectives.

The average age of Central Saanich residents is 46.7. This is higher than the Provincial average of 42.3, suggesting a larger portion of the local population are seniors. Refer to **Figure 1**. Seniors generally utilize public transit and walking or mobility aids at a higher rate than the rest of the population, highlighting the need to provide supportive infrastructure.

Figure 1. Age Characteristics, Central Saanich (Census, 2016)



[1] Land Area and Municipal Incorporation Dates, Capital Region



Map 1.

Central Saanich + the Saanich Peninsula

Mode Share

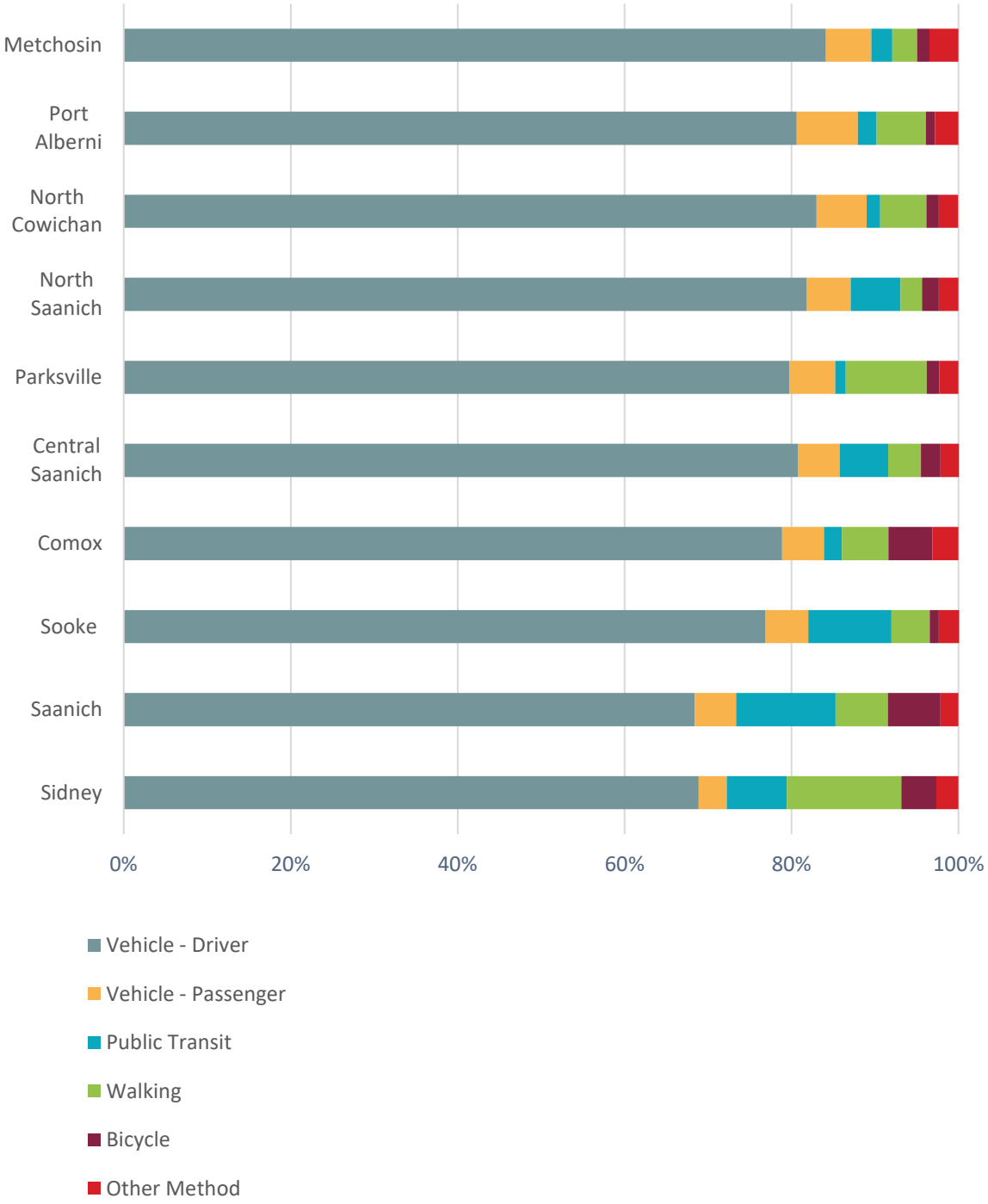
According to the 2016 Census, driving is the main form of transportation for residents of Central Saanich with 81% of the employed labour force traveling by private vehicle for commute trips and another 5% travelling as vehicle passengers. The remaining 14% of trips are completed by sustainable travel modes (transit, walking, cycling, or other methods).

Central Saanich's mode share aligns closely with neighboring North Saanich (14% sustainable mode share) but is significantly lower than Sidney where 21% of all trips are by sustainable modes (including 14% walking mode share). See **Figure 2**. 27% of trips in neighboring Saanich are completed by sustainable means, with a 12% transit mode share.

While these mode share statistics relate to commuter travel behaviors, the CRD's Regional District's Household Travel Survey shares information related to trips by travel mode for all persons over the age of 5 years. According to this travel survey, 63% of trips are fulfilled by people driving, 16% fulfilled as vehicle passengers, 2% by transit, 14% by walking, 3% by cycling, and 2% by other means. This indicates a higher portion of trips being fulfilled by sustainable means, however the general trends of high vehicle use remain.

Based on the 2016 Statistics Canada Census Profile 71% of residents commute to a different census subdivision within the census division of residence, with 27% commuting within the census subdivision. The distance to many of these other destinations, such as Victoria or the Western Communities makes it extremely unlikely that residents are walking and cycling for commuting purposes. This results in increased value in the provision of high-quality multi-modal connections such as "hubs" servicing transit and high quality, secure, park and ride facilities that accommodate active transportation needs.

Figure 2. Mode Split Comparison in Representative Communities (Census, 2016)



2.2 LAND USE + TRIP GENERATORS

Central Saanich's land use reflects the rich cultural and spiritual connection to the land and surrounding waters by the Tsawout and Tsartlip First Nations, as well as the community's more recent agricultural history (since 1855). Between agricultural and rural lands are residential areas, commercial uses and civic and institutional lands.

While the District includes a variety of land uses, several of these various uses are isolated from one another by large parcels of agricultural zones and are contained within distinct Urban Settlement Area. This presents challenges to complete a well-connected active transportation network as dense and diverse land use areas typically encourages higher active transportation mode share. It also, however, offers unique opportunities to build on numerous District right-of-ways and existing pathways with potential to create a well-connected off- street network while still improving the multi-modal nature of existing roads and celebrating the community's agricultural identity.

Activity Hubs

The greatest generators of transportation within Central Saanich are the Village areas. These areas have concentrations of employment, retail and service uses that draw both local and regional trips, as well as higher density residential land uses.

- Saanichton Village
- Brenwtwood Bay Village
- Keating Business District

Schools

Schools are spread throughout the community and have large catchment areas presenting challenges for students to access school by walking or cycling. Refer to **Map 2**. They are however important trip generators and will be prioritized in ensuring they may be accessed by safe, direct active transportation facilities. The following schools are located in Central Saanich:

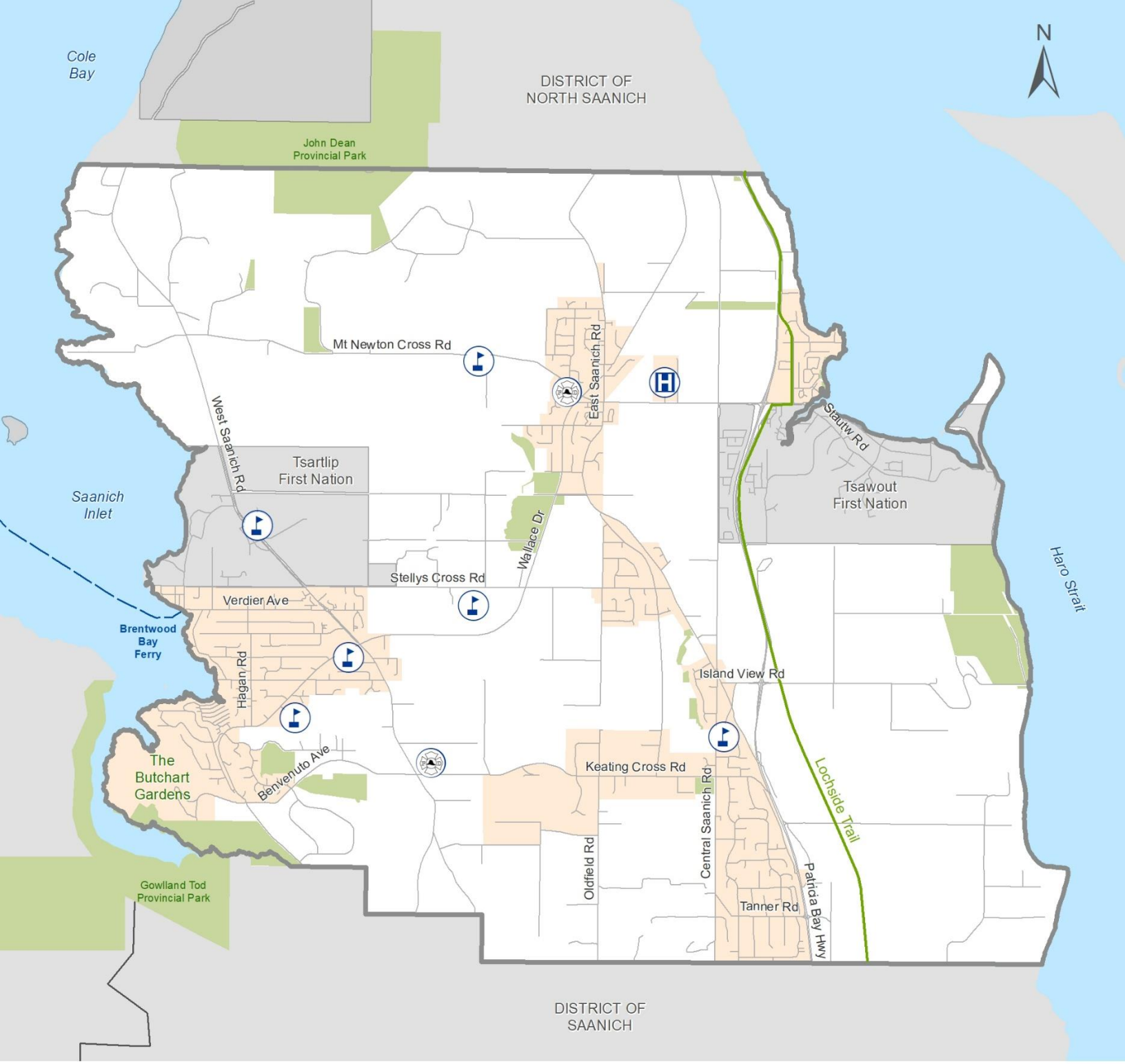
- Keating Elementary School
- Brentwood Elementary School
- Bayside Middle School
- Stelly's Secondary School
- Saanich Learning Centre (Individual Learning Centre)
- ŁÁU, WELNEW Tribal School

The District has been participating in the CRD's Active School Travel Planning.

Parks

Central Saanich offers numerous recreational opportunities throughout the community with playgrounds, shoreline seating, camping, indoor climbing, water-based activities, and field sports. Parks are found throughout the community and are important destinations for people of all ages and abilities, with the potential to offer important trail corridors.

- Municipal Parks (13)
- Regional Parking (2)
- Provincial Parks (2)
- Beach Access + Viewpoints (14)



0 500 1,000 2,000 Metres

Map 2.

Active Transportation Trip Origins / Destinations

- District of Central Saanich
- Urban Settlement Area
- Parks
- Ferry Route
- School
- Emergency Services
- Hospital

Central Saanich

2.3 NEIGHBOURING COMMUNITIES

Realizing opportunities for connections between communities is important to creating a continuous, intuitive active transportation experience on the Saanich Peninsula.

Tsartlip First Nation

The Tsartlip community is located at the west of Central Saanich. Connection between the communities is primarily via West Saanich Road and Stelly's Cross Road.

Tsawout First Nation

The Tsawout community is located at the east of Central Saanich, immediately south of Mount Newton Cross Road. Jus Kun Road and Mount Newton Cross Road / Stautw Road are key corridors between the communities.

District of Saanich

The southern border of Central Saanich abuts Saanich, with connections via Highway 17, Wallace Drive, West Saanich Road, Old West Saanich Road, Oldfield Road and the Lochside Regional Trail.

District of North Saanich

The northern border of Central Saanich abuts North Saanich, with connections via Highway 17, West Saanich Road, East Saanich Road, Wallace Drive and Central Saanich Road, as well as the Lochside Regional Trail.

JDF Electoral Area (Willis Point)

A short segment of the Central Saanich border abuts the Juan De Fuca Electoral Area (Willis Point) nearby the Butchart Gardens.

2.4 JURISDICTION

District of Central Saanich

The District is responsible for planning, design and maintenance of infrastructure in road rights-of-way within the municipality (with exceptions, see below), including sidewalks and cycling facilities. The District is also responsible for trails (excluding the Lochside Trail), as well as trails and walkways on municipal properties.

Ministry of Transportation + Infrastructure

The Ministry of Transportation + Infrastructure (MoTI) has jurisdiction over the Patricia Bay Highway (Highway 17) corridor, as well as Verdier Avenue between West Saanich Road and the Brentwood Bay ferry terminal, and West Saanich Road north of Verdier Avenue.

Capital Regional District

Planning, maintenance and operations of regional parks and trails is undertaken by the Capital Regional District (CRD), which includes the Lochside Regional Trail, as well as trails within regional parks. The CRD also undertakes regional planning and policy initiatives that relate to active transportation.

BC Transit

Transit service is provided as part of the Victoria Regional Transit System and governed by the Victoria Regional Transit Commission. Decisions on transit routes, service levels, fares and local taxation are made by the Transit Commission. BC Transit engages local government partners and community members in service planning and long-range planning initiatives.

2.5 POLICIES, PLANS + STUDIES

The Active Transportation Plan is closely linked to, and informed by, many of the District's key planning documents that contain pedestrian and cycling-related policies, plans, and goals. It is also influenced by resolutions and commitments made by District Council. Many of these documents and resolutions include broader aspirations for growth and transportation and provide specific directions on how walking and cycling will become an integral part of the District's transportation system. The Active Transportation Plan aims to reinforce and help further the goals and policies found in these other documents.

This section outlines some of the key shaping policies both locally and for neighboring communities.

Official Community Plan (OCP)

The Official Community Plan (OCP) guides decision making on land use planning. The topic of transportation is connected to several key principles of this OCP as set out in the District "Vision". The following principles are particularly relevant to transportation:

- Maintain Rural Character;
- Create Walkable Neighbourhoods;
- Address the Causes and Impacts of Climate Change; and
- Ensure Transportation Systems for All.

The OCP identifies that a safe, convenient, accessible, and low-impact transportation system is essential for a strong economy, a healthy environment, and a healthy, vibrant and livable community.

The OCP also identifies other benefits of encouraging active transportation including: compact, mixed-use neighbourhoods with a high quality of design emphasize walking, cycling, and transit uses over car use. This fosters greater physical health by encouraging physical activity and greater social health by creating opportunities for informal community interaction.

Non-automobile travel also fosters greater environmental health by reducing GHG emissions which improves local air quality and reduces the causes and impacts of climate change. Transportation choice also allows people with a range of income levels, ages and

abilities to live, work, and recreate within the community. All relevant land use policy and development permit area guidelines can be found within the OCP. Development Permit Areas and Guidelines are important to ensure walking and cycling is considered throughout the planning process. Specifically, Light Industrial/Arterial Commercial, Residential Multi-Family and Commercial/Mixed Use, Brentwood Bay Village and Moodyville development permit areas.

Climate Leadership Plan (2018)

Through the Climate Leadership Plan, the District is renewing its commitment to substantially reduce GHG emissions in community-scale and municipal operations by 2050, as well as the importance of preparing the District and community members for changes to the climate. The update climate action targets are to reduce community emissions by 45% by 2030 and to become a carbon neutral community by 2050.

A range of bold actions have been identified to reach Central Saanich's climate action goals, which includes a target of 50% of trips made by active transportation by 2050. Actions identified to work toward this active transportation target include support for carsharing, land use policies that encourage walkable communities, and the creation of the Active Transportation Plan. The outcomes of the Active Transportation Plan are intended to include further policies, programs and infrastructure investment to help the District achieve a greater number of active transportation trips.

Supporting Documents

A whole series of other supporting documents give direction and shape to the Active Transportation Plan.

- Transportation Study (2002)
- Central Saanich Traffic and Highways Regulation Bylaw No. 1535 (2006)
- Financial Plan (2019)
- 2019 Strategic Plan
- Community Amenity Contributions (CAC) Policy
- Engineering Specifications (Works and Services General Provisions)
- Development Cost Charges (DCC) Bylaw
- Land Use Bylaw
- Municipal Ticket Utilization Bylaw

Regional Plans

A number of regional plans were also considered in developing the Active Transportation Plan to understand how the District's Active Transportation Plan may align with regional directions.

- Pedestrian + Cycling Master Plan
  CRD, 2011
- Regional Transportation Master Plan
  CRD, 2014
- Regional Trails Management Plan
  CRD, 2014
- Victoria Area Transit Future Plan
  BC Transit, 2011
- Active School Travel Plans
  CRD, 2016-2019

3. Plan Framework

3.1 VISION

A vision statement has been developed that describes the desired future conditions for active transportation and multi-modal travel in Central Saanich. A shift away from automobile-focused transportation toward a safe, connected multi-modal transportation system is envisioned, with facilities that enhance local character and respect agricultural roots.

The vision reflects the collective inputs of Central Saanich residents and key District documents including the OCP and Climate Leadership Plan. The OCP, for example, identifies multi-modal safety and accessibility (*9.2.1*), minimizing the impact of vehicle traffic (*9.2.2*) and emphasizing walking, cycling and transit over private vehicle use (*9.2.3*) as key transportation objectives. Similarly, the transportation objectives of the Climate Leadership Plan include the need to make a significant shift toward active travel, as well as support a transition to cleaner fuel sources.

Below is the vision for the AT Plan:

The Central Saanich Active Transportation Plan will enable people of all ages and abilities to walk and cycle throughout the community, while respecting our unique character and heritage.

3.2 GOALS

Distinct goals are identified below that describe what the District of Central Saanich is seeking to achieve with respect to multi-modal transportation and specifically active transportation. These goals are used to guide the long-term planning and priority actions throughout the Active Transportation Plan.

1. More Walking + Cycling

Create a community and local culture that supports walking and cycling as preferred travel modes.

2. Improved Transit

Pursue improved public transit services and infrastructure that support both local and regional transit trips.

3. Safer Streets

Improve road safety and minimize conflicts for all road users, with a focus on improvements that enhance conditions for active travel modes.

4. Local Character, Celebrated!

Celebrate Central Saanich's history and local character through complementary transportation facilities and enhanced access to natural and cultural amenities.

3.3 KEY DIRECTIONS

Key directions were developed to support the prioritization of the active transportation network for each mode as identified within this Plan, as well as provide guidance for future "soft" approaches (those not related to physical infrastructure) to encouraging active transportation decision making.

Walking + Rolling:

- Identify long-term strategies that support an increase in walking and rolling among Central Saanich residents.
- Seek continuous walking and rolling routes wherever possible, including addressing existing sidewalk gaps.
- Identify crossing and/or transitions between pedestrian facilities to better connect neighbourhoods.
- Focus pedestrian improvements in areas with highest pedestrian activity levels, including Villages (Saanichton, Brentwood Bay, Keating Cross Road) and established residential neighbourhoods.
- Prioritize connections to key community facilities, parks and schools, building specifically on the *Ready Set Roll* school travel planning initiative.
- Address resident concerns and feedback received through engagement activities.

What is Universal Design?

Universal design refers to the design of products, environments, programs and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Universal design does not exclude assistive devices for particular groups of persons with disabilities where this is needed.

- Identify opportunities to improve access to public transit by prioritizing pedestrian improvements nearby bus stops.
- Ensure all walking and rolling infrastructure is designed to meet universal design principles to accommodate all pedestrian users.
- Create pedestrian facilities that meet best practices and represent an effective use of available infrastructure funds.
- Build pedestrian facilities that reflect Central Saanich's varying character.
- Identify policies and regulations to realize new pedestrian facilities through land development.
- Ensure all road users operate in a way that creates safe, comfortable walking conditions.

Cycling:

- Identify long-term strategies that support an increase in cycling among Central Saanich residents for both commute and recreation purposes.
- Pursue cycling infrastructure that appeals to cyclists of All Ages and Abilities ("AAA") including providing physical separation from vehicles where possible to create cycling conditions that appeal to a broad range of cyclists.
- Identify opportunities to address existing gaps in cycling infrastructure to create continuous cycling routes.
- Prioritize cycling corridors that connect Saanichton, Brentwood Bay and Keating Cross Road, as well as local schools, parks and other community facilities.
- Create regional cycling connections to destinations on the Saanich Peninsula and elsewhere in the region, including strengthening connections to/from the Lochside Trail.
- Address resident concerns and feedback received through engagement activities

What is "All Ages + Abilities"?

All Ages + Abilities (also referred to as 'AAA' throughout this document) is the approach to active transportation planning and infrastructure design that aspires to create facilities that are comfortable, convenient, safe, and attractive for everyone, regardless of age or ability.

- Explore options to establish Central Saanich as a choice community for regional touring cycling.
- Create cycling infrastructure that meets best practices and represents an effective use of available infrastructure funds.
- Identify bike parking and end-point facilities to support cyclist needs.
- Identify opportunities to improve cycling access to public transit.

All Ages and Abilities

**"…Start from schools and work outward to the surrounding communities.
AAA bike lanes that students can use to bike to school will create lifelong cyclists."**

- ***Survey respondent***

Transit:

- Understand current transit challenges as the basis for future network planning, based primarily on input and feedback received from Central Saanich residents.
- Support increased transit ridership and future service improvements.
- Support transit for multi-modal trip making, especially for long distance trips where walking and cycling are not possible.
- Identify investments in walking and cycling facilities that improve access to transit.
- Identify investments in bus stops to improve accessibility, amenity provision and transit user experience.
- Identify candidate locations for future park-and-rides.
- Initiate and maintain collaboration with BC Transit and neighbouring municipalities on future transit service and routing improvements.

Streets + Traffic Safety:

- Address traffic safety concerns, particularly where they impact multi-modal safety and/or impact willingness to engage in active transportation.
- Address identified locations of speeding concern, particularly where they impact walking and cycling conditions.
- Address resident concerns of traffic safety and speeding.
- Balance the roadway space allocation to accommodate all travel modes.
- Plan for operational improvements and rehabilitation projects required to maintain the road network.
- Ensure design standards and regulations provide for a “complete streets” approach to future street design projects.
- Explore opportunities to use un-built road dedications for new active transportation facilities.
- Facilitate commercial vehicles to support economic activities in Central Saanich, including trucks to Keating Cross Road and tour buses to the Butchart Gardens.
- Consider long-term improvements planned on MOTI corridors and ensure coordination with District infrastructure.
- Identify street network improvements that meet best practices and represent an effective use of available funds.

4. Walking + Rolling

Walking is the most common form of transportation as every trip begins and ends on foot. A key objective of the Active Transportation Plan is to identify opportunities to improve pedestrian facilities and create new network connections that encourage more walking. Where suitable conditions exist within a community such as having a complete, connected sidewalk network, safe crossings, and major destinations nearby to where people live, walking can be suitable for almost all short trips throughout the year. This focus on enhanced infrastructure, combined with supportive land use policies that put more people within walking distance of key destinations such as shopping, employment and schools, aims to increase the number of walking trips in Central Saanich.

Increased walking can help reduce automobile dependence and greenhouse gas (GHG) emissions consistent with Climate Leadership Plan objectives, improve public health outcomes, increase social interactions, and help to make Central Saanich a more livable and vibrant community. Promoting walking is one of the top priorities for Central Saanich's AT Plan and is directly identified in the AT Plan's goals and key directions.

4.1 EXISTING CONDITIONS

Sidewalk Network

The sidewalk network in Central Saanich consists of approximately 33-km of sidewalk facilities. As shown in **Map 3** and **Map 3a**, sidewalks are generally concentrated in the Brentwood Bay and Saanichton Village areas, as well as along major streets such as East Saanich Road and Tanner Road. This provides walking facilities in areas with generally the highest concentration of walking, as well as along some of the busiest streets in Central Saanich. A number of other small sidewalk segments exist, and almost all are within the Urban Containment Area.

Sidewalks abruptly ending is an issue in Central Saanich. Noted locations include Wallace Drive and Central Saanich Road south of the Saanichton Village area, Verdier Avenue and other more minor streets nearby the Brentwood Bay Village area, side streets off Keating Cross Road, and a few small sidewalk segments in the Tanner Ridge neighbourhood.

Where sidewalks reach an intersection or where they terminate, they should include a curb ramp to allow safe, comfortable transition on / off the sidewalk facility. This has been provided on most sidewalks in Central Saanich, but not all.

Tactile indicators have been included in recent sidewalk projects that give guidance to visually-impaired pedestrians as the approach the roadway. These features are something that should be included in future sidewalk installations and applied in a consistent manner.

There are approximately 72 formal pedestrian crossing locations in Central Saanich. These include crosswalks on major streets in the Brentwood Bay and Saanichton Village areas, as well as Keating Cross Road, where pedestrian activity is highest and high traffic volumes require crosswalks to create gaps in traffic for pedestrians to safely cross the street. All crosswalks include pavement markings and signs, and certain higher volume locations or crossings nearby schools include pedestrian activated flashers. Pedestrian crossing is also facilitated at controlled intersections (i.e., traffic signal, stop signs).

Suitable pedestrian access to bus stops is an important consideration. While sidewalks and/or trails are generally provided to bus stops in the Brentwood Bay and Saanichton Village areas, bus stops on portions of West Saanich Road and Mount Newton Cross Road lack sidewalk or trail connections making them difficult to access.

Trail Network

Central Saanich consists of a broad network of local and regional trails. The Lochside Regional Trail is oriented north-south along a former railway alignment. It is the primary regional trail connect to other communities in the Capital Region. Located to the immediate east of Highway 17, which can be crossed by pedestrians and cyclists in only two locations (Mount Newton Cross Road, Island View Road), the Lochside Regional Trail is difficult to access for many Central Saanich residents.

Existing local trails are generally either contained in parks or within road rights-of-way. Trails along Stelly's Cross Road (see photo) and Mount Newton Cross Road are examples of roadside trails built in recent years.

Existing roadside trail on Stelly's Cross Road adjacent to Stelly's Secondary School

Existing Facility Types

A wide range of pedestrian facility types exist in Central Saanich. Some like the streetscape improvements in Brentwood Bay were constructed more recently and reflect more current design practices, while numerous others represent only a basic pedestrian provision, such as a roadside shoulder. Facilities range from pedestrian only off-street trails and pathways and multi-use pathways that provide people walking with physical separation from moving vehicles. Key off-street multi-use pathways in Central Saanich include the Lochside Regional Trail, Willow Way multi-use connection between Wallace Drive and Keating Cross Road, and roadside pathways along Stelly's Cross Road and Mount Newton Cross Road.

A series of photos have been included on the following page that show some of the existing conditions including separated sidewalks, off-street pathways, on-street shared shoulders, non-separated sidewalks, and crosswalk treatments. These facility types are consistent with the recommended infrastructure however some "best practices" have been updated since the following facilities were constructed.

West Saanich Road through Brentwood Bay includes wide sidewalks with landscape and trees.

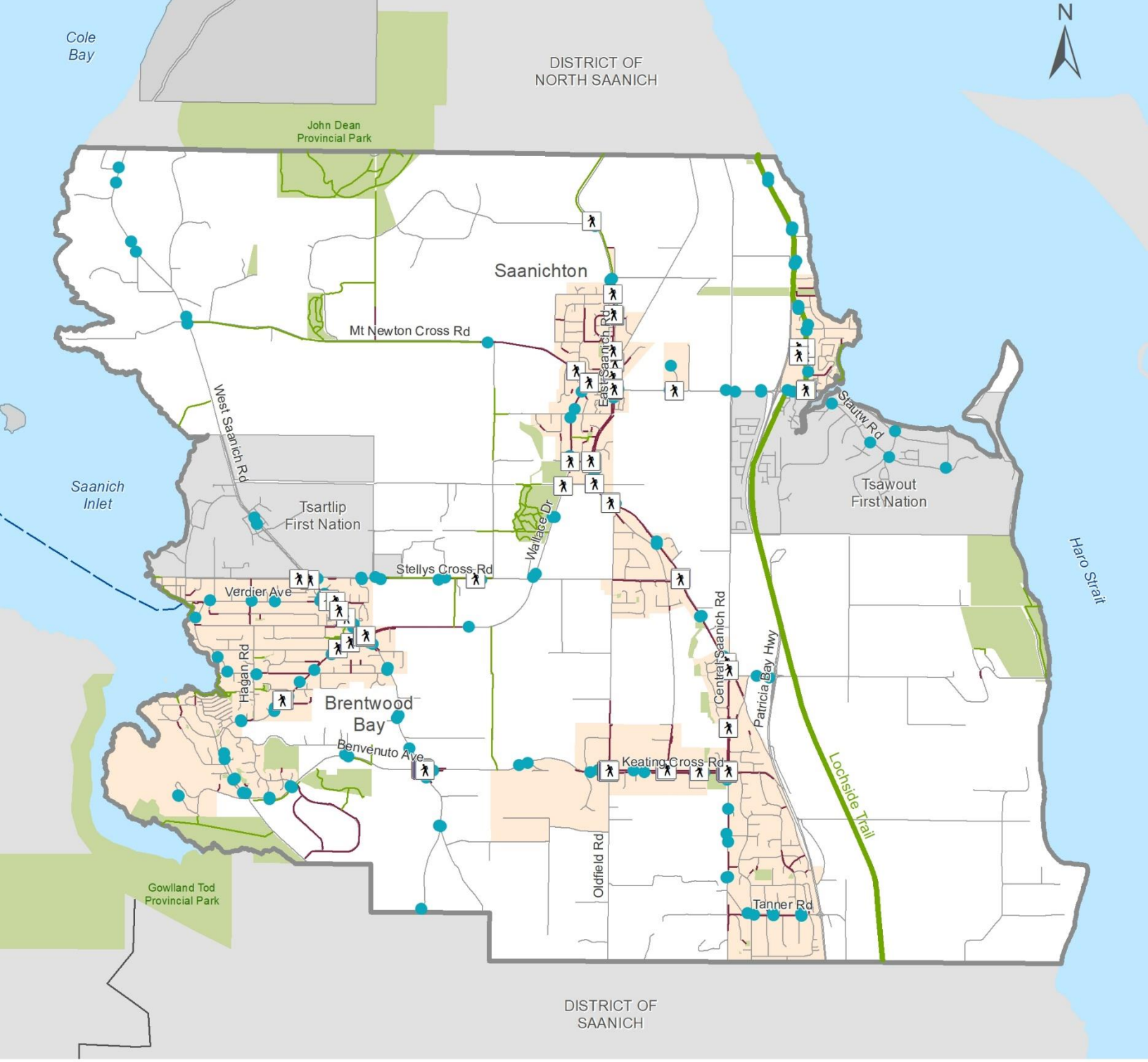
Pathways provided at the end of certain cul-de-sacs offer a short-cut for pedestrians and create shorter walking distances.

Example of a sidewalk on Keating Cross Road in the Keating Business District.

Roadside pedestrian pathway connecting to a bus stop and informal seating on Tanner Road.

The roadside pathway on Mount Newton Cross Road.

Pedestrian activated crosswalk connecting to Brentwood Elementary School on Wallace Drive.

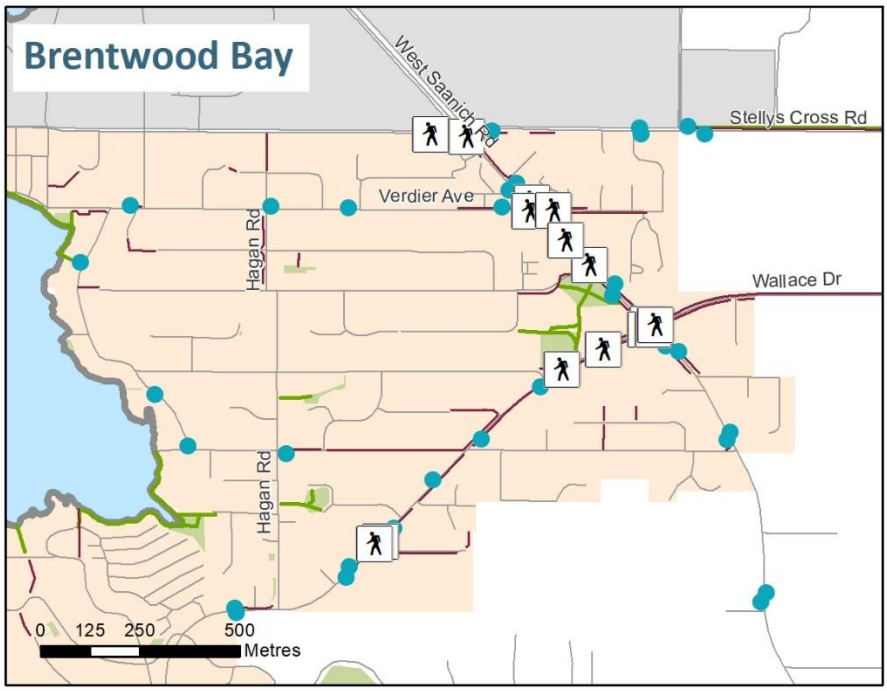


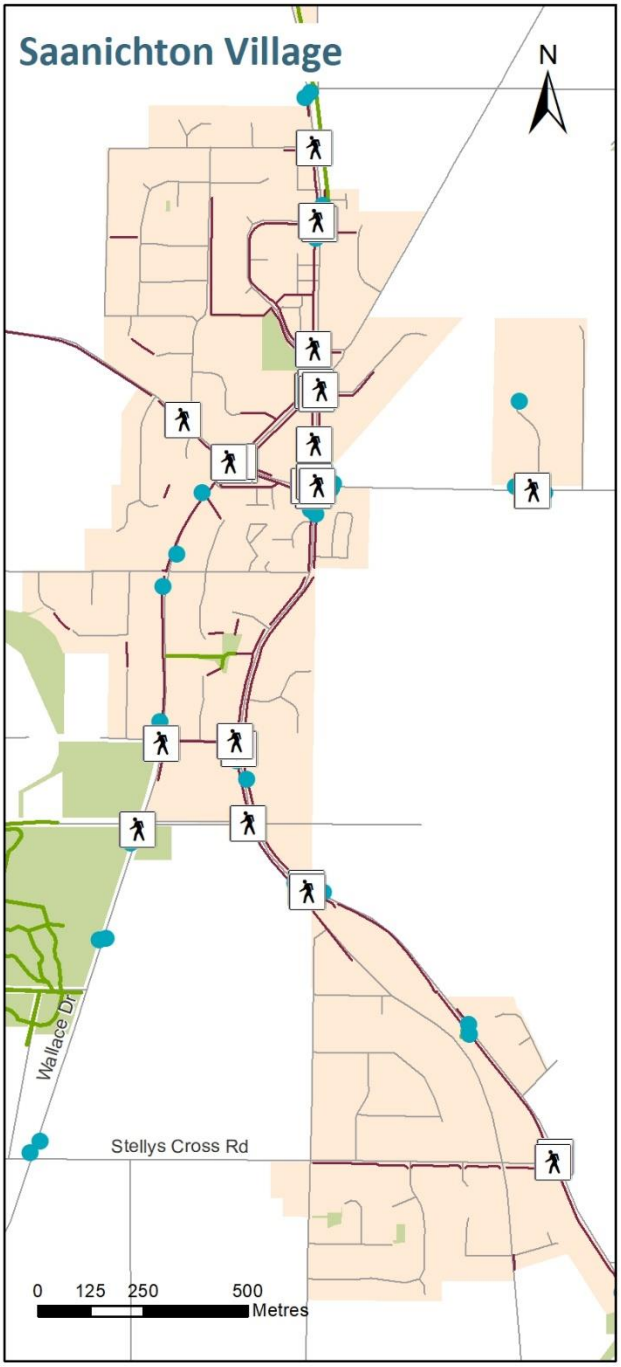
Map 3.

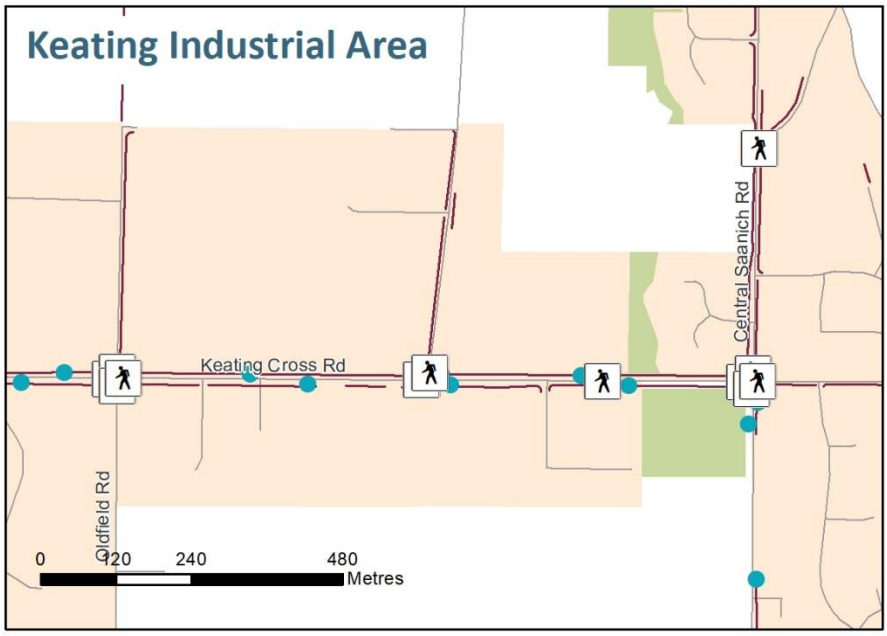
Existing Walking + Rolling Network

- District of Central Saanich
- Urban Settlement Area
- Parks
- Regional Trail
- Local Trail
- Sidewalk
- Bus Stop
- Crosswalk

Central Saanich







Map 3a.

Existing Village Centre Walking + Rolling Network

District of Central Saanich
Urban Settlement Area
Parks
Local Trail
Sidewalk
Bus Stop
Crosswalk

Central Saanich

4.2 LONG-TERM NETWORK

Achievement of the vision, goals and key directions of the AT Plan will require investment in walking and rolling facilities, including the provision of both sidewalks and trails.

The District's AT Plan includes a Long-Term Walking + Rolling Network that depicts the full build-out of walking and rolling facilities in Central Saanich. Using foundational existing facilities like sidewalks in Saanichton and Brentwood Bay, and key pathways such as Willow Way, the network seeks to provide comprehensive sidewalk coverage in village areas, connections to key destinations (e.g., schools, parks), and safe facilities on major streets. Highlights include:

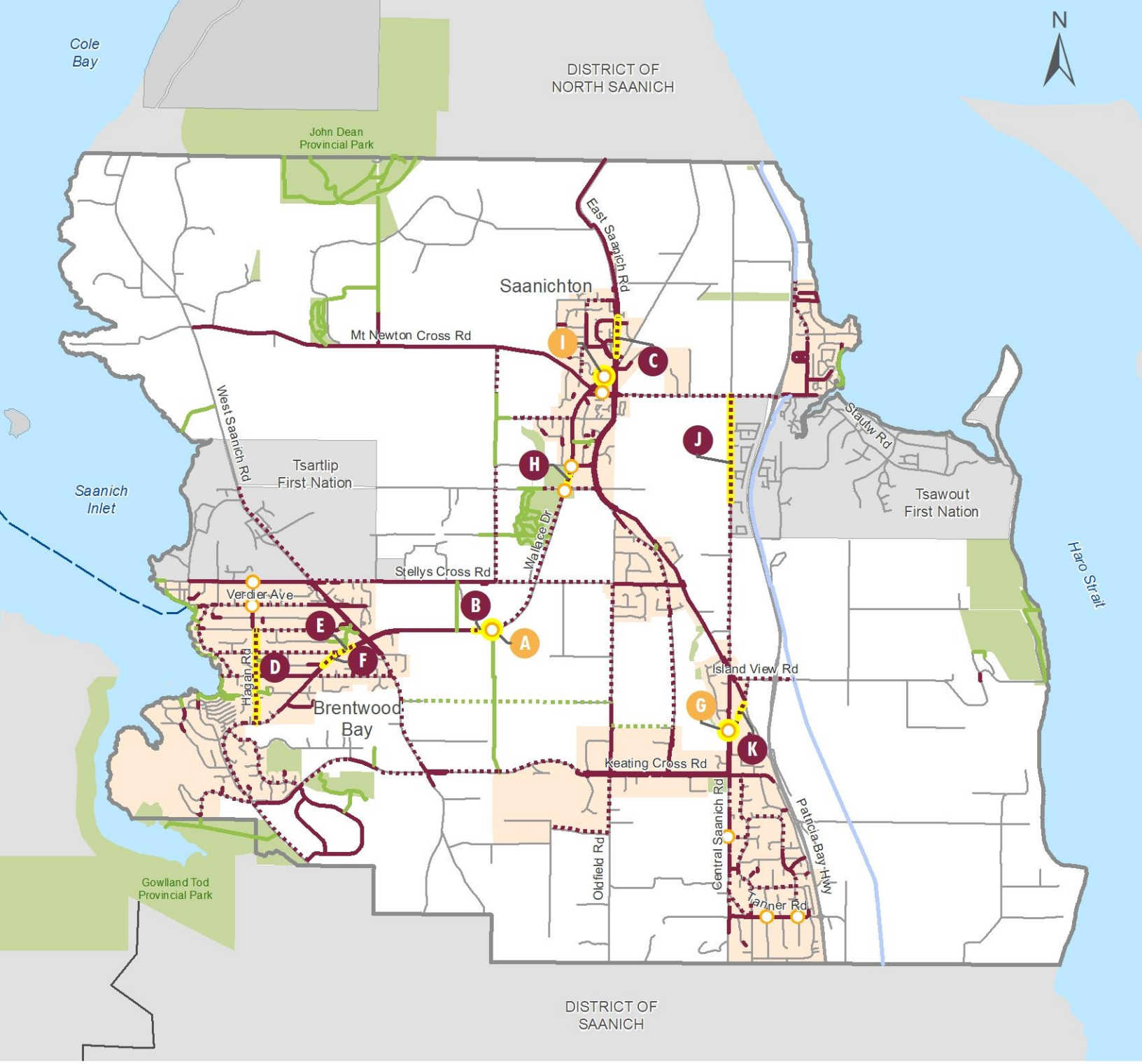
- Roadside multi-use pathway along Mount Newton Cross Road connecting Saanichton Village to the Lochside Trail
- East-west multi-use pathway on the Meadowbank / Cunnanes Lane alignment as an alternative to cycling on Keating Cross Road
- Sidewalk improvements on Wallace Drive through Brentwood Bay
- New crosswalks on Wallace Drive, Central Saanich Road, Tanner Road and Verdier Avenue

The Long-Term Walking + Rolling Network represents primarily those routes specifically identified through this process. Development will continue to require sidewalks and other pedestrian facilities as required per development regulations, resulting in facilities beyond those shown in the long-term network.

The Long-Term Walking + Rolling Network is shown on **Map 4**. It primarily consists of two routes types:

1. **Roadside** facilities are those adjacent streets and contained within the road dedication.
2. **Off-Road** facilities are typically not associated with road dedications, or may include alignments along roads connecting key pathway facilities.

The walking and rolling facility type (i.e., sidewalk, pathway) to be applied on each route is determined based on the desired user groups and surrounding context. Criteria for determining the appropriate pedestrian facility type and specific design guidance for each is provided below in ***Section 4.4***.



0 500 1,000 2,000 Metres

Map 4.

Long-Term Walking + Rolling Network

- Priority Pedestrian Facility Improvement
- Existing Roadside Pedestrian Facility
- Future Roadside Pedestrian Facility
- Existing Off-road Pedestrian Facility
- Future Off-road Pedestrian Facility
- Existing Regional Pedestrian Facility
- Priority Future Crosswalk
- Future Crosswalk

Central Saanich

4.3 PRIORITY PROJECTS

A series of priority walking + rolling projects have been identified that are to be the focus of infrastructure improvements. Identified projects are aligned with the long-term walking + rolling network, reflect the guiding principles as established as part of this planning process, and represent the greatest value to Central Saanich.

A prioritization exercise was undertaken to identify priority projects, which included the following criteria:

- Support by established community plans and by Central Saanich residents through the Plan process.
- Location of high priority where pedestrian activity is highest and where facilities are to be prioritized, such as nearby a Village area or in proximity to a school, park or community facility.
- Addresses a known safety issue or provides a notable safety improvement.
- Addresses a network gap or helps connect existing or planned walking + rolling routes.
- Addresses a known accessibility issue or provides a notable accessibility upgrade.
- Opportunity to coordinate with planned improvements of the District or other agencies.
- Represents good overall value to the District.

The walking + rolling priority projects are identified on the following page and highlighted on **Map 4**.

Walking + Rolling Priority Projects

Improvement		Length
a. **Wallace Drive / Willow Way Crossing**	A multi-use crossing of Wallace Drive at the north end of Willow Way. The crosswalk is to include activated flashers and pavement markings, and accommodate pedestrians and cyclists.	n/a
b. **Stelly's / Willow Way Pathway Connection** (Wallace Dr)	A multi-use pathway along the north side of Wallace Drive between the proposed Willow Way crossing (see above) and the pathway to the Stelly's school yard and adjacent bus stop.	160 m
c. **East Saanich Road Sidewalk Connection** (Wallace Dr – Polo Park Cr)	Continuous sidewalk on the east side of East Saanich Road between Wallace Drive and Jeffree Road, connecting two existing sidewalks and the roadside trail at the north end.	320 m
d. **Hagan Road Roadside Pathway** (Wallace Dr – Clarke Rd)	A walking path on the east side of Hagan Road between Clarke Road and Wallace Drive. Road widening may be required over Dawson Park Trail (not included in cost) and loss of parking is likely where residents are accustomed to using the boulevard.	800 m
e. **Wallace Drive Sidewalk Connection (East)** (Sluggett Rd – Brentwood Community Hall)	New sidewalk on the north side of Wallace Drive between Sluggett Road and the Brentwood Community Hall, connecting existing sidewalk segments. This improvement could be pursued in combination with sidewalk improvements to the west.	150 m
f. **Wallace Drive Sidewalk Connection (West)** (Marchant Rd - Sluggett Rd)	New sidewalk on the north side of Wallace Drive between Marchant Road and Sluggett Road, connecting to existing and proposed sidewalk segments. This improvement could be pursued in combination with sidewalk improvements to the east and to the Wallace Drive / Marchant Road intersection.	270 m
g. **Keating Elementary Crosswalk Improvement** (Central Saanich Rd)	Relocation of existing crosswalk on Central Saanich Road to a position further south to better align with pedestrian access to the school and improve driver sightlines (per recommendations from Ecole Keating Elementary Active School Trail Report)	n/a
h. **Wallace Drive Pathway Connection** (Hovey Rd – Prosser Rd, at Centennial Park)	Pathway connection on the west side of Wallace Drive alongside Centennial Park between Hovey Road and Prosser Road.	220 m
i. **Wallace Drive / Saanichton Village Crosswalk**	New mid-block crosswalk on Wallace Drive in Saanichton, connecting to walkway connection to Fairmeadow Place. May be pursued in combination with bike lane improvements.	n/a

Improvement		Length
j. **Central Saanich Road Roadside Pathway** (south of Mount Newton Cross Rd)	Roadside pathway on Central Saanich Road extending south from Mount Newton Cross Road to Country Park Village, connecting the Tsawout community to the future pathway facility on Mount Newton Cross Road.	900 m
k. **Saanich Crossing Road Sidewalk Connection** (Central Saanich Rd – East Saanich Rd)	Sidewalk along the east side of Saanich Crossing Road between Central Saanich Road and East Saanich Road, with connections to existing sidewalk facilities.	140 m

4.4 FACILITY DESIGN

Walkable Environments

Pedestrian facilities in Central Saanich should be designed to be safe, comfortable, convenient, and attractive for everyone, regardless of age or ability. There are a number of design characteristics that can help create comfortable walking environments that include physical separation from other road users (specifically motor vehicle traffic), adequate clear width to allow people walking and using mobility devices to pass each other, smooth and even surfaces, environments, safe crossing opportunities where people need them, lighting, and pedestrian amenities, to name a few. Year-round maintenance should also be considered in the design process of all pedestrian facilities.

Universal Design

Universal design ensures that the built environment is accessible to people of all ages and abilities, regardless of any type of physical or cognitive impairment. Universal design is not simply about mobility, such as wheelchair access. There are a range of physical, sensory, and cognitive challenges that should be considered including – but not limited to – the following:

- Mobility
- Vision
- Hearing
- Strength and Dexterity
- Comprehension

Key universal design considerations for the pedestrian facility design include providing smooth, firm surfaces, curb ramps, tactile walking surface indicators, and accessible pedestrian signals, among other treatments such as interim measures.

Facility Types

The long-term walking and rolling network will consist of a range of pedestrian facility types. The specific facility types will be determined as projects are pursued and will be consistent with the guidance provided in the AT Plan.

The facility types and supporting design guidance aim to ensure that walking and rolling infrastructure is created that is safe, comfortable and facilitates access by all Central Saanich residents. Creating consistency in facilities, both within Central Saanich and the Capital Region, is also an important goal.

The following section identifies the five walking and rolling facility types for Central Saanich:

- Sidewalk, Basic
- Sidewalk, Enhanced
- Multi-Use Pathway
- Walking Pathway
- Walkable Shoulder

For each, specific guidance is provided on a range of design features, including both the desired and constrained facility width. General facility guidance and context is provided below, with additional design details available in **Appendix A**.

B.C. Active Transportation Design Guide

Basic walking and rolling facility design and dimension criteria are contained in this document. The *B.C. Active Transportation Design Guide* provides more detailed guidance and criteria, and should be referenced when designing walking and rolling facilities.

Input Shared at the Community Workshop

"I think issues with seniors involve the lack of defined pedestrian areas along many of the roads around brentwood bay, and also poor lighting along the roads. These two items results in a reluctance of seniors to attend events proposed for evenings in the winter months."

	Facility Type	Key Design Parameters
	**Sidewalk, Basic** A basic sidewalk directly adjacent the roadway. Importantly, the facility provides a physical barrier between pedestrians and vehicles, typically by way of a raised curb.	**Sidewalk Width**: **1.8 - 2.1 m** (desirable) **1.8 m** (constrained) *Width varies by land use context and roadway type* **Surface Material**: Concrete (desirable) Brick, special pavers, and asphalt may be considered
	**Sidewalk, Enhanced** A sidewalk that is separated from the roadway by a furnishing zone or boulevard space. This treatment provides increased pedestrian comfort and opportunities for vegetation and stormwater management.	**Sidewalk Width**: **1.8 – 2.5 m** (desirable) **1.8 m** (constrained) *Width varies by land use context and roadway type* **Surface Material**: Concrete (desirable) Brick, special pavers, and asphalt may be considered **Boulevard Width**: **>1.5 m** where landscape and street trees are desired

	Facility Type	Key Design Parameters
	**Multi-Use Pathway** Off-street pathway shared by all active transportation users, including people walking, rolling, and cycling. Separated from motor vehicle traffic by a buffer.	**Pathway Width**: **3.0 m** (desirable) **2.0 m** (constrained) **Street Buffer Zone Width:** **1.5 - 2.0 m** (desirable) **Surface Material**: Asphalt (desirable) Concrete, crushed aggregate, stabilized earth, or wood chips may be considered
	**Walking Pathway** A more informal pathway designed for people walking and rolling. Often unpaved and narrower than a multi-user pathway, commonly nearby streets with cycling facilities or connecting through parks or natural areas.	**Pathway Width**: **2.0 m** (desirable) **1.25 m** (constrained) **Surface Material**: Asphalt (desirable) Crushed aggregate, stabilized earth, or wood chips may be considered
	**Walkable Shoulder** Where no formal sidewalk is provided, people walking may utilize the roadway shoulder. Shoulders should be paved and placed on both sides of the roadway. Not considered appropriate for people of all ages and abilities.	**Shoulder Width**: **1.8 - 3.0 m** (desirable) **1.5 m** (constrained) *Width varies by motor vehicle speed and volumes* **Surface Material**: Asphalt

Facility Type, by Context

Part of what makes Central Saanich unique and a choice place to live are the variety of neighbourhoods and activities within the community. This includes village areas (Saanichton, Brentwood Bay), residential neighbourhoods (Tanner Rider, Brentwood Bay), a major regional industrial area (Keating) and vast agricultural and natural areas.

Walking and rolling infrastructure should be designed in consideration of the adjacent content, with the facility type and design features reflecting the land uses and activities nearby. Not only does this ensure safe, comfortable facilities are provided, it results in investments in infrastructure that support and celebrate Central Saanich local character.

The preferred walking and rolling facility types for the various context areas within Central Saanich are identified in **Table 3**.

Context Areas

Four context areas are identified below to help guide the selection and design of walking and rolling facilities.

Village: Locations with concentrations of employment, services and civic activities (e.g., Saanichton, Brentwood Bay, Keating).

Neighbourhood: Areas of single-family and low-density residential land uses (e.g., Tanner Ridge, Brentwood Bay, Turgoose / Marigold).

Corridor: Areas focused on Highways, Arterial and Collector streets outside Villages and Neighbourhoods.

Rural Area: Areas adjacent agricultural lands and natural areas.

Table 3. Preferred Walking + Rolling Facility Types, by Context

	Facility Type				
	Sidewalk, Basic	Sidewalk, Enhanced	Multi-Use Pathway	Walking Path	Shoulder
Village	✓	✓	✓		
Neighbourhood	✓	✓	✓		
Corridor	✓	✓	✓	✓	
Rural Area			✓	✓	✓

Facility Type, by User Group

Priority is given to active transportation infrastructure that represents an efficient investment of public funds. Part of this pursuit includes considering facilities that serve a broad range of possible users to achieve maximum benefit on the investment in infrastructure.

As shown in **Table 4** below, there are a number of identified walking and rolling facility types that accommodate a broad range of pedestrians and cyclists, ranging from children walking to school and individuals in wheelchairs, to recreational joggers and long-distance cyclists. Facility types that accommodate both pedestrians and cyclists are also included in the Cycling Network (***Section 5***).

Table 4. Facility Type by Target User

	Pedestrians	Cyclists
Sidewalk, Basic	✓	
Sidewalk, Enhanced	✓	
Multi-Use Pathway	✓	✓
Walking Path	✓	
Roadside Shoulder	✓	✓

Active transportation trips can generally be considered as one of two types:

1. Purpose - Commute, shopping, service or other trips with a distinct purpose in mind. Individuals making these trips generally prefer direct routes that are safe, comfortable and allow for shorter trip distances. Examples include roadside bike lanes or sidewalks in commercial areas and along major streets connecting to bus stops.
2. Recreation - Trips made for recreation or exercise purposes. Individuals making these trips are generally accepting of a more indirect route provided it is safe and provides a comfortable and enjoyable experience. Examples may include walking paths separated from the roadway or through parks.

4.5 PROGRAMS + POLICIES

Ready Set Roll Program

The District is a partner in the CRD's *Ready Set Roll* This program aims to encourage students and parents to travel actively for their journeys to school. School travel plans have been completed at Brentwood Elementary (2018) and Keating Elementary (2020).

Some recommendations have been pursued nearby Brentwood Elementary, such as installing speed reader boards and barriers that prevent vehicles from encroaching on pedestrian space during peak pick-up and drop-off hours. A number of specific infrastructure upgrades are identified in both documents and have been included in the AT Plan.

Recommendations that focus on educational opportunities or on-going school engagement and encouragement could also benefit from District support. In addition, student mode share is captured as part of the program through in-class hands up surveys and may be beneficial when combined with other methods for monitoring District wide mode-share year over year. The District intends to continue to support the school travel planning initiatives identified by the CRD, which may include:

- Forms provided annually to schools to conduct hands-up classroom surveys
- Installing marked alternative drop-off locations (described as "Drive to 5")
- Support for in-class bicycle skills and maintenance training

Lighting

Throughout the engagement process residents shared concerns related to insufficient lighting for people walking and cycling throughout Central Saanich. Many of the District's roadways are rural in nature – a characteristic valued by residents. However, insufficient lighting can be a deterrent to active transportation use particularly in winter months with extended dark hours.

Whenever possible that the District intends to explore the feasibility and applicability of lighting as part of each active transportation project including sidewalk infill projects, pedestrian crossings, and intersection improvements. Lighting can be designed according to Crime Prevention Through Environmental Design (CPTED) principles including good sightlines, appropriate (context sensitive) lighting, and natural surveillance through "eyes on the street."

Lighting is most appropriate on well used multi-use pathways (particularly at the roadside), at conflict points, and areas presenting traffic safety and/or personal safety concerns.

5. Cycling

Cycling is a convenient, relatively low cost and practical alternative for vehicle travel for short trips. It provides direct benefits to individuals, the community and the environment, as an enjoyable, efficient, affordable, healthy, sociable, and non-polluting form of transportation.

Cycling is an important and growing mobility option for Central Saanich residents. Once generally thought of as a leisure or recreational activity, cycling is increasingly looked at as a choice travel mode for commute and service trips.

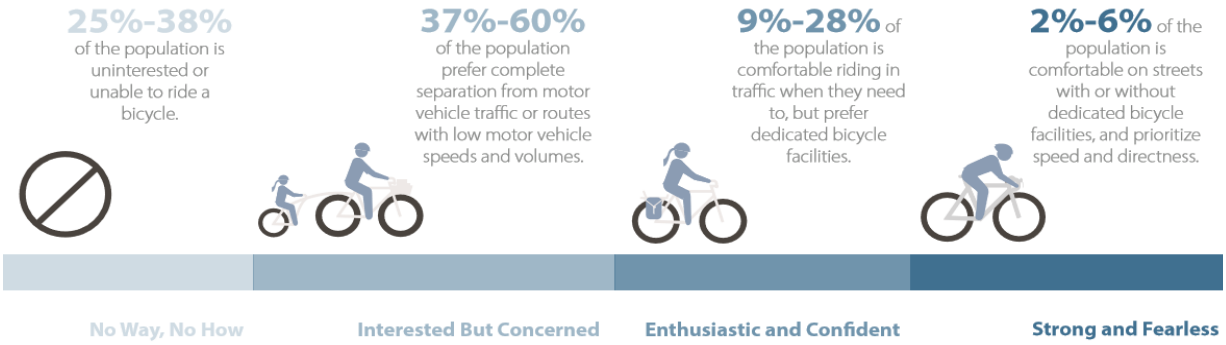
Trip distances within Central Saanich are generally 5 km or less, including approximately 3 km between key destinations such as Saanichton, Brentwood Bay and Keating Cross Road. Key external community destinations such as Panorama Recreation Centre and downtown Sidney are also within cycling distance for most. With only 2% of commute trips made by bicycle and over 70% of commute trips less than 30 minutes, there is significant opportunity to grow commuter cycling.

Central Saanich residents expressed great interest and passion for cycling through engagement activities, both for commuting and recreational purposes. Developing a safe and comprehensive bicycle network is important to increasing cycling levels and realizing the health, environmental and related benefits of cycling.

Specific consideration of the needs of each type of cyclist is important to creating facilities and supporting programs that appeal to a broad range of Central Saanich residents. This includes accommodating confident cyclists travelling over long distances and more novice riders cycling to school or for recreation, as examples. The generalized “Four Types of Cyclists” are introduced below.

"**Four Types of Cyclists**"

The generally accepted way to categorize people cycling is based on the individual's willingness to use a bicycle for transportation. The City of Portland was the first to classify the general population into a 'bicycle rider spectrum' made up of the following four groups of bicycle users, ordered by their level of stress and risk tolerance from high to low.



5.1 EXISTING CONDITIONS

Central Saanich's cycling network consists of approximately 40-km of on-street bikeways, in addition to the off-street pathway network. Refer to **Map 5**, **Map 5a**, and **Map 5b**. A variety of cycling facility types are found in Central Saanich that range in terms of user safety and comfort, as well as in the cost and effort involved in installation and maintenance. Examples of cycling facilities in Central Saanich are shown below:

Bike Lane – A marked lane within the roadway reserved exclusively for use by bicycles.

Shoulder Bikeway – A dedicated space at the road edge typically found on rural roads.

Multi-Use Trail – A trail / pathway suitable for bicycles and shared with other users.

Signed Bike Route – A designated route that includes bike signs, typically low traffic volumes, and generally no dedicated cycling facilities.

While bicycle facilities appear between Village Centres the treatments or facility types are inconsistent and offer varying levels of comfort.

The disconnect between the Lochside Regional Trail and the bulk of Central Saanich to the west of Highway 17 is also a challenge and has been identified in the CRD *Regional Trails Management Plan*. This is largely a result of Highway 17 acting as a barrier to active transportation users and the limited number of crossing points. Enhanced cycling facilities on Mount Newton Cross Road between Saanichton and the Lochside Regional Trail is an example of how this connection could be improved.

Making connections to and through identified Village areas is important. For example, the bike lanes on East Saanich Road currently end on both approaches to the Saanichton Village. Connecting facilities such as this will allow for continuous cycling corridors and improved connections to key destinations.

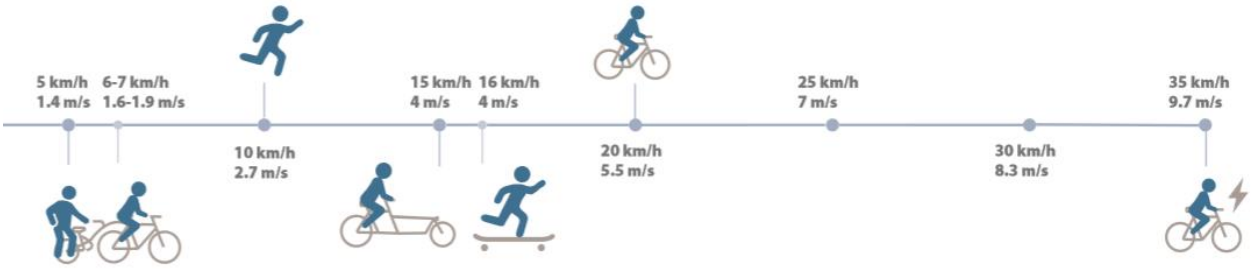
Connections to other local destinations such as schools, parks, the hospital and ferry terminal are important. Consideration should be given to AAA on-road cycling facilities or pursuing opportunities for roadside trails and/or establishing new trail facilities in un-built road dedications. These undeveloped municipal assets present a significant opportunity to extend the network of safe, comfortable active transportation facilities.

Identifying opportunities to connect to neighbouring municipalities will also support longer-distance cycling trips, including commuting, and take pressure off of making connections to the Lochside Regional Trail for all long-distance cycling trips. Connections to destinations to the north, such as Panorama Recreation Centre and downtown Sidney, would facilitate cycling trips to key destinations on the Saanich Peninsula, while connections to the south could increase the potential for bicycle commuting to destinations in Saanich and elsewhere in the core area.

Electric bicycles ("e-bikes") have become increasingly popular in recent years due to lower purchase prices and improved battery technology. The physical assistance provided by an e-bike allows for greater travel speeds (as shown in **Figure 3**) and longer trip distances, as well as assistance navigating steep topography. This makes cycling a travel option to a portion of Central Saanich residents that may otherwise have been unwilling to make long distance trips and/or navigate steep terrain.

Where cycling facilities in Central Saanich largely consist of bike lanes, roadway shoulders and roadside pathways, other municipalities in the region have been pursuing a range of new cycling facility types in recent years. Emerging cycling infrastructure design best practices seek to provide facilities that support cyclists of All Ages and Abilities ("AAA") and generally achieve a greater degree of separation between cyclists and vehicles. Some of these emerging cycling facilities may have application in Central Saanich and are described below.

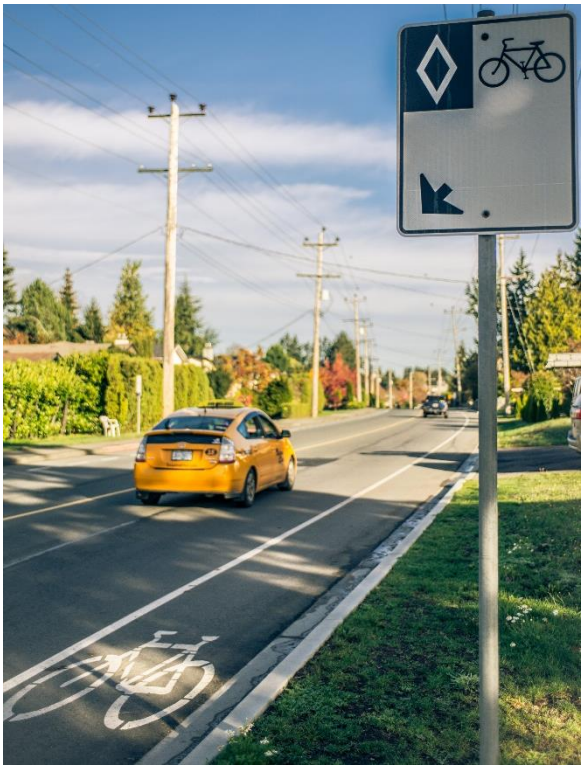
Figure 3.
Typical Active Transportation User Speeds[2]



[2] B.C. Active Transportation Design Guide, Figure B-15, Page B52

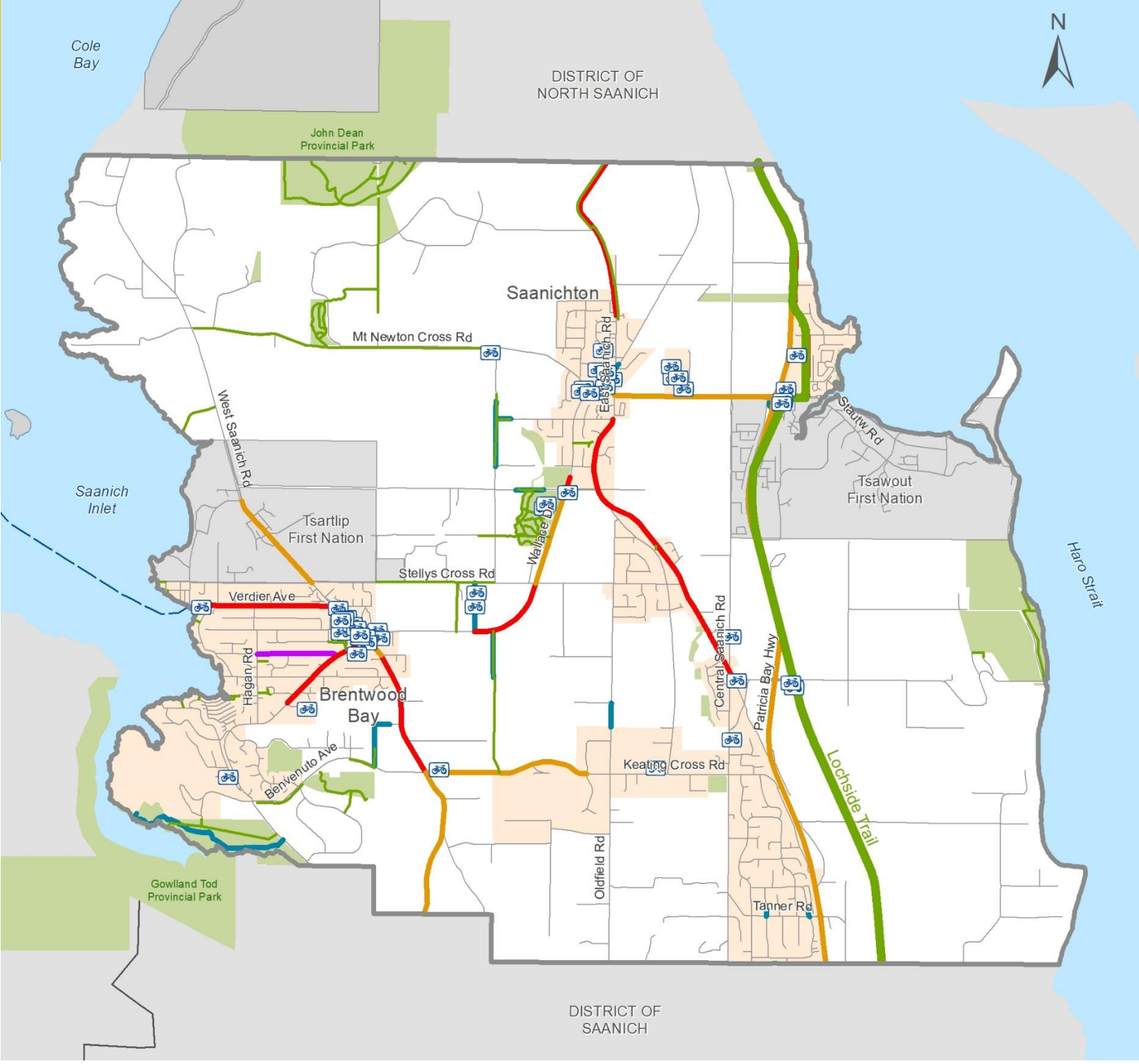
Bicycle Parking

As shown on **Map 5**, bicycle parking is concentrated in the Brentwood Bay and Saanichton Village areas, as well as key destinations such as the Saanich Peninsula Hospital and schools, where a large number of cycling trips end. Despite the large employment base, only a limited number of bicycle parking opportunities were observed in the Keating Business District.



Bicycle parking is typically supplied in one of two ways. New developments must provide long-term (Class A) and short-term (Class B) bike parking at rates identified in the District's Land Use Bylaw. This ensures the provision of short- and long-term bicycle parking facilities in new multi-family residential, commercial and institutional development. Bike parking may also be provided by the District in public spaces, such as within street rights-of-way or on public properties such as schools and parks. A bicycle parking station is planned for Saanichton Village immediately adjacent the Saanichton Transit Exchange, as an example.

Opportunities to address gaps in public bike parking will be explored through the AT Plan process, as well as ensuring that bicycle parking facilities are designed appropriately.



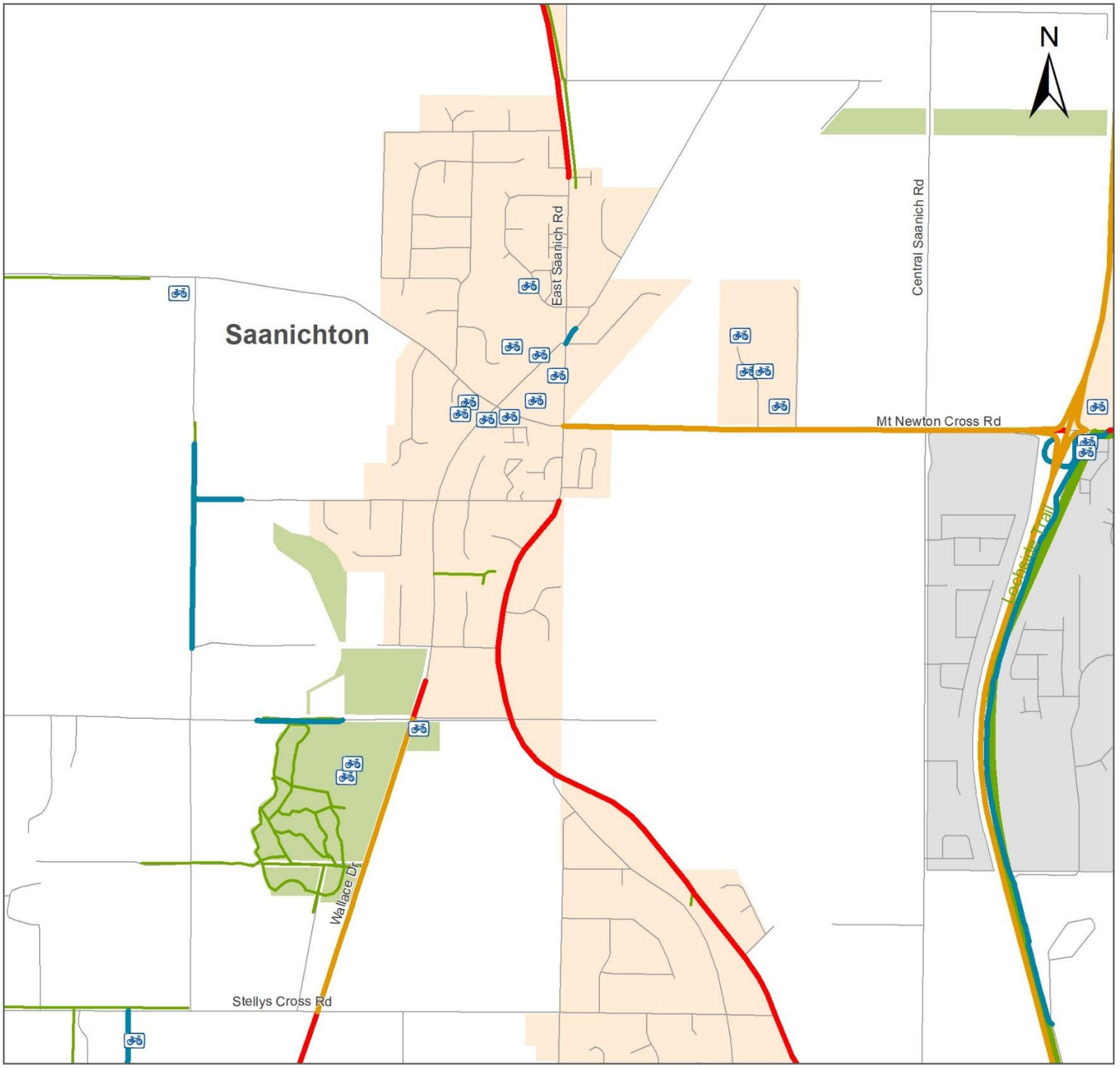
Metres
0 500 1,000 2,000

Map 5.

Existing Cycling Network

- District of Central Saanich
- Urban Settlement Area
- Parks
- Regional Trail
- Local Trail
- Bike Lane
- Multi-Use Trail
- Shoulder Bikeway
- Shared Bikeway
- Bike Rack

Central Saanich

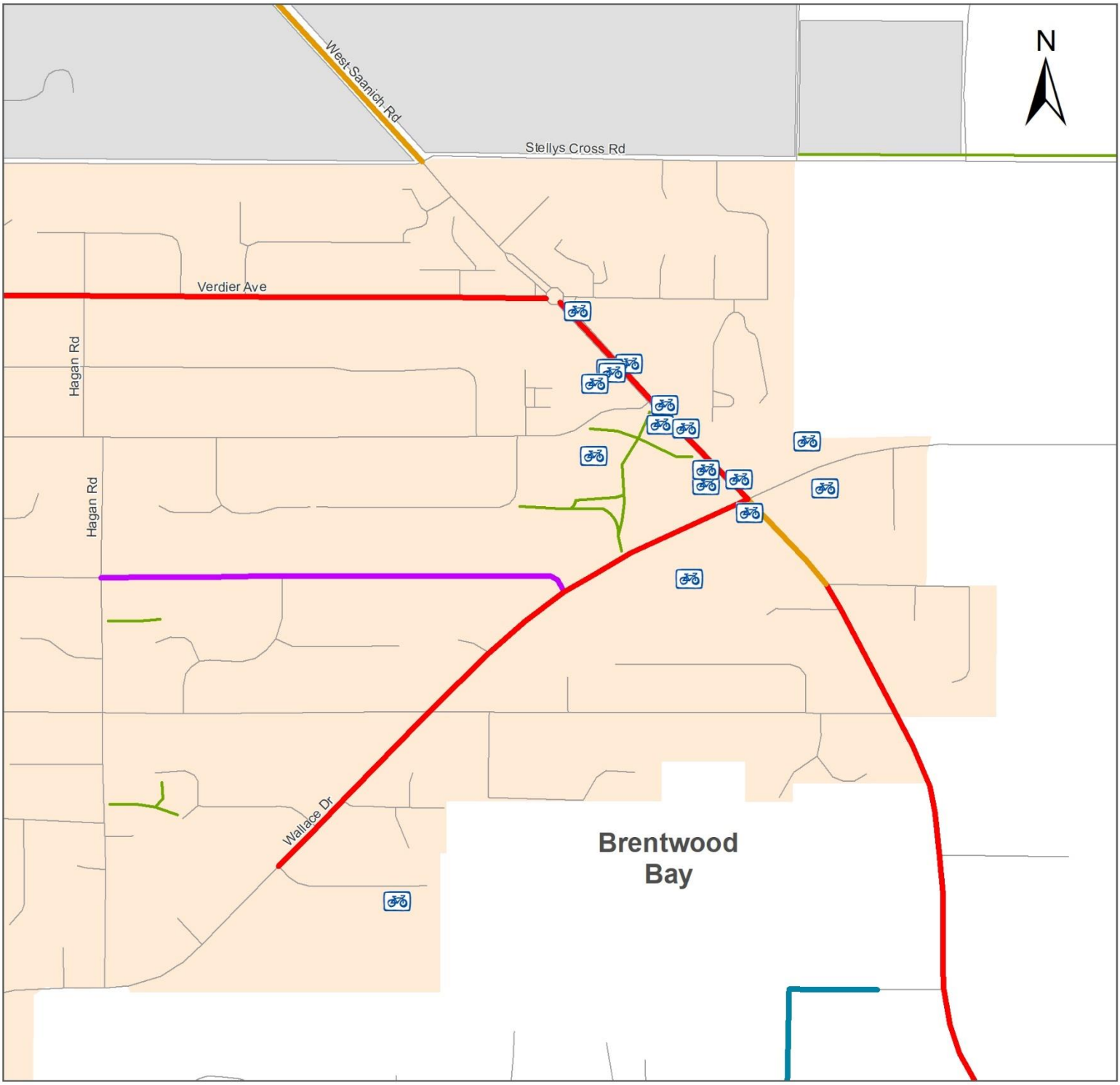


Map 5a.

Existing Cycling Network Saanichton

District of Central Saanich
Urban Settlement Area
Parks
Lochside Regional Trail
Local Trail
Bike Lane
Multi-Use Trail
Shoulder Bikeway
Shared Bikeway
Bike Rack

Central Saanich



Metres
0 125 250 500

Map 5b.

Existing Cycling Network Brentwood Bay

District of Central Saanich
Urban Settlement Area
Parks
Local Trail
Bike Lane
Multi-Use Trail
Shoulder Bikeway
Shared Bikeway
Bike Rack

Central Saanich

5.2 LONG-TERM NETWORK

The District's Active Transportation Plan includes a Long-Term Cycling Network that identifies the full build-out of connected cycling routes to be pursued in Central Saanich. The intent is that the District and partner agencies work toward achieving the desired network over the long-term, including pursuing priority projects that are aligned with the long-term network. The identified cycling projects include a greater level of investment than is expected to be achieved in the timeframe of the Active Transportation Plan and is to be used to guide the long-term network build-out. Identified improvements do not represent the District's ability to deliver on all projects.

The network builds on key existing cycling routes such as the Lochside Trail, Willow Way, and bike lanes on East Saanich Road and Wallace Drive. Central Saanich residents expressed a keen interest to address gaps in current cycling infrastructure, which is a key theme in the long-term network. Cycling connections between Brentwood Bay, Saanichton and Keating / Tanner Ridge are a key objective, as is strengthening access to the Lochside Trail to facilitate regional cycling trips.

The long-term network also includes identified touring routes to advance Central Saanich as a touring cycling destination. This concept is explored in detail below in **Section 5.5.**

The Long-Term Cycling Network is shown on **Map 6.** It consists of two routes types:

1. **On-Road** routes are those on or adjacent streets and contained within the road dedication.
2. **Connector** routes are multi-use pathway corridors primarily unassociated with road dedications.

The cycling facility type (i.e., bike lane, pathway) that is to be applied on each identified route is determined based primarily on the characteristics of the adjacent street. Criteria for determining the appropriate cycling facility type and specific design guidance for each can be found in **Appendix A**.

Map 6.

Long-Term Cycling Network

- Priority Cycling Route Improvement
- Existing On-road Cycling Route
- Future On-road Cycling Route
- Existing Connector Cycling Route
- Future Connector Cycling Route
- Existing Regional Cycling Route
- Touring Route
- Priority Bicycle Parking Improvement
- Existing Bicycle Parking

Central Saanich

Keating Cross Road Cycling Improvements

The Keating Cross Road corridor currently lacks dedicated cycling facilities and sees some of the highest traffic volumes in Central Saanich at approximately 15,000 vehicles per day. The concentration of industrial and commercial activities attracts large trucks, while tour buses travelling to/from Butchart Gardens use the corridor. Each of these factors contribute to making Keating Cross Road a particularly uncomfortable environment for cycling.

The Meadowbank and Cunnanes Lane Multi-Use Pathway projects are identified as an opportunity to create a parallel east-west cycling corridor and an alternative to cycling on Keating Cross Road. These facilities will result in a safer, more comfortable experience for cyclists of all ages and abilities as compared to Keating Cross Road due to a lack of adjacent vehicle traffic and intersection and driveway crossings. While the AT Plan identifies Keating Cross Road as a long-term cycling route, the District intends to prioritize facility development along the Meadowbank / Cunnanes Lane corridor.

5.3 PRIORITY PROJECTS

A series of priority cycling projects have been identified that are to be the focus of infrastructure improvements. Identified projects are aligned with the long-term cycling network and have been determined to best reflect the key priorities and community values established through the AT Plan's development and represent the greatest value to Central Saanich.

A prioritization exercise based on the key directions identified previously in ***Section 3*** was undertaken to identify priority projects, which included the following criteria:

- Support by established community plans and by Central Saanich residents through the Active Transportation Plan process.
- Location of high priority where cyclist activity is high and where facilities are to be prioritized, such as nearby a Village area or in proximity to a school, park or community facility.
- Addresses a network gap or helps connect existing or planned cycling routes.
- Addresses a known safety issue or provides a notable safety improvement.
- Opportunity to coordinate with planned improvements of the District or other agencies.
- Represents good overall value to the District.

Cycling Priority Projects

Improvement		Length
a. **Mount Newton Cross Road Multi-Use Pathway, West** (East Saanich Rd – Central Saanich Rd)	A roadside multi-use pathway on the south side of Mount Newton Cross Road between East Saanich Road and Central Saanich Road, with connections to Saanichton Village, Saanich Peninsula Hospital and Tsawout First Nation lands. Available right-of-way width is limited between Central Saanich Road and Highway 17 (approx. 250m) and may require coordination with adjacent land owners.	990 m
b. **Mount Newton Cross Road Multi-Use Pathway, East** (Central Saanich Rd – Highway 17)	A roadside multi-use pathway on the south side of Mount Newton Cross Road between Central Saanich Road and Highway 17, connecting proposed facilities at west to Highway 17 and the Lochside Trail. Right-of-way width is limited between Central Saanich Road and Highway 17 (approx. 250m) and may require cooperation with land owners.	390 m
c. **Mount Newton Cross Road Bike Lanes + Lochside Trail Connection** (Highway 17 – Lochside Drive)	Improve cyclist accommodation of the Lochside Trail across Mount Newton Cross Road and through the Mount Newton Cross Road / Lochside Drive intersection. This improvement addresses a key concern on the Lochside Trail and in the District's network, and would connect to future improvements on Mount Newton Cross Road.	270 m
d. **Wallace Drive Bike Lanes** (West Saanich Rd – Stelly's Cross Rd)	Installation of bike lanes on the section of Wallace Drive between West Saanich Road and Stelly's Cross Road. These improvements are part of current capital plan subject to grant funding and would be pursued as part of the installation of new sewer infrastructure, representing a cost-effective active transportation investment.	1.6 m
e. **Wallace Drive Bike Lanes** (Prosser Rd – East Saanich Rd)	Bike lanes on Wallace Drive between Prosser Road and East Saanich Road, connecting Saanichton with existing cycling facilities south of Prosser Road. Improvements can be achieved without significant curb replacement but will require left turn lane removal north of Mount Newton Cross Road and loss of on-street parking south of Mount Newton Cross Road.	960 m

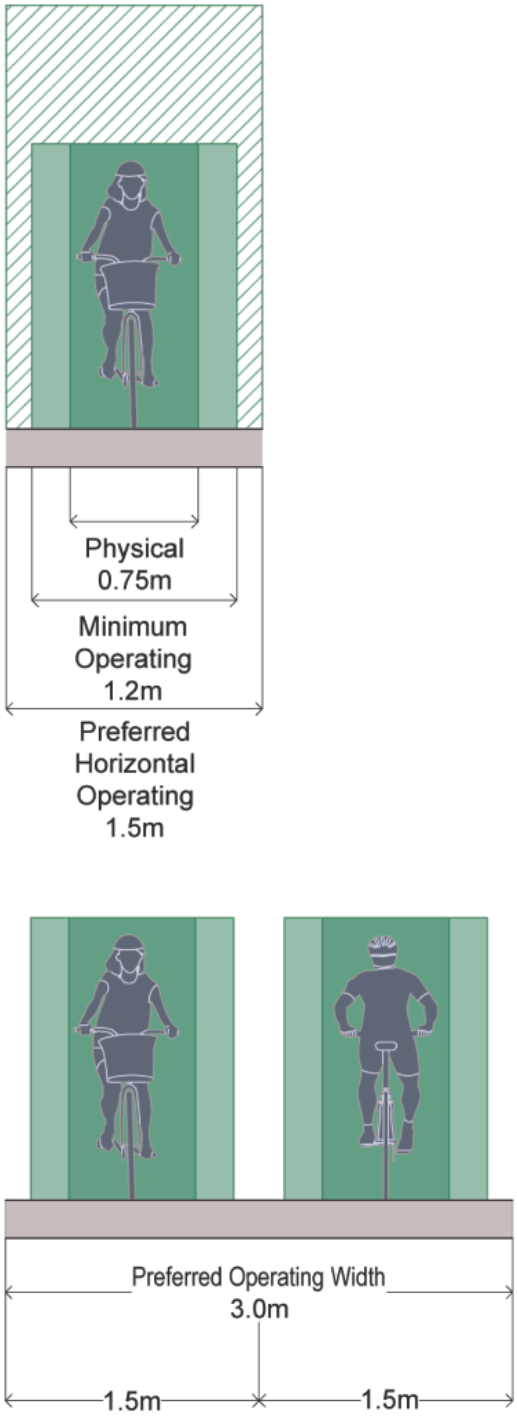
Improvement		Length
f. Benvenuto Avenue Multi-Use Pathway (Wallace Dr – Butchart Gardens)	Multi-use pathway along Benvenuto Avenue between Wallace Drive and Butchart Gardens, with connections to the Gowlland Tpd Provincial Park access at the terminus of Benvenuto Avenue.	630 m
g. East Saanich Road / Wallace Drive Connection	Multi-use pathway connection allowing northbound cyclists on East Saanich Road with direct access to Wallace Drive	n/a
h. Bicycle Parking Improvement Funding	Funding to expand bicycle parking in public spaces throughout Central Saanich. Priority locations include the following: • Lisnoe Park (Saanichton Village) • Brentwood Bay Village • Brentwood Bay Community Hall • Keating Cross Road at Veyaness Road	n/a

5.4 CYCLING FACILITIES

The long-term cycling network includes a range of bicycle facility types that provide different levels of comfort and physical separation from traffic. To encourage cycling as an attractive and convenient mode of transportation it is essential that bicycle facilities are comfortable to users regardless of the cyclist's ability and experience.

As shown in **Figure 4**, the typical physical width of an adult on a bicycle is 0.75 m from handlebar-to-handlebar. To allow for lateral movement (common when pedalling uphill or travelling at higher speed), the minimum operating space is 1.2 m wide and the preferred operating space is 1.5 m wide. Certain bicycle types such as cargo bikes and recumbent bicycles can be 0.9 m or wider. Bicycles are variable in size and cycling facilities should be designed in consideration of the range of bicycle types.

Figure 4. Typical Cyclist Dimensions[3]



[3] Figure adapted from British Columbia Active Transportation Design Guide, Figure B-12

Facility Selection

The long-term cycling network identifies corridors where cycling facilities are to be developed in future. It does not dictate the exact facility type or design that is to be applied.

The appropriate cycling facility type is to be determined through a facility selection exercise that gives consideration to the context (urban, suburban, rural) and site specific conditions. Motor vehicle speed and volume on the adjacent street are critical considerations - generally higher speeds and higher volumes create the need for increased separation between vehicles and bicycles. This concept is illustrated in **Figure 5**.

Generally, any street identified as a cycling route with traffic volumes exceeding 1,000 vehicles per day should include a dedicated cycling facility such as a bike lane or pathway. Where traffic volumes are less than 1,000 vehicles per day, cyclists may comfortably share the street with vehicles, with consideration for traffic calming to further reduce traffic volumes.

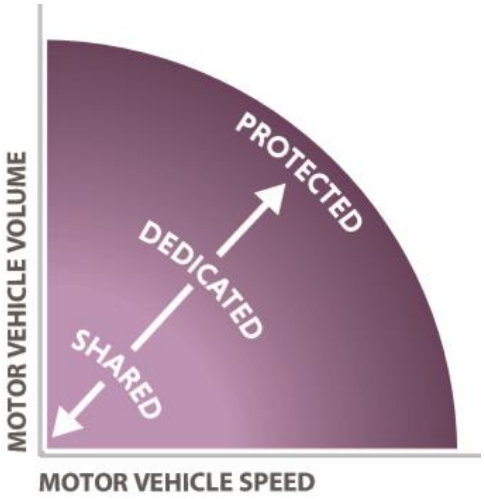
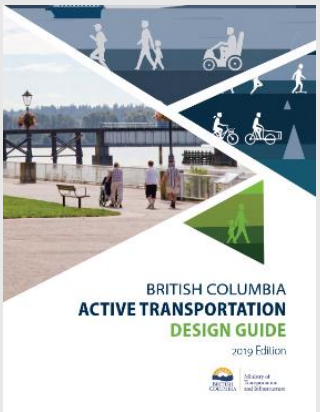


Figure 5. Conceptual Bicycle Facility Selection Diagram



B.C. Active Transportation Design Guide

Bicycle facility selection is described in detail in the B.C. Active Transportation Design Guide, Section D.

https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/engineering-standards-guidelines/traffic-engineering-safety/active-transportation-design-guide

Facility Types

The long-term cycling network consists of a range of cycling facility types. The table on the following page identifies the range of possible facility types, with basic facility design and dimension criteria. The *B.C. Active Transportation Design Guide* (referenced above) provides more detailed design guidance and should be referenced when designing cycling facilities.

Bicycle facility type and design will depend on a number of factors, including the facility selection criteria discussed above as well as available road space and funding. Where funding is limited, is may be possible to construct short-term, interim facilities that can be upgraded to AAA facilities in the future. Facilities should be futureproofed to ensure this type of upgrade is feasible.

	Facility Type	Key Design Parameters
	**Multi-Use Pathway** Off-street pathway shared by all active transportation users, including people walking, rolling, and cycling. Separated from motor vehicle traffic by a buffer.	**Pathway Width**: **3.0 m** (desirable) **2.0 m** (constrained) **Street Buffer Zone**: **2.0 m** (desirable) **Surface Material**: Asphalt (desirable) Concrete, crushed aggregate, stabilized earth, or wood chips may be considered
	**Protected Bicycle Lane** On-street bicycle lane separated from motor vehicle traffic by a curb, median, planters, parking, or other physical barrier. Protected lanes may be uni-directional or bi-directional (as pictured).	**Lane Width** (Uni-Directional): **2.5 m** (desirable) **1.8 m** (constrained) **Lane Width** (Bi-Directional): **4.0 m** (desirable) **3.0 m** (constrained) **Street Buffer Zone**: **0.9m** (desirable) **0.6m** (constrained) **Surface Material:** Asphalt

	Facility Type	Key Design Parameters
	**Painted + Buffered Bike Lane** On-street bicycle lane separated from motor vehicle traffic by a painted line and a painted buffer area, if provided.	**Lane Width**: **1.8 m** (desirable) **1.5 m** (constrained) **Street Buffer**: **0.6 m** (desirable) **0.3 m** (constrained) **Surface Material:** Asphalt
	**Neighbourhood Bikeway** Low traffic, low speed local streets where cyclists have priority, but share roadway space with motor vehicles. May include traffic calming and diversion to reinforce lower traffic speeds and volumes.	**Road Clear Width** (excluding parking lane, if provided): **5.5 m** (desirable) **4.0 m** (constrained) **Traffic Characteristics**: Volume: ≤500 vpd (desirable) ≤1,000 vpd (max.) Posted speed: ≤ 30km/h **Surface Material**: Asphalt
	**Bicycle Accessible Shoulder** Paved spaces on the right side of a roadway that can be used by cyclists. The shoulder may also be used by other road users for safety, operations, and maintenance purposes.	**Shoulder Width**: **1.8 - 3.0 m** (desirable) **1.5 m** (constrained) *Width varies by motor vehicle speed and volumes* **Surface Material**: Asphalt

5.5 SUPPORT PROGRAMS + POLICIES

Bicycle Parking

Two distinct bicycle parking types are considered, as follows:

Short-term bike parking is typically located in an accessible, outdoor location and intended for short duration parking. These facilities are typically provided as "bike racks" and may be beneath shelter to provide protection from the weather. These facilities typically appeal to cyclists on shopping / service or recreation trips, or by residential visitors at multi-family residential sites.

Long-term bike parking is provided in a secured location, typically either a dedicated room with controlled access or an individual locker / enclosure. These facilities accommodate cyclists seeking to park a bicycle for a longer period of time, and typically appeal to residents of a multi-family building or employee of a commercial site.

The current requirement for bicycle parking supply contained in the *Land Use Bylaw* generally meets or exceeds best practices. Bicycle parking design requirements are to be updated to ensure key design and layout fundamentals are achieved.

Feedback from Central Saanich residents and observed locations of bicycles parked improperly (i.e., locked to trees or fences) were used to identify where new public bicycle parking is needed, as shown on **Map 6** and summarized below.

Two locations are identified for a covered bike parking facility with capacity for 10-15 bicycles:

- Centennial Park, adjacent picnic shelters / lacrosse box
- Brentwood Bay Village, West Saanich Rd at Pioneer Park

The following locations are identified as priority locations for new public bike racks:

- Brentwood Bay Community Hall
- Centennial Park, adjacent ball diamonds (2-3 locations)
- East Saanich Road park-and-ride lot
- Grilse Lane water access (Brentwood Bay)
- Hovey Road trailhead (west of Wallace Dr)
- Keating Cross Road at Veyaness Road
- Marchant Road waterfront access
- Polo Park
- Rom Knott Park (Wallace Dr side)
- Tod Inlet Park access at Benvenuto Avenue

End-Point Facilities

Cycling end-point facilities such as showers, lockers and change rooms support commuter cycling, particularly among individuals that work in an office or professional setting where business attire is expected.

To support commuter cycling, the *Land Use Bylaw* may be updated to require appropriate end-point facilities in future development. Requirements should extend to all employment land uses - office, retail, restaurant, industrial, institutional.

Bicycle Skills Training

Provide consistent funding for specific programs that encourage first-time or infrequent cyclists to try out cycling, such as Bike-to-Work Week and Bike-to-School programs. This is also to include support for bicycle skills in local schools and compliments the CRD's Ready, Set, Roll Program.

Driver + Cyclist Etiquette

All road users have a critical role to play when it comes to improving road safety. However, motorists must also respect a cyclist's right to ride on roads and streets throughout the District. Through the community engagement process associated with the AT Plan, residents expressed frustration with dangerous driving, as well as cyclists 'taking the road'.

Central Saanich has specific issues and opportunities that are unique when compared to more urban settings and presents different types of concerns such as motor vehicles speeds, concerns about truck traffic on non-designated truck routes in rural areas, agricultural vehicles, and a considerable number of recreational cyclists riding in groups.

Education and awareness initiatives are important and cost-effective measures to enable residents to feel more safe and comfortable walking and cycling throughout Central Saanich. These initiatives include hosting promotional events and supporting programs that teach safety focused skills and awareness of road safety for all users with messaging that targets motorists and cyclists to ensure everyone is aware of common road-use etiquette and related laws.

Regional Bicycle Touring

Broadly speaking, Greater Victoria has established itself as one of Canada's preferred locations for long-distance touring cycling, largely owing to our mild weather. There is a unique opportunity to promote Central Saanich as a choice regional bicycle touring location within the region, whether as a destination for cyclists or a part of their longer rides throughout the region. The presence of long, continuous roads with limited traffic volumes as compared to other municipalities, paired with relatively flat terrain, presents ideal conditions for bicycle touring.

Facilitating bicycle touring is primarily achieved by establishing preferred routes and local destinations. Refer to **Map 6**. Selected routes have suitable characteristics for touring cycling and direct cyclists through Saanichton, Brentwood Bay and other service areas, providing the opportunity for cyclists to stop for food and support local businesses.

Touring cyclists are generally more comfortable riding with or side-by-side traffic than most other cyclists. The specific infrastructure requirements for these routes are therefore less, although touring cyclists also benefit from dedicated cycling facilities.

There are four specific actions the District may take to help support touring cycling:

1. Install signs that guide touring cyclists along preferred routes
2. Establish central, high-quality bike parking in each destination location
3. Create maps and supporting materials available to cyclists, and promote touring cycling in Central Saanich
4. Establish education and awareness initiatives for all road users

E-Bike Charging

Electric bicycles ("e-bikes") present an opportunity to significantly increase the rate of cycling among Central Saanich residents, particularly those unable or unwilling to cycle over long distances and/or steep topography.

While the District cannot influence the high purchase price, it can address other key barriers to e-bike uptake such as road safety concerns due to a lack of cycling infrastructure, a fear of e-bike theft due to a lack of secure storage, and "range anxiety" resulting from limited charging opportunities. Specific opportunities to increase e-bike charging opportunities are identified below.

Public Facilities

Public buildings such as Municipal Hall and the Cultural Centre / Library, as well as parks with access to electricity, should be outfitted with a dedicated e-bike charging area that consists of the following:

- Short-term bicycle parking area with secure bike parking, good visibility, and lighting and weather protection where possible
- Electrified 110v outlets no more than 2 m from the e-bike parking area
- E-bike parking Identification sign(s)

Development Regulations

The District's *Land Use Bylaw* should be updated to include e-bike charging provisions consistent with the recommendation of the CRD, as follows:

Long-term Bicycle Parking:
One 110v outlet for every two bicycle parking spaces

Short-term Bicycle Parking:
10% of all short-term bike parking spaces with access to an 110v outlet

Capital Region Local Government Electric Vehicle (EV) and Electric Bicycle (E-Bike) Infrastructure Planning Guide

This resource document for local governments was developed by the Capital Regional District in 2018 to guide various aspects of EV and E-Bike charging infrastructure. As new development regulations requiring E-Bike charging are considered, reference should be made to the CRD document to understand the key challenges associated with regulations.

6. Public Transit

Public transit is the primary alternative to driving for longer trips and can often be the only option for people who do not drive. An accessible and equitable public transit system supports overall community health and connectivity for all residents. Frequent, accessible and direct public transit can attract riders, reduce the negative environmental impacts of transportation and delay investment in new and widened roadways.

Transit service is provided in Central Saanich as part of the Victoria Region system. Service includes conventional bus routes (Regional, Local) and HandyDART service for people with mobility challenges. The seven distinct routes include the following:

- 70, Swartz Bay / Downtown (Regional)
- 72, Swartz Bay / Downtown
- 75, Saanichton / Royal Oak / Downtown
- 81, Brentwood / Butchart Gardens
- 82, Sidney / Saanichton via Stautw
- 83, Sidney / Brentwood Bay / Royal Oak
- 87, Saanichton / Sidney via Dean Park

Public transit service in Central Saanich is provided by BC Transit as is an important service for meeting transportation demand within the community. Transit integration is an important component of active transportation and ensuring that transit and cycling is well integrated is important for promoting both walking and cycling. In Central Saanich, bicycle racks are available on all full-sized buses year-round.

Walking to bus stops and street design that facilitates multi-modal transportation have been described as a key objective for BC Transit. In addition, BC Transit intends to undertake a Local Area Transit Plan for the Saanich Peninsula as well as a review of the Route 75, which passes through Central Saanich.

Local Area Transit Plans consider route changes, planned service level changes such as frequency of service, improvements for transit stop infrastructure, terminals, and exchanges, and help to determine infrastructure and technology improvements. Aligning Local Area Transit Plans with the District's Official Community Plan (OCP), and any neighborhood and community plans for Central Saanich, such as the District's Active Transportation Plan can provide great value and improve multi-modal transportation integration.

Route 75 on West Saanich Road in Brentwood Bay

6.1 EXISTING CONDITIONS

The public transit system consists of seven routes connecting Central Saanich to the rest of the Capital Region. Routes are shown on **Map 7** and described below.

Regional Route

A regional route provides longer distance service throughout the region, generally with fewer stops and a greater service frequency.

Route 70, Swartz Bay / Downtown

This regional route provides direct service between the Swartz Bay Ferry Terminal and downtown Victoria, routing through Central Saanich via Highway 17. This route does not pass along municipal roads and does not actually stop in Central Saanich (the nearest stop is at McTavish Road). Service frequency is approximately once per hour (each direction) and aligns with ferry arrival times at the Swartz Bay Ferry Terminal.

Survey Response from Respondent with Visual Impairment

"The safety of Central Saanich citizens is paramount, and accessibility, facility maintenance, and service support are required to produce this safety, and it is not willingly prioritized."

Local Routes

Local routes provide service within communities, typically with a greater number of stops and lower service frequency.

Route 72, Swartz Bay / Downtown

Service is provided every 20 – 30 minutes in peak periods between about 6:00am and 12:30am.

Route 75, Saanichton / Royal Oak / Downtown

Local route providing weekday service every 30 minutes throughout Central Saanich.

Route 81, Brentwood / Butchart Gardens

Local service every 60-70 minutes (weekdays), connecting the Saanichton Exchange to Brentwood Bay and the Butchart Gardens.

Route 82, Sidney / Saanichton via Stautw

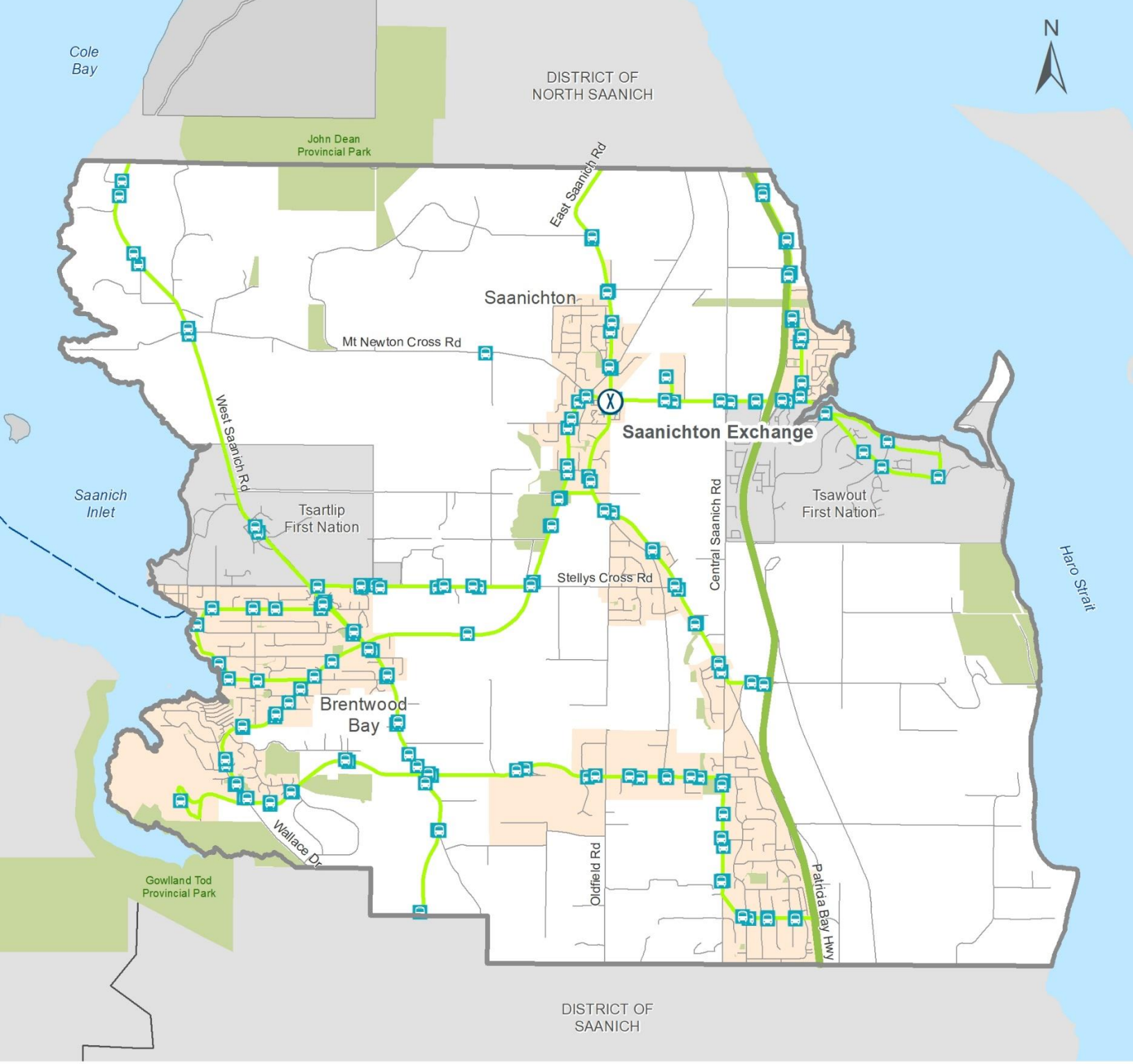
This local route provides service between Sidney, Stautw, and the Saanichton Exchange.

Route 83, Sidney / Brentwood Bay / Royal Oak

Provides service between Sidney, Brentwood Bay and Royal Oak via West Saanich Road.

Route 87, Saanichton / Sidney via Dean Park

Local service connecting Sidney, Victoria International Airport, McTavish Exchange, and Saanichton Exchange.



Map 7.

Existing Transit Network

- District of Central Saanich
- Urban Settlement Area
- Parks
- Regional Bus Route
- Local Bus Route
- Bus Stop

Central Saanich

6.2 TRANSIT FACILITIES

Bus stops and park-and-ride facilities are the transition point between Central Saanich and transit services that extend beyond the community. Their location, integration and overall design impact the ability for residents to access transit and the overall transit experience.

Park-and-Rides

Park-and-ride facilities allow residents to walk, bicycle or drive to access public transit. These facilities are particularly effective in allowing residents that live in more rural locations to access transit service.

There is currently one park-and-ride in Central Saanich at the East Saanich Road / Central Saanich Road intersection. This facility has capacity for six vehicles and allows individuals to park to access the no.72 route. Other park-and-ride facilities are located elsewhere on the Saanich Peninsula, including at the McTavish Interchange.

The provision of additional park-and-ride locations in future is an opportunity to enhance local access to transit, particularly among residents located too far to walk to bus stops. Future park-and-ride provision is to be focused on transit routes that offer service into the Greater Victoria core area and are most highly by commuters – routes no.70, 72, 75. Candidate park-and-ride locations are identified on **Map 8**, which includes both facilities on the Regional route no.70 and on the Local routes no.72 and no.75.

All park-and-ride facilities should include both vehicle and bicycle parking, as well as direct pedestrian access, to ensure multi-modal connectivity. Facilities should not be located in defined Village areas where land is scarce and/or nearby parking demand generators where non-transit users may seek parking.

Regional Park-and-Rides
Mount Newton Cross Road, Island View Road

Identified Regional park-and-rides are located on Highway 17 and serviced by the no.70 Regional transit route. Each would require new bus stops along the corridor. These locations have been identified by the MoTI as locations for the long-term development of highway interchanges that include park-and-ride facilities.

Local Park-and-Rides
East Saanich Road, Keating Cross Road

Identified Local park-and-rides are located along major roads serviced by the no.72 and no.75 routes, both providing service in the Greater Victoria core area.

Transit Exchange

The Saanichton Exchange is an important facility for the Saanich Peninsula providing opportunities to transfer between various transit routes, including routes 71, 72, 75, 81, 82, and 87. The exchange includes several bus stops focused on the Mount Newton Cross Road / East Saanich Road intersection. A bike parking facility has been proposed nearby on Mount Newton Cross Road to allow area residents to bike to the exchange to access public transit.

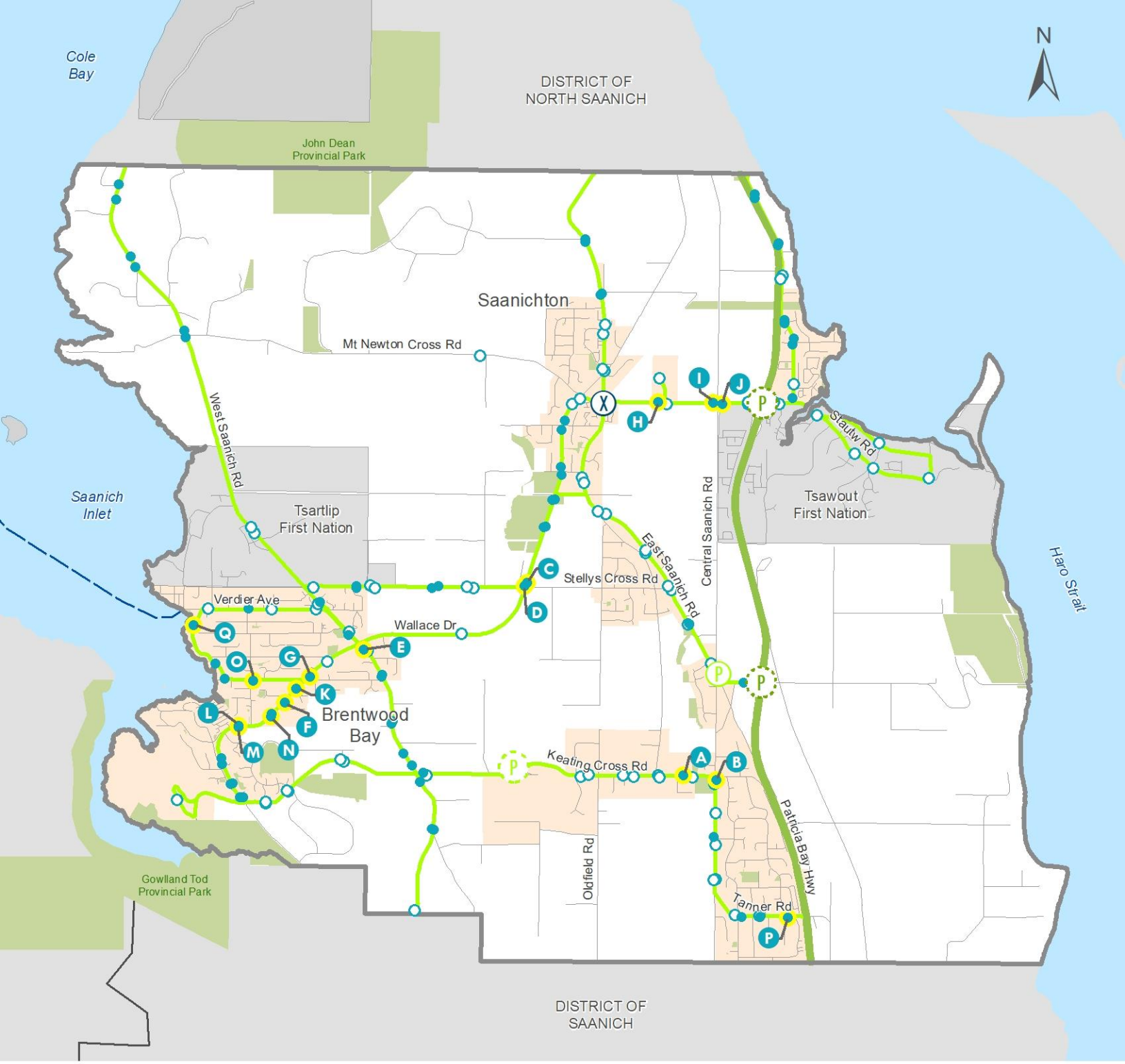
Bus Stops

Bus stops are the interface between the walking network and public transit. They not only frame the transit user experience but form the most visible fixed indicator of transit service in the community. Stops are also tools to attract riders, improve operational efficiency, and support the brand identity of the system.

Improving bus stops to ensure they are safe, accessible, and include passenger amenities helps contribute to creating a public transit system that can be enjoyed by all Central Saanich residents. With approximately 155 locations, many of which have little to no amenities, there is significant effort required to improve bus stops. The District intends to partner with BC Transit to improve locations in poor condition and/or that lack basic amenities, as shown on **Map 8**, with priority generally assigned as follows:

- Higher usage stops (measured by volume of boarding / alighting)
- Stops in identified Village areas (i.e., Saanichton, Brentwood Bay, Keating)
- Stops in close proximity to schools, hospitals, major parks, seniors facilities, and other community facilities

Stop upgrades should also occur in conjunction with new developments, pedestrian improvement projects, or other capital works as deemed appropriate by District staff.



0 500 1,000 2,000 Metres

Map 8.

Long-Term Transit Facilities

Central Saanich

- Regional Bus Route
- Local Bus Route
- Priority Bus Stop Improvement
- Bus Stop Improvement
- Bus Stop
- Transit Exchange
- Existing Local Park and Ride
- Future/Candidate Local Park and Ride
- Future/Candidate Regional Park and Ride

Public Transit Priority Projects

Location	Stop ID	
a. Keating Cross Road at Mirah Place, westbound	101909	Install shelter, bench and garbage bin (space constrained, coordinate with adjacent property)
b. Central Saanich Road at Keating Cross Road, northbound	101907	Install shelter, bench and garbage bin
c. Wallace Drive at Stelly's Cross Road, northbound	101984	Install accessible transit pad, shelter, bench and garbage bin (consider drainage / culvert needs)
d. Wallace Drive at Stelly's Cross Road, southbound	101986	Install accessible transit pad, shelter, bench and garbage bin
e. West Saanich Road at Wallace Drive, southbound	101974	Install shelter, bench and garbage bin (space constrained, coordinate with adjacent property)
f. Wallace Drive at Llanfair Crescent, northbound	101964	Install shelter, bench and garbage bin
g. Wallace Drive at Marchant Road, northbound	101971	Install shelter, bench and garbage bin
h. Mount Newton Cross Road at Peninsula Hospital, westbound	102055	Install accessible transit pad, shelter, bench and garbage bin
i. Mount Newton Cross Road at Central Saanich Road, eastbound	102046	Install transit pad, shelter, bench and garbage bin
j. Mount Newton Cross Road at Central Saanich Road, westbound	102049	Install transit pad, shelter, bench and garbage bin
k. Wallace Drive at Marin Park Place, southbound	101966	Install accessible transit pad, shelter, bench and garbage bin
l. Wallace Drive at McKenna Court, southbound	101963	Install shelter, bench and garbage bin
m. Wallace Drive at McKenna Court, northbound	101960	Install transit pad, shelter, bench and garbage bin
n. Wallace Drive at Springside Place, southbound	101958	Install transit pad, shelter, bench and garbage bin
p. Tanner Road at Marie Meadow Road, eastbound	101885	Install transit pad accessible from the existing sidewalk, as well as a bench, garbage bin and shelter (as space allows)
o. Marchant Road at Hagan Road, eastbound	101977	Improve transit pad, bench and pedestrian connection to Hagan Road
q. Brentwood Drive at Verdier Avenue, southbound	102016	Install ramps connecting transit pad to roadway

6.3 FACILITY DESIGN

Bus stop facility design must consider the movement and accessibility needs of all community members, including pedestrians, cyclists, transit riders, and motor vehicles. Stop design needs to enable efficient transit flow while minimizing conflict between users, maintain a clear pedestrian through zone, and ensure that the bus stop is universally accessible. Universal access considerations include the provision of a shelter, seating, clear space for access and circulation, curb ramps, walkways, tactile surfaces, and provisions at rural bus stops.

A consistent approach to bus stop design will guide investment in high-quality facilities and ensure uniformity throughout the system. Transit facility design guidance is provided in **Appendix A** to help ensure safe, accessible bus stop design with the goal of enhancing design and creating consistency in bus stops in Central Saanich and more broadly throughout the transit system.

Refer to the BC Transit *Infrastructure Design Guidelines,* the *B.C. Active Transportation Design Guide*, and the MOTI *B.C. Supplement to TAC Geometric Design Guide* (Section 960) for further design guidance.

7. Streets + Traffic Safety

The street network is intended to support mobility for all travel modes including general purpose traffic, goods movement, transit, walking, and cycling. In many communities in North America however, motor vehicles are often given preferential treatment, sometimes at the expense of walking, cycling and transit.

Many of Central Saanich's streets were designed in a previous era when vehicle accommodation was generally prioritized, with many streets designed to a rural standard with only roadside shoulder of varying widths. Most shoulders were not designed with roadside walking and cycling in mind, with widths that are generally less than make for comfortable conditions.

Where this preferential treatment toward vehicles in historic street design is a reflection of previous and current travel demand, Central Saanich residents have expressed a clear desire to create improved conditions for walking and cycling in future. Both the District's OCP and Climate Leadership Plan identify prioritizing walking, cycling and transit over private vehicles, and multi-modal safety as key objectives. This means redesigning streets to better accommodate a range of travel options and managing motorist behaviour to create safe, comfortable conditions for walking and cycling.

Continuing to accommodate not only passenger vehicles but also commercial vehicles (trucks, tour buses) is important to sustaining the key economic drivers for the community.

7.1 STREET NETWORK

The District operates and maintains approximately 162-km of roads. This includes all roads within the District's boundaries, with the exception of roads on First Nations lands and corridors under provincial jurisdiction (Pat Bay Highway, West Saanich Road north of Verdier Avenue, and Verdier Avenue west of West Saanich Road).

The District's road network is made up of five road classifications:

- Highway / Freeway
- Arterial
- Collector
- Proposed Heritage Road
- Local

The road network and road classifications are shown on **Map 9**. In addition to the current road network, the District has several unbuilt road rights-of-way that present opportunities for future active transportation facilities.

Intersection traffic control consists of five signalized intersection - four on Keating Cross Road, as well as the West Saanich Road / Wallace Drive intersection. A roundabout was installed at the West Saanich Road / Verdier Avenue intersection as part of the Brentwood Bay revitalization work in the early 2000s. Two additional traffic signals are in-place on Highway 17 (Island View Road, Mount Newton Cross Road) that are under provincial jurisdiction.

Suitable routes for trucks and tour buses are identified that facilitate access through the community and minimize the negative impacts on residential areas and neighbourhood streets. Identified truck and tour bus routes provide access between the Pat Bay Highway and key areas within Central Saanich such as the Keating Business District, Butchart Gardens and the Brentwood Bay Ferry. Per the *Traffic and Highways Bylaw*, trucks and tour buses are prohibited at nighttime (6:00pm – 6:00am) on Central Saanich Road between Mount Newton Cross Road and Island View Road.

A new flyover overpass is planned for the Pat Bay Highway / Keating Cross Road location to eliminate the left-turn across highway traffic onto Keating Cross Road and realign the southbound on-ramp to Victoria. This project will include new sidewalks on Keating Cross Road, as well as provide for enhanced truck and tour bus access to the Keating Business District area and Butchart Gardens.

"Big Idea" Shared at the Keating Pop-Up

"Make it easier to bus, cycle, or walk instead of driving."

0 500 1,000 2,000 Metres

Map 9.

Existing Road Network

Central Saanich

- District of Central Saanich
- Urban Settlement Area
- Parks

- Signalized Intersection
- All-Way Stop
- Roundabout

Road Class

- Highway/Freeway
- Arterial
- Collector
- Proposed Heritage Road
- Local

Truck and Tour Bus Routes

- Truck and Tour Bus Route
- Tour Bus Route
- Night Time Truck and Tour Bus Prohibition

7.2 LONG-TERM NETWORK

The street network in Central Saanich is largely built-out. This means that while certain street connections will be made concurrent with future land development, new major street connections are generally not envisioned in future. Improvement opportunities have been identified that are aligned with key objectives of the OCP and Climate Leadership Plan and priority community values established through this process, generally representing either rehabilitation or targeted active transportation enhancement.

Where the Walking + Rolling and Cycling Networks envision new connections, the Long-Term Street Network focuses on identifying applicable street classifications and desirable design and operating characteristics. Essentially, managing driver behaviours through targeted retrofit and redesign projects that make streets safer and more comfortable for all road users. Refer to **Map 10**.

The identified street classifications provide a basis for street design. Reference is made to the District's design requirements based on a street's classification, with consideration also given to the design guidance contained in this plan. Further, land use policies contained in the District's Official Community Plan and other planning documents make reference to street classifications, as do specific transportation policies such as traffic calming.

Map 10.

Long-Term Street Network

- Priority Street Improvement
- Priority Intersection Improvement
- Highway/Freeway
- Arterial
- Collector
- Proposed Heritage Road
- Local

Central Saanich

7.3 PRIORITY PROJECTS

A series of priority streets and traffic safety projects have been identified that are to be the focus of infrastructure improvements. Identified projects are aligned with the long-term streets + traffic safety network and have been determined to best reflect the key priorities and community values established through the Active Transportation Plan and represent the greatest value to Central Saanich.

A prioritization exercise was undertaken to identify priority projects, which included the following criteria:

- Support by established community plans and by Central Saanich residents through the Active Transportation Plan process.
- Location on a busy street where improvements will positively impact a large number of motorists.
- Addresses a known safety issue or provides a notable safety improvement.
- Improves traffic operations and reduces congestion and delay.
- Achieves broad community objectives, in pursuit of “complete streets”.
- Opportunity to coordinate with planned improvements of the District or other agencies.
- Represents good overall value to the District.

Streets + Traffic Safety Priority Projects

Improvement	
a. Keating Cross Road (Central Saanich Rd – Highway 17)	Improvements to include sidewalk upgrades and improved road condition. Improvements being undertaken as part of MOTI Keating Flyover project.
b. Wallace Drive / Marchant Road Intersection Improvement	Improvements include an enhanced sidewalk / crossing treatment on the intersection south leg, removal of the right-turn channelization to decrease pedestrian crossing distance and a pedestrian-activated crossing on Wallace Drive.
c. Mount Newton Cross Rd / East Saanich Rd Intersection Improvement	Improvements to intersection operations and to address concerns with pedestrian crossing safety. Costing assumes potential for geometric improvements, signalization or a roundabout, with further technical study to be undertaken to determine the preferred traffic control and safety improvements.

7.4 STREET DESIGN

Street Classifications

Central Saanich's street network consists of five street classifications - **Highway / Freeway**, **Arterial**, **Collector**, **Heritage Road**, **Local**. Each classification serves a function within the broader network. Some streets emphasize mobility and are intended to satisfy trips through Central Saanich over longer distances, while others provide access to neighbourhoods and are intended to be travelled only for short distances.

Typical design parameters and target operating characteristics for each street classification are identified in **Table 5**. The target characteristics indicate how each street should be designed and how it is intended to function, to be used as the basis for understanding potential design options and considering management approaches. The operating characteristics of streets may change over time as development occurs and new street connections are made, requiring that District staff consider modifying a street's classification to properly reflect the operating characteristics.

Design Standards

Street design requirements are setout in the District's *Engineering Specifications and Drawing Standards*, Schedule 4 of Bylaw No.1309.

A detailed review of the design standards contained in the Bylaw is recommended to better align with the key directions of the AT Plan, focused on the following:

- Establish design standards that relate specifically to the street classifications included in the AT Plan.
- Update sidewalk design requirements to reflect AT Plan design guidance.
- Identify desired cycling facilities on typical cross section drawings, consistent with design guidance in the AT Plan.
- Review street design details to ensure they align with intended operating characteristics, to include travel lane widths, design speeds and related geometric design.

Table 5. Target Design + Operating Characteristics, by Street Classification

	Highway / Freeway	Arterial	Collector	Heritage Road	Local
Right-of-Way Width (minimum)	varies	20.0 m	20.0 m	20.0 m	20.0 m
Traffic Volume	15,000 + vehicles / day	8,000–15,000 vehicles / day	2,000–8,000 vehicles / day	1,000-3,000 vehicles / day	<1,000 vehicles / day
Travel Speed	90 km/h	40-50 km/h	40-50 km/h	40 km/h	30-40 km/h
Transit Service	Local + Regional	Local + Regional	Local	Local	Only where necessary
Commercial Vehicles	Through Trucks	Through Trucks	Connect to Highway / Arterial	Connect to Highway / Arterial	Local deliveries only

7.5 PROGRAMS + POLICIES

The following programs and policies have been identified to support the overall plan goals and in support of the long-term street network, particularly around traffic safety and managing vehicle speeds.

Speed Limit Reductions

There are significant safety benefits associated with reducing motor vehicle speeds, especially in areas with a higher concentration of people walking and cycling. Research has shown that the severity of traffic collisions increases greatly with increased motor vehicle speeds – pedestrians hit by a car at 30km/h have a 90% survival rate, compared to only 15% when the car is moving at 50km/h.[4] At higher speeds, motorists are also less likely to see and react to pedestrians and cyclists, as higher speeds increase stopping distance.

The Climate Leadership Plan specifically identifies a desire to *limit the impact of roads and highways and associated vehicle traffic on residential neighbourhoods and agricultural areas* (Objective 9.2.2). More broadly, a number of organizations have discussed the need for slower speeds and increased traffic safety. The 2015 *BC Road Safety Strategy* set a goal of zero traffic fatalities and serious injuries in the province, while the BC Provincial Health Officer's *Annual Report* recommended a 30 km/h speed limit in urban areas.

Existing Speed Limit Reductions

A number of streets in Central Saanich have 30, 35 or 40 km/h speed limits per the *Speed Regulation Bylaw no.1357*, including streets in the Brentwood Bay Village area, portions of Lochside Drive, Stelly's Cross Road and Island View Road, and other select minor streets.

Options for Speed Limit Reduction

1. Municipality Wide Speed Reduction

   The application of a community-wide reduction to 40 km/h. In cooperation with other municipalities in the Capital Region, this would be pursued as a two-year pilot project change to the Motor Vehicle Act (MVA) with the intent of permanent change.

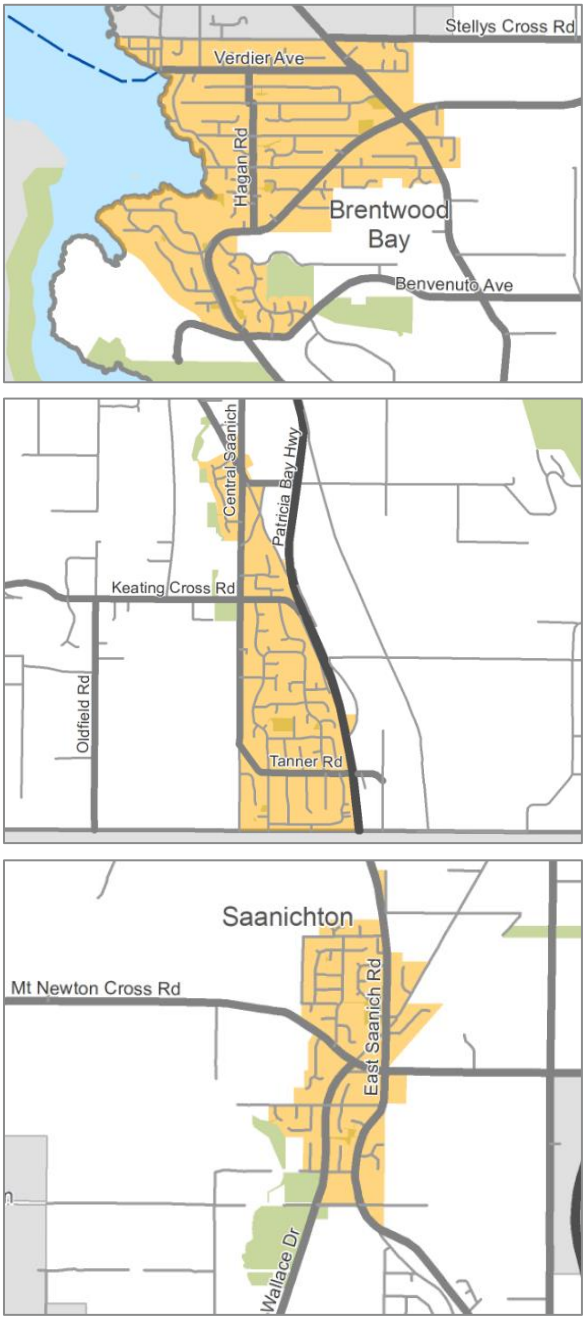
2. Village Speed Reduction

   Areas with high concentrations of pedestrians are suitable for reduced speed limits to strengthen the identity and sense of arrival in defined village or residential areas and reinforce safe motorist behaviour.

[4] Source: Dewan Karim, Narrower Lanes, Safer Roads (Regina: Canadian Institute of Transportation Engineers, 2015).

Saanichton, Brentwood Bay and the Tanner Ridge neighbourhood are where the 40 km/h speed limit would be applied, as shown in **Figure 6**.

Figure 6. Village Speed Limit Reduction Areas



Traffic Speed Management

Reducing the posted speed limit is an important first step to improving road safety in critical village / residential areas. There is also a need to address traffic speed and motorist behavior more broadly throughout Central Saanich using a combination of physical design interventions, police enforcement, signage and supporting measures. Each is explored below.

Enforcement

Police enforcement of traffic speeds and other regulations is an important element in improving overall road safety. The Central Saanich Police Service enforces the speed limit and other traffic laws using patrol units and radar and/or LIDAR speed checks. This can be a labour intensive (and therefore expensive) process.

Photo radar is a cost-effective alternative that has proven to be an efficient and effective speed management strategy, overseen by the Province but with fine revenues being returned to the local government.

Supporting Measures

The following supporting measures can be used to support traffic speed management:

- Surface treatments (i.e., textured pavement, rumble strips)
- Pavement markings (e.g., “SLOW” or stating the posted speed limit
- Speed feedback signs
- Neighbourhood “Speed Watch” programs

These supporting measures are appropriate on higher speed roadways and areas where the speed limit transitions from high to low speeds. They may also be used on local streets and in school zones, in concert with traffic calming and diversion measures.

Road safety education campaigns may also be used to reach the broader community. Many jurisdictions have used speed management marketing campaigns in partnership with key stakeholders, such as law enforcement, public health agencies, ICBC, schools, and general public. This aligns with the education and awareness-based initiatives introduced in ***Sections 4*** and ***5***.

Treatments for Rural Roads

Traffic speed management on rural roads requires a different approach than for streets in urban and suburban locations. Speed management can be challenging to accomplish in the rural context, especially low density agricultural lands with limited traffic and where Arterials and Collectors transition into local-serving streets when passing through village centres or neighbourhoods. The priority in rural contexts should be speed management and the alleviation of conflict between road users.

Active transportation users should be separated from motor vehicle traffic wherever possible. At minimum, a clearly delineated facility such as a walkable or bicycle accessible shoulder should be provided. Over the long term, the District should strive to provide separate facilities such as sidewalks or off-street multi-use pathways along key active transportation corridors in rural areas. Where dedicated active transportation facilities are not provided, traffic speed management is more important.

Example of a "Share the Road" sign on Stelly's Cross Road

Signs:

"Go Slow: Share the Road" signs have been installed on key rural roads in recent years (see photo below). These signs help raise awareness among motorists of the need to manage speeds and driving behaviour, as well as the likelihood of encountering pedestrians and cyclists on the road shoulder. These signs are to continue to be installed on select rural roads in Central Saanich.

Note: similar signage has been installed on roads in rural Saanich.

Traffic Calming:

Traffic calming elements such as raised median islands and vertical centreline treatments are appropriate in rural contexts. Traffic calming and diversion devices, in addition to landscaping, signage, and pavement markings, may be used to create gateways that mark transitional areas between rural areas, village centres, and residential zones.

Pavement Markings:

Converging chevrons, dragon's teeth, and on-road 'sign' markings are examples of pavement markings that can be used on rural roads to mark the entrance to a rural community and alert the driver of the need to reduce speed. Other pavement markings techniques such as optical speed bars, peripheral or full-lane transverse bars, and simply restriping lanes to make them narrower may also be used to reduce travel speeds in rural areas.

Specific Areas of Concern

Certain areas of Central Saanich are to be the focus of targeted traffic speed management strategies. These locations were identified as areas of concern by Central Saanich residents and through the District's traffic monitoring programs (automated traffic counters, speed reader boards).

The following locations are to be prioritized:

- Central Saanich Road (entire length)
- West Saanich Road (between Keating Cross Road and Wallace Drive)
- Keating Cross Road (west of the Keating Business District)
- East Saanich Road (between Saanichton and the North Saanich border, as well as between Central Saanich Road and Highway 17)
- Stelly's Cross Road
- Brentwood Drive
- Oldfield Road
- Verdier Avenue
- Lochside Drive (north of Mount Newton Cross Road)

One resident's "Big Ideas" shared at the Open House

"Complete networks, lowered speed limits, more bicycle parking required outside businesses, larger portion of transport budget allocated to active transportation in order to support making improvements, separated cycle tracks and complete, accessible sidewalks."

Traffic Calming Policy

Neighbourhood traffic management (or traffic calming) aims to change driver behavior to more closely fit with the expectations of adjacent land use and street users, and to better align the street(s) operating characteristics with the intended function. Reducing vehicle travel speeds – a key issue in Central Saanich – is one objective of traffic calming. It may also be used to achieve one or more of the following:

- Reduce traffic volumes
- Discourage neighbourhood short-cutting
- Minimize conflicts between vehicles and other street users
- Improve the neighbourhood environment

The suite of possible traffic calming approaches includes access restriction, vertical deflection, horizontal deflection and street narrowing, surface treatments and pavement markings, and supporting approaches such as enforcement, education and technology.

Traffic calming is most commonly applied on Local streets where operating characteristics (speed, volume, short-cutting) exceed target levels. Traffic calming may be applied on Collector streets to address vehicle speeding concerns, but should not target reduced traffic volumes or short-cutting. It is important that traffic calming is applied only where required to address undesirable traffic conditions, as inappropriate applications may have adverse impact on nearby streets, cyclists, and larger vehicles unable to properly navigate the street (i.e., buses, trucks, emergency services).

A traffic calming policy is to be developed specific to Central Saanich to give clarity to the District's approach to traffic management. The policy would address the following:

1. How does a resident make a request for traffic calming?
2. What conditions must be present for traffic calming to be warranted?
3. What traffic issues may be addressed with the various traffic calming devices?
4. What is the process undertaken in developing a neighbourhood traffic management plan?

8. Implementation Strategy

The strategies and actions developed as part of the Active Transportation Plan will guide Central Saanich's capital, operations, maintenance, policy, and programming decisions as well as on-going resource requirements in support of walking and cycling over the next ten years and beyond. The AT Plan will require financial investment, staff resources, and an implementation strategy to prioritize improvements over the short-, medium- and long-term.

The following section is the implementation strategy for the Active Transportation Plan. It includes prioritization of key investments in active transportation infrastructure and a financial strategy for how Central Saanich and partner agencies may pursue network improvements over the next ten years.

COVID-19 Stimulus Funding

As a result of the COVID-19 outbreak, it is anticipated that there will be significant stimulus funding opportunities from senior levels of government. The District intends to be proactive in seeking opportunities to secure additional funding sources and to support implementation of the AT Plan.

Input Received at Public Open House

"Keep track of municipal funds expended on active transportation (don't lump it all under roads)."

8.1 IMPLEMENTATION PRINCIPLES

The implementation strategy was developed based on the following principles:

Focus on Priorities — Strategies and investments that align with the vision and goals of this plan, as well as with the District's objectives more broadly, are the focus for implementation.

Strategic Investment — Investments that make effective use of available resources and represent the greatest value to the community have been prioritized.

Partnerships — Opportunities to realize additional investment beyond those made by the District are emphasized, including land development and external partnership and grant opportunities.

Flexible + Adaptable — The implementation approach is flexible and adaptable, designed to adjust to strategic opportunities that arise as active transportation projects are pursued to ensure opportunities to advance projects through coordination are realized and on-going implementation continues to meet community needs.

First Step, Not the Last — The implementation strategy represents a strategic and realistic investment in active transportation, but is viewed as only a "first step" that will be supported by on-going commitment, dedicated staff resources and additional capital and operational investments over time.

8.2 PROJECT PRIORITIZATION

Understanding the limitations on investments in infrastructure, the District will be strategic in where and how investments are made in active transportation facilities. This includes ensuring that investments made in the short-term are the highest priority and represent the best value to the community.

Prioritization Approach

Standardized criteria were used to understand how well active transportation projects address the key objectives of the AT Plan. Criteria were developed specific to each travel mode and included within *Sections 4-7* of this document.

The following is a general summary of the criteria considered in prioritizing projects:

Support	The level of support in community plans and through community feedback received as part of the AT Plan process
Demand / Use	The level of use anticipated based on its location, surrounding land uses and current data
Network	Building out long-term network by addressing a key gap and connecting trip origins-destinations
Safety	Enhancements to safety by addressing a location of known safety concern or improved multi-modal design
Partnership	Opportunities to “piggy back” on other District projects or collaborate with other agencies to deliver improvements and realize cost savings
Cost	The capital cost associated with the improvement

Priority Projects

The list of priority projects summarized on the following pages are the focus for implementation of the AT Plan. Priority projects represent the greatest value to the District based on the prioritization approach and generally reflect a realistic investment level from the District and other funding sources.

Many of the identified priority projects are multi-modal improvements that benefit a variety of travel modes. For the purposes of the AT Plan, priority projects have been organized thematically by travel mode, as follows:

Walking + Rolling
Priority Projects

Cycling
Priority Projects

Public Transit
Priority Projects

Streets + Traffic Safety
Priority Projects

WALKING + ROLLING PRIORITY PROJECTS

a. Wallace Drive / Willow Way Crossing
b. Stelly's / Willow Way Pathway Connection
c. East Saanich Road Sidewalk Connection
d. Hagan Road Roadside Pathway
e. Wallace Drive Sidewalk Connection (East)
f. Wallace Drive Sidewalk Connection (West)
g. Keating Elementary Crosswalk Improvement
h. Wallace Drive Pathway Connection
i. Wallace Drive / Saanichton Village Crosswalk
j. Central Saanich Road Roadside Pathway
k. Saanich Crossing Road Sidewalk Connection

CYCLING PRIORITY PROJECTS

a. Mount Newton Cross Road Multi-Use Pathway, West
b. Mount Newton Cross Road Multi-Use Pathway, East
c. Mount Newton Cross Road Bike Lanes + Lochside Trail Connection
d. Wallace Drive Bikes Lanes, South
e. Wallace Drive Bike Lanes, North
f. Benvenuto Avenue Multi-Use Pathway
g. East Saanich Road / Wallace Drive Connection
h. Bicycle Parking Improvement Funding

PUBLIC TRANSIT PRIORITY PROJECTS

a. Keating Cross Road at Mirah Place, westbound	101909
b. Central Saanich Road at Keating Cross Road, northbound	101907
c. Wallace Drive at Stelly's Cross Road, northbound	101984
d. Wallace Drive at Stelly's Cross Road, southbound	101986
e. West Saanich Road at Wallace Drive, southbound	101974
f. Wallace Drive at Llanfair Crescent, northbound	101964
g. Wallace Drive at Marchant Road, northbound	101971
h. Mount Newton Cross Road at Peninsula Hospital, westbound	102055
i. Mount Newton Cross Road at Central Saanich Road, eastbound	102046
j. Mount Newton Cross Road at Central Saanich Road, westbound	102049
k. Wallace Drive at Marin Park Place, southbound	101966
l. Wallace Drive at McKenna Court, southbound	101963
m. Wallace Drive at McKenna Court, northbound	101960
n. Wallace Drive at Springside Place, southbound	101958
p. Tanner Road at Marie Meadow Road, eastbound	101885
o. Marchant Road at Hagan Road, eastbound	101977
q. Brentwood Drive at Verdier Avenue, southbound	102016

STREETS + TRAFFIC SAFETY PRIORITY PROJECTS

a. Keating Cross Road (Central Saanich Rd to Highway 17)
b. Wallace Drive / Marchant Road Intersection Improvement
c. Mount Newton Cross Road / East Saanich Road Intersection Improvement

Program Initiatives

A series of program initiatives are identified that support overall AT Plan implementation.

	Leadership
Grant Tracking Establish a staff function to track grant funding opportunities and pro-actively develop "shovel ready" project plans suitable for grant applications.	District
E-Bike Charging at Public Facilities Outfit public buildings with a dedicated e-bike charging area that include short-term bicycle parking, an electrified outlet and e-bike parking signs.	District
Education + Awareness Campaign Establish education and awareness initiatives for all road users that would enable residents to feel more safe and comfortable walking and cycling throughout Central Saanich.	District Communications
Continued Involvement in Ready Set Roll Continue to participate and prioritize improvements to schools and other initiatives identified as part of the CRD's Ready Set Roll Program for Brentwood Bay Elementary, Keating Elementary and other schools that participate in future.	District, CRD
Cycling Program Support Provide consistent funding for specific programs that encourage first-time or infrequent cyclists to try out cycling, such as Bike-to-Work Week and Bike-to-School programs. This is also to include support for bicycle skills in local schools.	District, CRD
Maps + Supporting Materials Create maps and supporting materials available to cyclists, and promote touring cycling in Central Saanich.	District
Lighting Explore the feasibility of lighting as part of each active transportation project including sidewalk infill projects, pedestrian crossings, intersection improvements, or as standalone safety improvements for all road users.	District
Speed Management Establish a speed management program that builds on the District's traffic monitoring efforts.	District, Central Saanich Police

Policy + Regulatory Updates

Policy and regulations updates have been identified throughout the Active Transportation Plan that support the overall active transportation network implementation.

	Leadership
Land Use Bylaw • Update active transportation frontage requirements for consistency with guidance in the AT Plan. • Update bicycle parking design and layout requirements to reflect best practices. • Consider establishing requirements for cycling end-point facilities. • Establish requirement for e-bike charging associated with long- and short-term bicycle parking.	Planning
Engineering Specifications & Drawing Standards Complete a detailed review of Engineering Specifications and Drawing Standards to reflect preferred sidewalk and cycling facility design.	Engineering
Development Cost Charges (DCCs) Review the Transportation Development Cost Charge (DCC) program to establish updated DCC rates that reflect and prioritize active transportation projects.	Engineering
Community Amenity Contributions (CACs) Update the CAC policy to define desired active transportation projects that will not be achieved through DCC contributions or frontage improvements.	Planning
Parking Cash In-Lieu Establish a Parking Cash-In-Lieu Policy and Reserve Fund to generate funds for active transportation projects through land development.	Planning
Traffic Calming Policy Establish a District traffic calming policy to clarify the conditions under which traffic calming may be pursued.	Engineering

8.3 FUNDING OPPORTUNITIES

The successful implementation of the AT Plan will require funding from a variety of sources. Given that funding levels can vary, the AT Plan has been created to focus on a series of priority projects that provide the greatest benefit and value to the community. The timeframe required to achieve the identified priority projects may vary, depending on the funding made available through the various opportunities identified below.

The following are the key opportunities to fund the active transportation priority projects. Each are explored in greater detail on the following pages.

1. **Capital Planning**
2. **Land Development**
3. **External Funding + Partnership**

Capital Planning

Planned capital expenditures to support the implementation of active transportation projects will allow the District to prioritize and plan for capital investments that support the AT Plan. The District undertakes regular financial planning to align financial capacity with the community vision and long-term service objectives. Any increase in funding to support new infrastructure requires consideration of the District's ability to manage new assets and the overall impact on the District's financial sustainability. A new Asset Management Strategy is planned for 2021 that will consider opportunities to fund capital and maintenance associated with priority active transportation projects.

Land Development

Projects funded through developer contributions made during the land development approvals process are a key tool to finance the implementation of the AT Plan. Developer contributions toward AT Plan implementation can take several forms with frontage improvements, Development Cost Charges (DCCs) and Community Amenity Contributions (CACs) being the main sources of developer funded project financing. These tools should be used to support project implementation through capital planning as secondary funding sources.

A series of supporting policy action items have been identified above to ensure appropriate contributions toward active transportation facilities are made through future land development.

External Funding + Partnerships

External funding sources provide significant but unpredictable opportunities to fund new active transportation infrastructure. A large number of opportunities have emerged in recent years specifically to fund active transportation facilities in support of greenhouse gas (GHG) emissions reduction and public health objectives. Further, the COVID-19 outbreak has resulted in several economic stimulus funding opportunities, many of which may be used toward active transportation infrastructure.

A "quick start" approach to pursuing external funding is recommended to take advantage of current opportunities. Grant applications are most successful where a project is advanced in the planning process with detailed plans and cost estimates.

The following steps are to be taken to put the District in a position to be successful in pursuing grant opportunities:

1. Develop a tracking sheet identifying grant opportunities, application requirements, timelines and staff responsibilities.
2. Ensure adequate staff resources to develop "shelf-ready" project plans.
3. Develop "shelf-ready" project plans for candidate projects (design drawings, costs, supporting studies).

Grant Programs

The following are some of the key grant opportunities currently available that the District may be successful in securing funding for active transportation infrastructure.

- BC Active Transportation Infrastructure Grant Program – BC Municipal Affairs and Housing (MMAH)
- Investing in Canada Infrastructure Program (ICIP) – MMAH
- Road Safety Improvement Program - ICBC
- BC Transit Bus Stop Improvement Program - BC Transit
- Climate Action Revenue Incentive Program (CARIP) – MMAH
- Municipalities for Climate Innovation Program – Federation of Canadian Municipalities (FCM)
- Community Works Fund (Federal Gas Tax program) - Union of BC Municipalities (UBCM)

Grant programs frequently change, and there is the likelihood of new grant programs being created during the timeframe of this Plan. The District should remain proactive in seeking new grant programs, particularly as COVID-19 stimulus programs are initiated.

Candidate Projects for Grant Applications

Grant applications are often most successful for projects with broad community benefits, significant impact, and where collaboration and support is shown between jurisdictions.

Beyond the priority projects identified in the AT Plan. The following are candidate projects for grant applications:

1. **Island View Road Multi-Use Corridor**

   Walking and cycling connection between the Lochside Trail and East Saanich Road.

2. **Keating Cross Road Bike Path**

   A cycling path on the north side of Keating Cross Road connecting Veyaness Road and Central Saanich Road.

3. **Mount Newton Cross Road / Wallace Drive Intersection Improvement**

   Intersection design improvements, including possible pilot project.

4. **West Saanich Road Pathway**

   Pathway along West Saanich Road between Tsartlip Drive and Stelly's Cross Road.

8.4 NEXT STEPS

The AT Plan is a guide for the development and implementation of multi-modal transportation infrastructure, policies, programs, and activities within Central Saanich. It is a living document and the key actions will require reaffirmation through funding, District Council resolutions, and effective partnerships.

Securing funding and partnerships will be critical to realizing the community's vision for active transportation and the successful implementation of the AT Plan. The District intends to pursue priority projects and supporting policies and programs as funding is made available, both through municipal capital planning and external funding sources and grants. Further, the District's Asset Management Strategy will be developed in 2021 and the key recommendations from the AT Plan will be integrated into the District's on-going asset management program.

Acronyms

The following acronyms are used throughout the AT Plan and are described below as they may not be readily understood by all readers.

AAA	All Ages and Abilities
AADT	Average Annual Daily Traffic
AV	Autonomous Vehicle
CAC	Community Amenity Contribution
CPTED	Crime Prevention Through Environmental Design
CRD	Capital Regional District
DCC	Development Cost Charge
EV	Electric Vehicle
GHG	Greenhouse Gas
LOS	Level of Service
MOTI	B.C. Ministry of Transportation & Infrastructure
MVA	Motor Vehicle Act
OCP	Official Community Plan
TDM	Transportation Demand Management
TWSI	Tactile Warning Surface Indicator

Glossary

The following terms are referenced throughout the AT Plan and are defined below as they may not be readily understood by all readers.

Complete Street	A "complete streets" approach to street design considers the surrounding context, land use and all street users. On a complete street, the design and operation of the entire street supports all street users, including pedestrians, bicyclists, motorists, commercial vehicles and transit riders.
Mode Share	The percentage share of all trips associated with a particular travel mode.
Mode Split	The total number of trips assignment (or split) between each travel mode.
Traffic Calming	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.
Transportation Demand Management (TDM)	Initiatives that reduce emissions and other negative impacts of vehicle travel by encouraging use of other modes, reducing the number and length of vehicle trips, and shifting trips to less congested times and routes.
Universal Design	The design approach of environments, products and services that are usable by all people regardless of age, size or ability.

APPENDIX A.

Infrastructure Design Guidelines

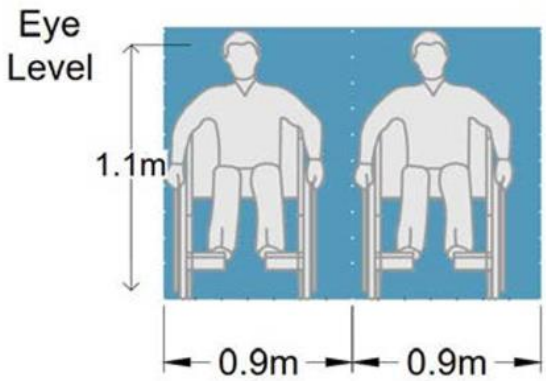
Walking + Rolling

Facility Design Guidance

Sidewalks

The recommended minimum sidewalk width is 1.8 m, which allows two people using mobility devices to pass one another as shown in **Figure 1**. This basic width is desirable and appropriate along most streets in Central Saanich.

Figure 1. Space Required for Two People in Wheelchairs to Pass One Another[5]



Wider sidewalks of 2.1 m are desirable in the Keating Business District / Keating Cross Road area where possible to provide greater separation from truck traffic.
Wider sidewalks are also desirable on primary streets through the Saanichton Village and Brentwood Bay Village. Along main commercial streets where high pedestrian volumes are expected, widths of 2.5 m or greater should be provided (as per District engineering standards). Ideally, sidewalks in these locations should include a furnishing zone with additional space for street furniture and landscaping.

Wide sidewalk on West Saanich Road in the Brentwood Bay Village

[5] B.C. Active Transportation Design Guide, Figure B-9, Page B47

Multi-Use Pathways

Multi-use pathways are applicable in a number of contexts, including highway and roadway corridors, rail corridors, greenways, and along waterfronts. A minimum width of 2.0 m is required to allow people walking and cycling to safely pass each other, although greater width is desirable to allow for more comfortable conditions. 3.0 m of width is preferred to provide a more comfortable facility for all users. A buffer between the pathway and an adjacent street should be provided, with the width depending on the street's characteristics and available width.

Walking Pathways

Walking pathway width depends on the type of trail and the amount of expected user traffic. Access pathways to parks, schools, and other destinations are to be 2.0 m wide, consistent with District engineering standards.

For walking trails, the *BC Ministry of Forest Recreation Manual* recommends that Type I trails (those expected to receive steady two-way traffic) should be 2.0 m wide. Type II walking trails, with fewer users may be 1.25 m wide.

Walkable Shoulders

Walkable shoulders are not considered a dedicated pedestrian facility and are not suitable for people of all ages and abilities. They may be considered as an interim solution on roadways with speed limits of 60 km/h or less where sidewalks and off-street pathways are not feasible.

Where provided, the recommended width of a walkable shoulder is 1.5 m wide – wider than the District's current engineering standard of 1.0 m on local rural roadways. Shoulders wider than 1.5 m are desirable in all cases, particularly where the adjacent street has high traffic volumes and speeds.

Surface Materials

Pedestrian facility surfaces should be firm, even, and slip-resistant in all weather conditions to ensure that facilities are accessible for people with reduced mobility, including people using wheelchairs and other mobility aids. This may include the use of either paved or soft surfaces.

While paved surfaces are generally preferred for their smooth finish and reduced maintenance, soft surface may be more appropriate in rural areas where paved surfaces conflict with rural or agricultural character, as well as on recreational facilities. General guidance on where paved or soft surface treatments are to be pursued is provided in **Table 1**.

Soft surfaces represent a reduced capital cost as compared to concreate or asphalt surfaces and may be pursued where budget is limited, including certain trail facilities using a soft surface on an interim basis with the intent to install a hard surface at a later date.

Table 1. Suitable Surface Treatment, by Context

	Surface Treatment	
	Paved	**Soft**
Village	✓	
Neighbourhood	✓	
Corridor	✓	✓
Rural Area		✓

Roadside pathways on Stelly's Cross Road (above) and Mount Newton Cross Road (below) are examples of facilities that have been constructed as gravel surfaces that could one day be paved in asphalt

Paved Surfaces

Paved surfaces generally provide a smooth, consistent surface treatment and is preferred for pedestrian facilities.

Concrete is the standard material for sidewalks, per the District's engineering standards, and provides a durable and smooth surface. Sidewalks should concrete wherever possible, with priority in Village locations, nearby schools and other areas of high pedestrian traffic.

Asphalt is less expensive than concrete and provides a firm, even surface. Asphalt is often used for multi-use pathways, as it provides a smooth surface preferred for cycling, although has a shorter lifespan.

Pavers and other decorative materials such as unit pavers and exposed aggregate may be used in certain areas benefitting from a decorative emphasis. These materials have additional capital cost, maintenance and accessibility challenges that should be considered.

Concrete sidewalks with bands of decorative pavers used in Brentwood Bay

Soft Surfaces

Soft surfaces are a lower cost alternative to paved surfaces and better suited to rural, agricultural areas. Soft surfaces (typically pathways) should be formed using firm materials that offer adequate stability, such as crushed aggregate and stabilized earth. In some contexts, such as walking trails, wood chip trails may be appropriate. Proper subsoil preparation is important to mitigating maintenance needs and future-proofing the pathway, allowing it to be paved later if/when that becomes desired and feasible.

Paving the approach to roadway crossings (approximately 4.0 m on either side of crossing) can help to prevent the accumulation of loose trail surface materials on the roadway.

Overall maintenance of unpaved surfaces is especially important to ensure the surface remains level and issues of disrepair and drainage do not negative impact walking conditions.

Flexible Design Options

Providing fully accessible, all ages and abilities pedestrian facilities is the ultimate goal for all parts of Central Saanich. However, it is recognized that paved sidewalks and multi-use pathways may not always be feasible, and that lower cost, interim, and flexible solutions may be required in certain contexts. These treatments can be used in rural and suburban areas of Central Saanich to increase pedestrian safety and work towards full accessibility.

Providing a dedicated pedestrian facility – ideally with physical separation from the roadway – is the goal in all contexts. Examples of interim improvements include providing painted walkable shoulders and using parking curbs or other delineators to separate pedestrians from motor vehicle traffic.

The use of cost-effective surface materials, as discussed above, can also help to reduce pedestrian facility costs and allow the District to achieve a greater network build-out with the budget available for active transportation infrastructure.

Example of low-cost pedestrian project, including paint used to delineate pedestrian space (above) and curb stops providing a physical barrier at a trail edge (below).

Pedestrian Crossings

Curb Ramps

Curb ramps are essential for providing universal access for people with reduced mobility and benefit many others, such as people with strollers, suitcases, or delivery carts. The District's current engineering standards call for a single curb ramp at an angle to the road, with width of 1.0 m. It is recommended that this standard be updated to match current provincial best practices.

Where feasible, it is recommended that double curb ramps are provided, as shown in **Figure 2**. This design improves accessibility by orienting users towards the receiving curb ramp and allowing them to enter the roadway directly into the crosswalk. The width of the ramp portion should match that of the sidewalk (minimum 1.8 m). Directional score lines and tactile walking surface indicators may be used to increase accessibility.

Where a double curb ramp is not feasible, a combined curb ramp may be used, as shown in **Figure 3**. Combined curb ramps do not offer the same level of accessibility as double curb ramps but are more comfortable for users than a single curb ramp located at an angle to the roadway. Directional score lines can be used to help people with reduced vision navigate the intersection.

Figure 2. Double Curb Ramp[6]

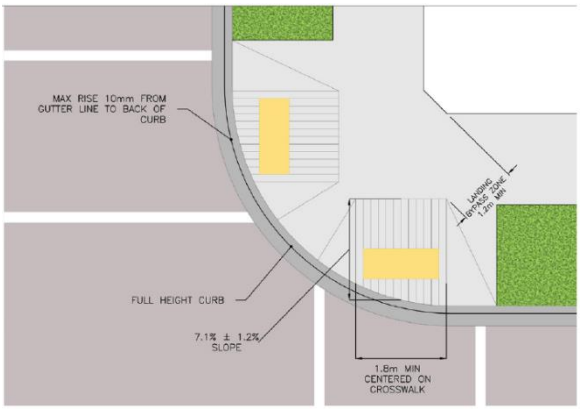


Figure 3. Combined Curb Ramp[7]

[6] B.C. Active Transportation Design Guide, Figure G-81, Page G45

[7] B.C. Active Transportation Design Guide, Figure G-82, Page G45

Crosswalks

Signage and pavement markings can be used to increase the visibility of a pedestrian crossing. The *TAC Pedestrian Crossing Control Guide and the Pedestrian Crossing Control Manual for British Columbia* contains guidance and warrants for determining the appropriate levels of crosswalk marking for each context.

Crosswalks generally take two forms:

1. The standard pedestrian crosswalk pavement marking is the twin parallel line crosswalk marking, which is suitable at signalized and stop controlled intersections.

2. "Zebra" crossings offer enhanced visibility and may be used at mid-block crossings, crossings near schools, and other areas where there are higher volumes of children, seniors, or people with reduced vision.

Enhanced crosswalks including overhead pedestrian flashers and rectangular rapid flashing beacons (RRFB) can further improve crosswalk visibility and motor vehicle yielding behaviour. Furthermore, accessibility can be improved by providing pedestrian countdown timers and accessible pedestrian signals.

A number of geometric crossing enhancements can also be made to improve pedestrian safety at intersections, including improving sightlines, providing curb extensions, reducing corner radii, creating pedestrian medians, and providing raised crosswalks or intersections.

Driveways + Alleyways

Driveways and alleyways create additional conflict points between people walking or rolling and motor vehicles. Driveway ramps can also be challenging to navigate for people with reduced mobility. Wherever possible, it is recommended that the sidewalk remain at the same grade through driveways and alleyways to reduce the number of curb ramps. This may be achieved by including a boulevard space between the sidewalk and roadway, providing the necessary width for the driveway ramp to occur outside the sidewalk space.

An example of a mid-block crosswalk installed on East Saanich Road in Saanichton that has been enhanced using rectangular rapid flashing beacons (RRFBs)

Signage + Pavement Markings

Pedestrian signage and pavement markings are used for a number of purposes, including regulatory, warning, information, pathway organization, and wayfinding. The TAC *Manual of Uniform Traffic Control Devices for Canada* provides national guidance, while the BC MOTI oversees the B.C. Provincial Sign Program and maintains the *Catalogue of Standard Traffic Signs and Supplemental Traffic Signs*, which apply on all roadways under provincial jurisdiction.

Signage

The full range of applicable pedestrian signs are found in the references identified above. Some of the common signs to be used on pedestrian facilities in Central Saanich are provided below.

Pedestrian Crosswalk Sign
(MUTCDC RA-4; B.C. PS-003 Series)

School Crosswalk Sign
(MUTCDC RA-3; B.C. PS-005 Series)

Special Crosswalk Overhead Sign
(MUTCDC RA-5)

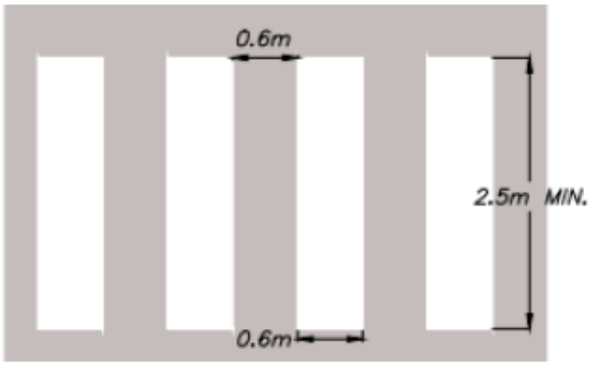
Shared Pathway Sign
(MUTCDC RB-93)

Pavement Markings

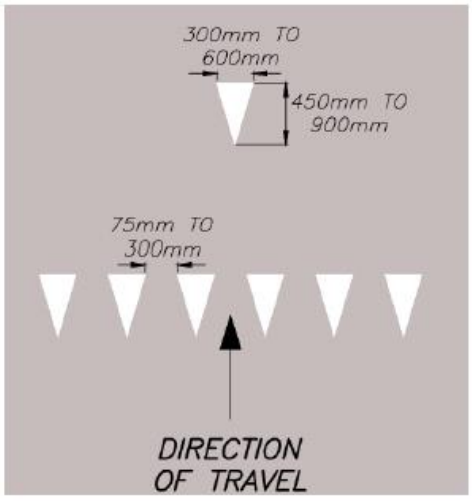
The following are specific pavement markings used in pedestrian crossing design.

Twin Parallel Crosswalk Lines

Zebra Crosswalk



Advanced Yield Lines
("Shark's Teeth")



Cycling

Facility Design Guidance

Multi-Use Pathways

Multi-use pathway guidance is referenced in Walking and Rolling section above. In addition to this guidance, to better accommodate pathway volumes and the ratio of cyclists to pedestrians, consideration may be given to providing separate walking and cycling pathways. Refer to the *TAC Geometric Design Guide for Canadian Roads* and the *B.C. Active Transportation Design Guide* for details on user separation.

Protected Bicycle Lanes

Protected bicycle lanes are the safest type of bicycle facility, offering a comfortable experience for users of all ages and abilities. There are a number of important design considerations that impact their construction, cost, and operation, including:

- **Travel direction** (uni-directional vs. bi-directional)
- **Placement** (left, right, or both sides of the street)
- **Elevation** (street level, intermediate level, or sidewalk level)
- **Type of separation** (flexible post, planter, curb, etc.)

Signage, pavement markings, and intersection treatments are also important to consider. Chapter D.3 of the *B.C. Active Transportation Design Guide* covers these elements in detail.

The desirable width of a protected bicycle lane is 2.5 m for uni-directional operation or 4.0 m for bi-directional operation. The constrained widths are 1.8 m and 3.0 m, respectively. The buffer between motor vehicles and the bicycle lane should be at least 0.6 m wide, with a desirable width of 0.9 m. Additional buffer width is recommended when adjacent to on-street motor vehicle parking.

Painted + Buffered Bicycle Lanes

Painted and buffered bicycle lanes are considered a supporting facility that may not be comfortable for people of all ages and abilities. The recommended desirable width of a painted bicycle lane is 1.8 m (1.5 m constrained).

Painted bicycle lanes are typically one-way and can be buffered or unbuffered. Buffered bicycle lanes provide additional separation between the bicycle lane and the motor vehicle travel and/or on-street parking, depending on the placement of the bicycle lane and the buffer. The recommended desirable buffer width is 0.6 m (0.3 m constrained). Buffers are strongly recommended where motor vehicle speeds are 50 km/h or greater.

Painted bicycle lanes adjacent to on-street motor vehicle parking are not recommended. Research has shown that this facility type is one of the least safe and least comfortable facilities, as it puts cyclists at risk of 'dooring' (running into the open door of a parked motor vehicle)[8]. If bicycle lanes are desired on a street with on-street parking, options can include removing (or relocating) the parking, adding a painted buffer between the bicycle lane and the parking (see **Figure 4**), or considering an alternative corridor or bicycle facility type (e.g. parking protected bicycle lane).

Figure 4. Buffer Space Options for Bike Lanes Adjacent On-Street Parking[9]

A *Consider adding a buffer next to the vehicle lane or implementing a protected bicycle lane if extra space is available.*

[8] Meghan Winters and Kay Teschke, Route Preferences among Adults in the Near Market for Bicycling: Findings of the Cycling in Cities Study (American Journal of Health Promotion, 2010); Kay Teschke et al., Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study (American Journal of Public Health, 2012).

[9] Figure adapted from British Columbia Active Transportation Design Guide, Figure B-12

Neighbourhood Bikeways

Neighbourhood bikeways are best suited for streets with average daily traffic volumes of 500 or fewer motor vehicles (maximum 1,000 vpd) and posted speeds of 30 km/h or less. Various traffic calming and diversion measures may be used to reduce the motor vehicle speeds and volumes of an existing roadway to make it suitable for use as a neighbourhood bikeway. Traffic management is discussed in greater detail in ***Section 6.4*** and in the *B.C. Active Transportation Design Guide*.

The clear width of the roadway – either between the curbs or between parked motor vehicles – should be between 4.0 and 5.5 m, as is shown in **Figure 5**. This provides the ideal width to allow motor vehicles and bicycles to comfortably share the road, while ensuring that bicycles and motor vehicles travel at similar speeds.

Bicycle Accessible Shoulder

Bicycle accessible shoulders are not considered a dedicated bicycle facility and are not comfortable for people of all ages and abilities. However, they may function as a support facility in the bicycle network, especially in rural areas where cyclist volumes may be lower and/or streets commonly do not include curb and gutter.

Shoulders may be considered bicycle accessible if they include:

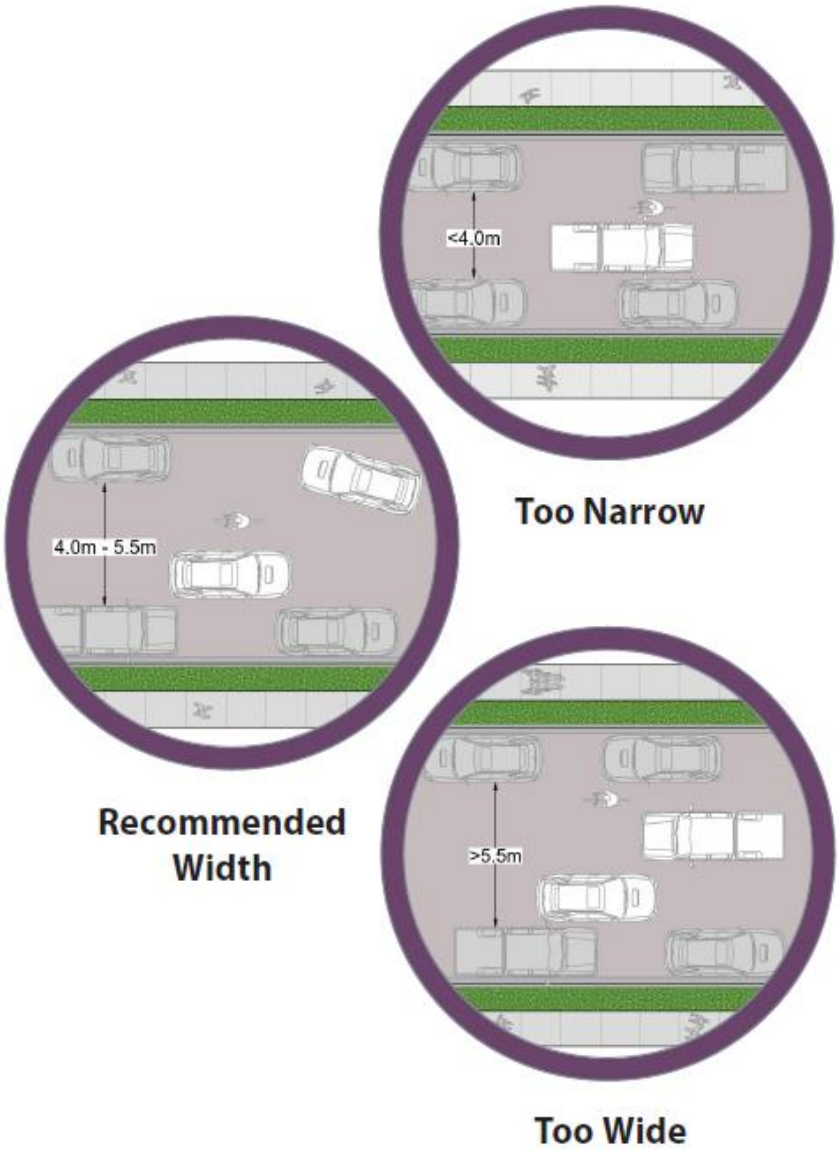
- Pavement markings that designate a separate shoulder
- Sufficient operating width is provided
- There is a smooth, paved surface clear of debris

Bicycle accessible shoulders are best suited to roads with posted speeds of 50 km/h or less and 5,000 or fewer motor vehicles per day. Providing a physically separated or off-street facility is preferred where motor vehicle speeds and/or volumes are greater, or where there are high volumes of truck traffic. This treatment is most commonly applied in rural areas on streets without urban-style curb and gutter.

Where motor vehicle speeds are 50 km/h or less, the desirable width for a bicycle accessible shoulder is 1.8 m (1.5 m constrained). A painted buffer (0.9 to 1.2 m) can be used to provide additional separation between people cycling and motor vehicles.

Figure 5. Neighbourhood Bikeway Width Parameters

[10]



[10] Figure adapted from British Columbia Active Transportation Design Guide, Figure B-12

Cycling Intersection Treatments

Intersections and crossings involve complex multi-modal interactions that may be unsafe and uncomfortable for people cycling. Intersection design that makes crossings more comfortable for people of all ages and abilities can help to enhance safety for all road uses and increase the uptake of active transportation.

Key design principles include:

- Minimizing conflict between users
- Ensuring clear sightlines and clarity of right-of-way
- Reducing speed at conflict points
- Making intersections as compact as possible

Geometric design elements (e.g. concrete medians and setback crossings), signage, pavement markings, and bicycle-friendly signal timing can increase safety for cyclists.

Cyclist turning movements – especially left turns – must also be considered in intersection design. Design elements such as bike boxes and two-stage turn boxes can help to position cyclists ahead of motor vehicles at red lights, increasing visibility.

Green pavement markings can be used to designate conflict zones along bicycle facilities, helping to increase visibility and make bicycle movements more predictable. Green pavement markings are typically reserved for cross-rides through intersections, crossings, and driveways, as well as bike boxes and two-stage turn boxes (see below for more details).

Signage + Pavement Markings

Cycling signage and pavement markings are used for a number of purposes, including regulatory, warning, information, pathway organization, and wayfinding. The TAC *Manual of Uniform Traffic Control Devices for Canada* provides national guidance, while the BC MOTI oversees the B.C. Provincial Sign Program and maintains the *Catalogue of Standard Traffic Signs and Supplemental Traffic Signs*, which apply on all roadways under provincial jurisdiction. The Capital Regional District's *Interim Cycling Destination Wayfinding Guidelines* also provides regional guidance for wayfinding signage, including where to install different types of signs along a bicycle route.

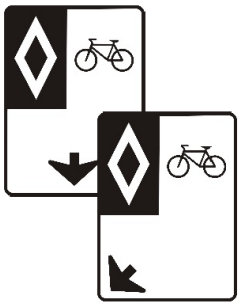
Signage

The types of signage that are applied on cycling facilities are broadly categorized as Regulatory, Warning and Informational. The full range of applicable signs are found in the references identified above. Some of the common signs to be used on cycling facilities in Central Saanich are provided on the following pages.

Pavement Markings

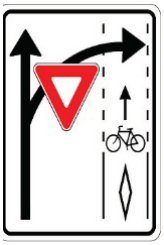
Specific pavement markings are used to demarcate cycling facilities. These include bicycle facility symbols, lane markings and crossing treatments. Some of the most common pavement markings to be used on cycling facilities in Central Saanich are provided on the following pages.

Regulatory / Informational Signs



Reserved Bicycle Lane Sign (MUTCDC RB-90, RB-91)

Reserved Bicycle Lane Ends Sign (MUTCDC RB-92)



Turning Vehicles Yield to Bicycles Sign (MUTCDC RB-37 and custom)

Yield to Pedestrians Sign (MUTCDC RB-39)

Bicycle Route Marker Signs

Wayfinding Signs

Decision Sign

On the approach to a decision point, decision signs point the direction to control destinations (CRD).

Confirmation Sign

After a turn, confirmation signs reassure cyclists of their direction and confirm additional destinations reached along that route (CRD).

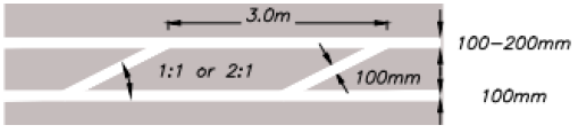
Turn Fingerboard Sign

Fingerboard signs should be placed after the decision sign, at the point of the turn (CRD).

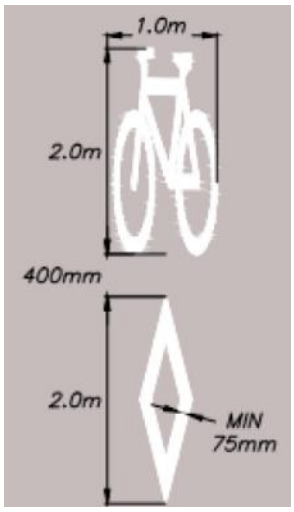
Pavement Markings

Bicycle Lane

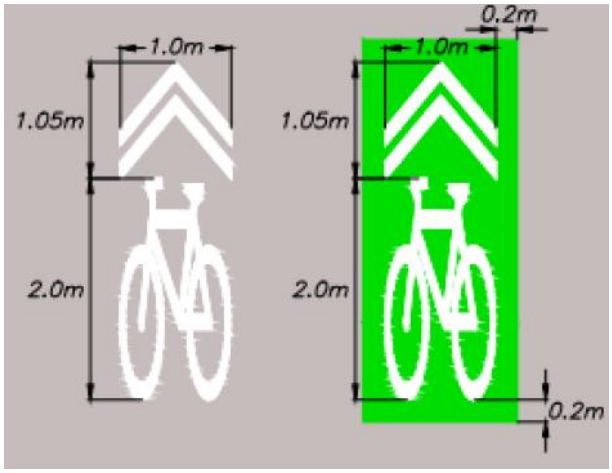
Buffered Bicycle Lane



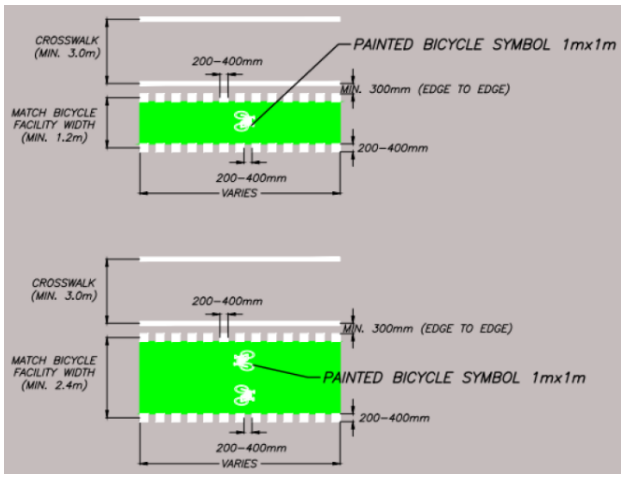
Bicycle Symbol Reserved Use Lane



Bicycle Shared Use Lane Symbol (Sharrow), including 'super sharrow' in green



Enhanced Cross-ride / Elephant's Feet (with Green Conflict Pavement Marking)



Note: Cross-ride markings are only recommended for bicycle facility crossings where bicycle users have the right-of-way over cross traffic (e.g. at stop/signal controlled intersections, driveways, laneways, etc.)

Transit

Facility Design Guidance

Location

Bus stops can be located on the near side of an intersection, the far side, or mid-block. Far-side bus stops are typically preferred both from an active transportation and traffic flow perspective. Bus stop location is determined by the type of bus that will be using the stop (conventional bus, articulated bus, double-decker bus, or community shuttle) and bus stop facility type (curbside or floating).

Universal Access

All bus stops should be free of barriers and connected to nearby sidewalks, crosswalks and trails to ensure they can be accessed by all Central Saanich residents, including those in wheelchairs or relying on other mobility aids.

Amenities

Stop amenities enhance passenger comfort and safety, and generally improve the transit experience. The following are the basic amenities that are desirable at bus stops:

- ID Sign
- Shelter
- Seating
- Garbage Bin
- Bicycle Parking
- Map / Schedule Information

Floating Bus Stops

Figure 6 shows a 'floating' bus stop, which is the preferred treatment at bus stops along corridors with bicycle facilities because they separate bicycle and transit movements. Special considerations are required to ensure that the stop is universally accessible and that conflicts between cyclists and pedestrians accessing the bus stop are minimized. Universal design elements at a floating bus stop include detectable edge treatments along the bicycle facility and tactile walking surface indicators at designated crossing points.

Curbside Bus Stops

Curbside bus stops are the typical design for roadways without bicycle facilities. Various stop configurations can be used, including bus bulges, bus bays, and basic curbside stops. Each configuration has implications for transit efficiency and operations, passenger visibility, and the space available for on-street parking and bus stop amenities.

Rural Bus Stops

In the rural context, where sidewalks may not be present, a bus pad should be provided adjacent the roadway shoulder where possible, with curb letdowns on either end. See **Figure 9**. This will ensure that the stop is wheelchair accessible. Consideration should be given to the location of the bus pad to ensure it does not negatively impact pedestrian or cyclist activity on the roadway shoulder.

Figure 6. Floating Bus Stop Configuration

(Source: B.C. Active Transportation Design Guide)

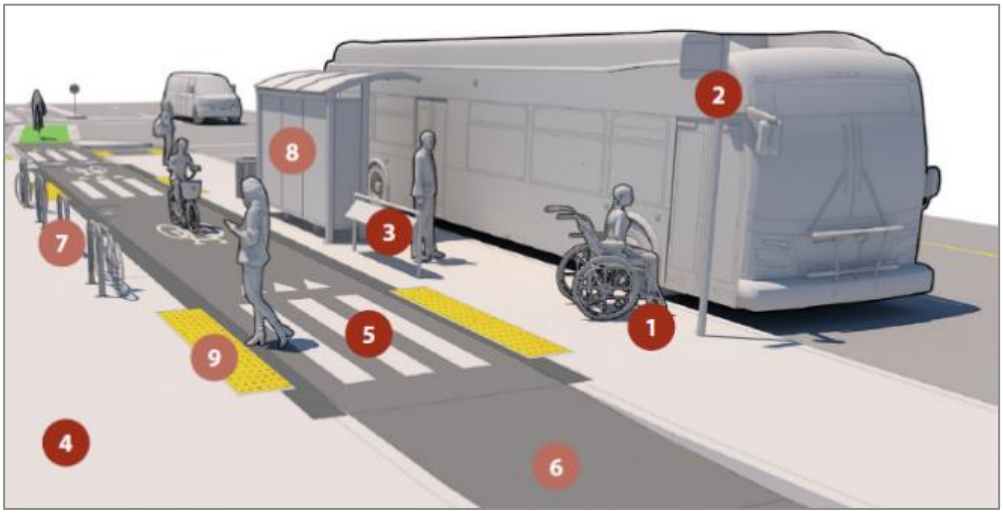
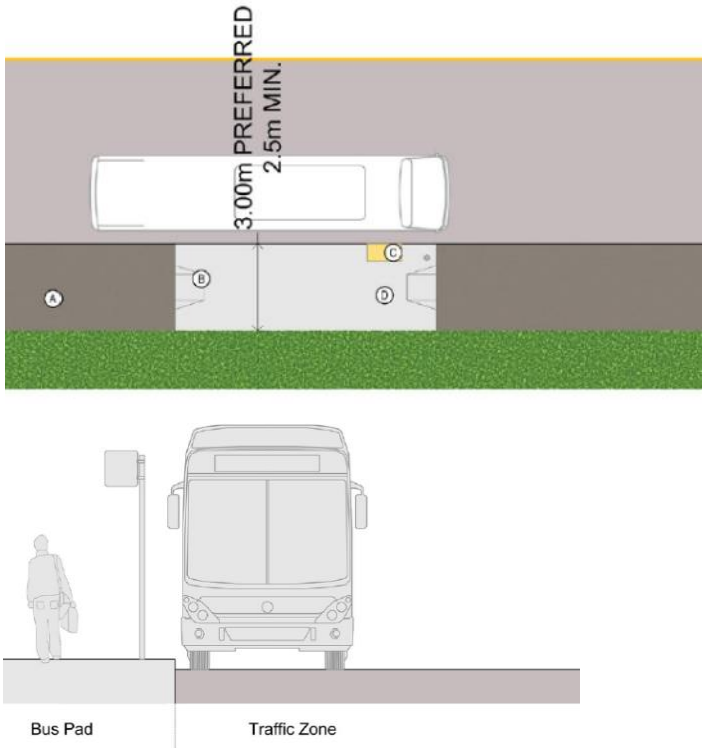


Figure 7. Rural Accessible Bus Stop

(Source: B.C. Active Transportation Design Guide)



APPENDIX B.

Engagement Summary

Central Saanich

May 2020

CENTRAL SAANICH ACTIVE TRANSPORTATION PLAN

Discussion Paper no.2

"What We Heard" Engagement Summary

Engagement Summary

In January and February 2020, the District of Central Saanich undertook a series of activities to engage residents in the on-going development of Central Saanich's first Active Transportation Plan. Community engagement aimed to gather input from Central Saanich residents and stakeholders, as well as to provide information on the plan.

A number of engagement activities were undertaken during this process, including:

- An online survey and interactive mapping
- An open house
- Three pop-up engagements at high-traffic locations in the community
- A community workshop

These engagement opportunities resulted in over 700 direct interactions with community members, who shared their concerns, priorities and opportunities for active transportation in Central Saanich. Residents offered their aspirations for walking and rolling, cycling, transit and other active transportation modes, offering insights on how to connect the Central Saanich's neighbourhoods and the broader region. This Discussion Paper summarizes the themes we heard.

The themes that emerged were:

Walking

- Improve the condition, continuity and accessibility of sidewalks
- Connect pedestrian facilities with more safe crossings
- Focus improvements on school routes
- Explore opportunities to develop an off-street trail network

Cycling

- Provide more safe bicycle routes, emphasizing connectivity and separation from traffic
- Improve links to regional cycling routes
- Explore educational opportunities for safe cycling and driving

Transit

- Improve access to bus stops and enhance multi-modal integration
- Encourage more direct and frequent transit service

Traffic Safety

- Address concerns over vehicle speeds and driver behaviour
- Identify opportunities to improve safety at key intersections

This understanding of the issues and opportunities for active transportation in Central Saanich will help the plan take shape over the coming months.

1. What We Did

The first step in the creation of any successful community-wide policy is to ensure residents are informed of the project's purpose and timeline. Through this first engagement we directly engaged with residents and stakeholders to ensure the plan has community support and reflects the needs and ideas of the community.

Our approach provided a variety of opportunities to reach as broad an audience as possible, residents were invited to participate both in-person and online.

In-person engagement opportunities through this phase of the Plan included:

- An open house;
- Three pop-up engagements; and
- A community workshop

Online activities included:

- A survey hosted on the Let's Talk Central Saanich website
- Interactive online mapping

These platforms attracted diverse conversations and feedback and will be essential to setting the priorities for the next phases of the Active Transportation Plan.

2.1 GENERATING ENTHUSIASM

Engagement activities were promoted through:

- Social media including Instagram, Facebook and Twitter
- Posters
- Community newsletter
- Advertisement in the Saanich Peninsula Review
- Notices on the District of Central Saanich website
- The Let's Talk Central Saanich website
- Emails to followers of the Active Transportation Plan on Let's Talk Central Saanich
- Emails to local school Principals
- Emails to invested community members and groups

What We Heard

We received more than 600 unique comments related to active transportation and safety in Central Saanich, and 89 specific locational "pins" from the online survey showing priority improvement areas. While we have considered them all, the purpose of the upcoming active transportation plan is to identify the most pressing concerns and opportunities for the community. This is a summary of what we heard.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The Centre
For Active Living 50+
Join us for a
Central Saanich
District Event
Stay Informed
Be Involved
Connect with Community
csaanich.ca/events

2.2 ENGAGEMENT ACTIVITIES

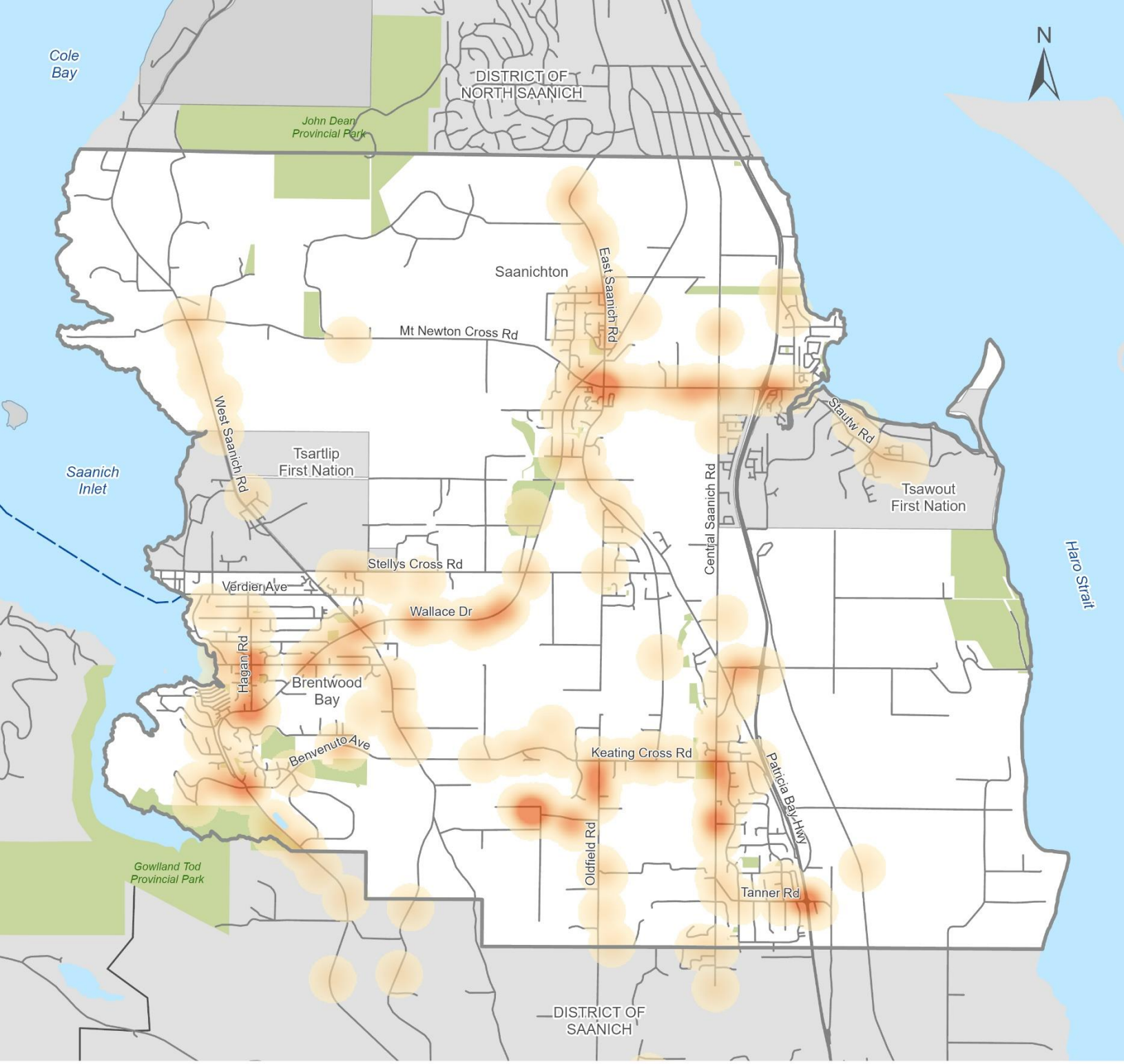
Public Survey

An interactive survey was available online and through hardcopy for all interested residents, people working or travelling through Central Saanich. The survey was available from January 10th, 2020 until February 29th, 2020. The survey focused on understanding and identifying issues, opportunities, priorities and current behaviours with respect to active transportation in Central Saanich.

The survey received a total of **505 responses.**

Respondents could also use interactive maps on the Let's Talk Central Saanich website to mark specific areas of concern for active transportation. A summary of the frequency of locational responses provided through the survey is shown in **Map 1**.

The interactive mapping had a total of **89 contributors.**



Map 1.

Interactive Map: Concentration of Issues for All Active Transportation Modes

Central Saanich

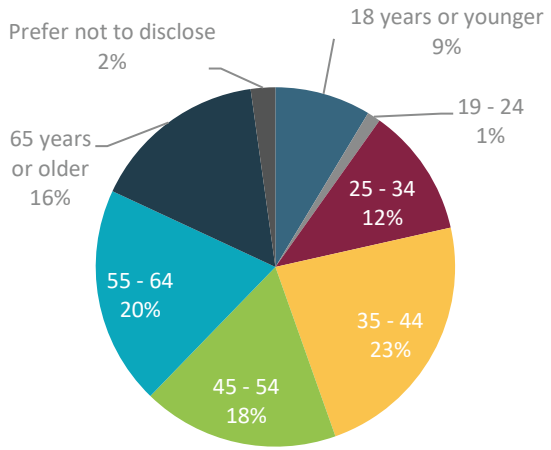
Survey Demographics

Participants were asked to provide demographic information to better understand who was completing the survey.

Age Breakdown

90% of survey respondents were above the age of 25, with the most responses from those between 35 and 44 years old and 55 and 64 years old. The fewest responses were received from those in the range of 19 to 24 years. **Figure 1** shows the complete breakdown of respondents' age.

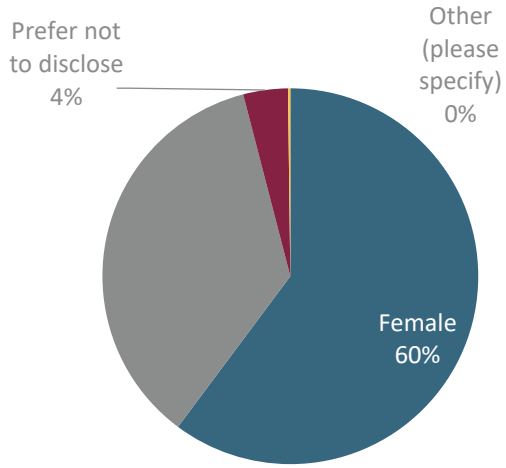
Figure 1 – Age of respondents



Gender Breakdown

Nearly two-thirds of respondents in the online survey identified as female, whereas 36% identified as male. **Figure 2** shows the gender of respondents.

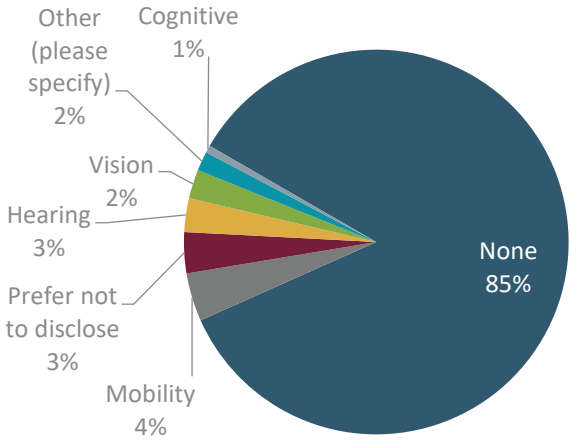
Figure 2 – Gender of respondents



Limitations Breakdown

85% of survey participants did not have any physical or cognitive limitations. The most commonly stated limitations were mobility, hearing and vision limitations. **Figure 3** shows the variety of limitations experienced by respondents.

Figure 3 –Limitations of respondents



How Respondents Experience Central Saanich

The majority of the respondents were Central Saanich residents, with large numbers also describing themselves as regularly travelling through, working in, or visiting the District. Full results are shown in **Figure 4**.

Neighbourhood Breakdown

Among Central Saanich's neighbourhoods, the District's more urban areas had the highest representation. Over two-thirds of respondents were from the District's more urban areas. The respondent's neighborhood representation roughly mirrors the community's neighborhood populations. All survey respondents' neighbourhoods are displayed in **Figure 5**.

Figure 4 – Relationship to Central Saanich

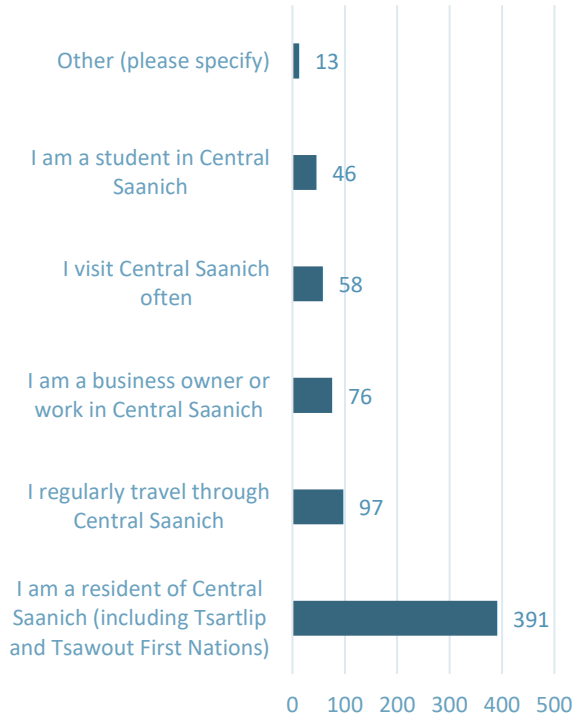
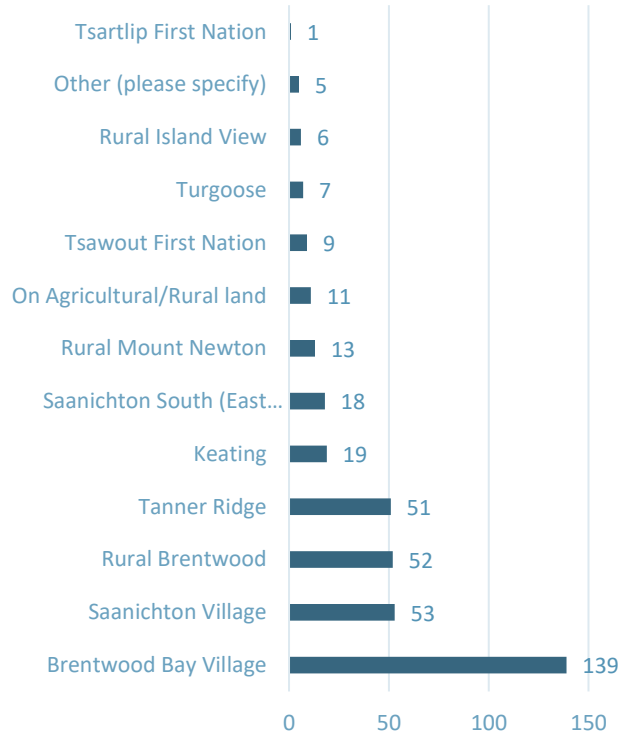


Figure 5 – Neighbourhood of Residence



Open House

An open house was held on Saturday, February 8, 2020, at the Central Saanich Cultural Centre. Attendees were invited to identify challenges and opportunities for active transportation in Central Saanich, and share their vision for the future of active transportation in the community.

Ninety-one people attended the event and provided a broad range of feedback on their concerns and desires for active transportation. Along with story boards describing the Active Transportation Plan process, the project team and District staff facilitated several activities at the open house, including:

1. "**Dotmocracy" Survey** - Participants place sticky dots on storyboards to identify active transportation opportunities, challenges and priorities.
2. **Marble Voting** – Residents were given five marbles to place in jars corresponding to desired active transportation improvements.
3. **Interactive Maps** – Large format maps of urban areas and existing active transportation networks were provided for participants to mark up and leave comments.
4. **Survey Station** – Opportunities to complete hard copy and online surveys were provided on site.

One resident's "Big Ideas" shared at the Open House

"COMPLETE NETWORKS, LOWERED SPEED LIMITS, MORE BICYCLE PARKING REQUIRED OUTSIDE BUSINESSES, LARGER PORTION OF TRANSPORT BUDGET ALLOCATED TO ACTIVE TRANSPORTATION IN ORDER TO SUPPORT MAKING IMPROVEMENTS, SEPARATED CYCLE TRACKS AND COMPLETE, ACCESSIBLE SIDEWALKS."

Open house attendees arrived by bicycle (top), and shared their opinions with "Dotmocracy" stickers (bottom).

Pop-Up Engagements

"Pop-up" engagement events were hosted at three locations. These pop-ups were designed to be held in high-traffic areas to engage with people who may not have attended the open house or completed the online survey.

1. **Keating Co-op Food Store**
   Wednesday, February 12, 2020
   11:30am – 1:30pm
2. **Saanichton Thrifty Foods**
   Tuesday, February 18, 2020
   11:30am – 1:30pm
3. **Panorama Recreation Centre**
   Sunday, February 23, 2020
   Noon – 3:00pm

The first two sessions were two hours long and were held in the parking lots of the Keating Co-op Food Store and Saanichton Thrifty Foods. A third event, focusing on regional connections, was held at Panorama Recreation Centre in North Saanich for three hours. **Participation at the three events was as follows:**

- **Keating Co-op Food Store, 26**
- **Saanichton Thrifty's, 37**
- **Panorama Rec Centre, 18**

Each pop-up again included interactive storyboards, mapping and dotmocracy activities. Participants were invited to provide comments on walking/rolling, cycling and transit, along with their financial priorities and big ideas. District staff and the project team were on hand to reach out to passers-by, facilitate conversation and record feedback.

Pop up engagement events at the Keating Co-op Food Store (top), Saanichton Thrifty's (middle), and Panorama Rec Centre (bottom).

"Big Idea" Shared at the Keating Pop-Up

"MAKE IT EASIER TO BUS, CYCLE, OR WALK INSTEAD OF DRIVING."

Community Workshop

Residents representing a variety of demographics and those with a strong interest in active transportation in the community were invited by the District to participate in a workshop. Following a presentation on the Active Transportation Plan process, attendees and District staff facilitated discussion and collected feedback on concerns and opportunities for active transportation in Central Saanich.

Input Shared at the Community Workshop

"I THINK ISSUES WITH SENIORS INVOLVE THE LACK OF DEFINED PEDESTRIAN AREAS ALONG MANY OF THE ROADS AROUND BRENTWOOD BAY, AND ALSO POOR LIGHTING ALONG THE ROADS. THESE TWO ITEMS RESULTS IN A RELUCTANCE OF SENIORS TO ATTEND EVENTS PROPOSED FOR EVENINGS IN THE WINTER MONTHS."

Workshop participants share their thoughts on maps (top); marble voting from the open house (bottom)

3. What We Heard

WALKING/ROLLING

Throughout the first round of public engagement, participants indicated that walking was crucial to daily activity in Central Saanich. In the online survey, walking was the second most commonly used active transportation mode for commuting and only trailed driving alone among all modes. Since most trips start and end on foot, the project team received a great deal of insight into the challenges and opportunities for walking in the District. This section will synthesize what we heard about walking and rolling across this stage of the public engagement process.

Walking Breakdown

When asked about motivations for walking in Central Saanich, survey respondents most frequently indicated that they walk to exercise, enjoy nature parks or trails, and to access shops, restaurants or services in the community. **In a typical month, a third of respondents indicated that they walk daily, whereas nearly half walked between one and six days a week.** Of those who participated in the survey, only 1% never walk.

Survey participants were also asked about how safe they feel walking in Central Saanich. **Over half of responses indicated they feel very safe or mostly safe, whereas 32% feel mostly unsafe and 9% very unsafe.**

Sidewalk Gaps + Desired Improvements

Improvements to the condition and connectivity of sidewalks in Central Saanich was a consistent piece of feedback throughout the various engagement activities.

Participants strongly indicated that there is a lack of sidewalks or pathways in the community, or gaps in the network that present challenges for walking. Among the comments received, several on-street walking routes were most frequently mentioned for sidewalk improvements, including:

- West Saanich Road from Keating Cross Road to Wallace Drive
- Hagan Road and Marchant Road in Brentwood Bay
- Wallace Drive between West Saanich Road and Stelly's Cross Road
- Mount Newton Cross Road between Saanichton and Highway 17
- Oldfield Road and Central Saanich Road south of Keating Cross Road
- Benvenuto Avenue to the Butchart Gardens

Greater connectivity in the pedestrian network, whether sidewalks, multi-use paths or natural trails was also a priority among residents. Engagement participants continually

expressed that investment should be focused on "connecting the dots" between existing pedestrian facilities.

Many participants also strongly supported maintaining Central Saanich's rural character. Some felt that more natural trails and off-street paths would be better suited to Central Saanich's character than sidewalks while also providing a safe and interesting experience for users.

A summary of the specific pedestrian challenges identified through the public survey is summarized on **Map 2**.

Crossings

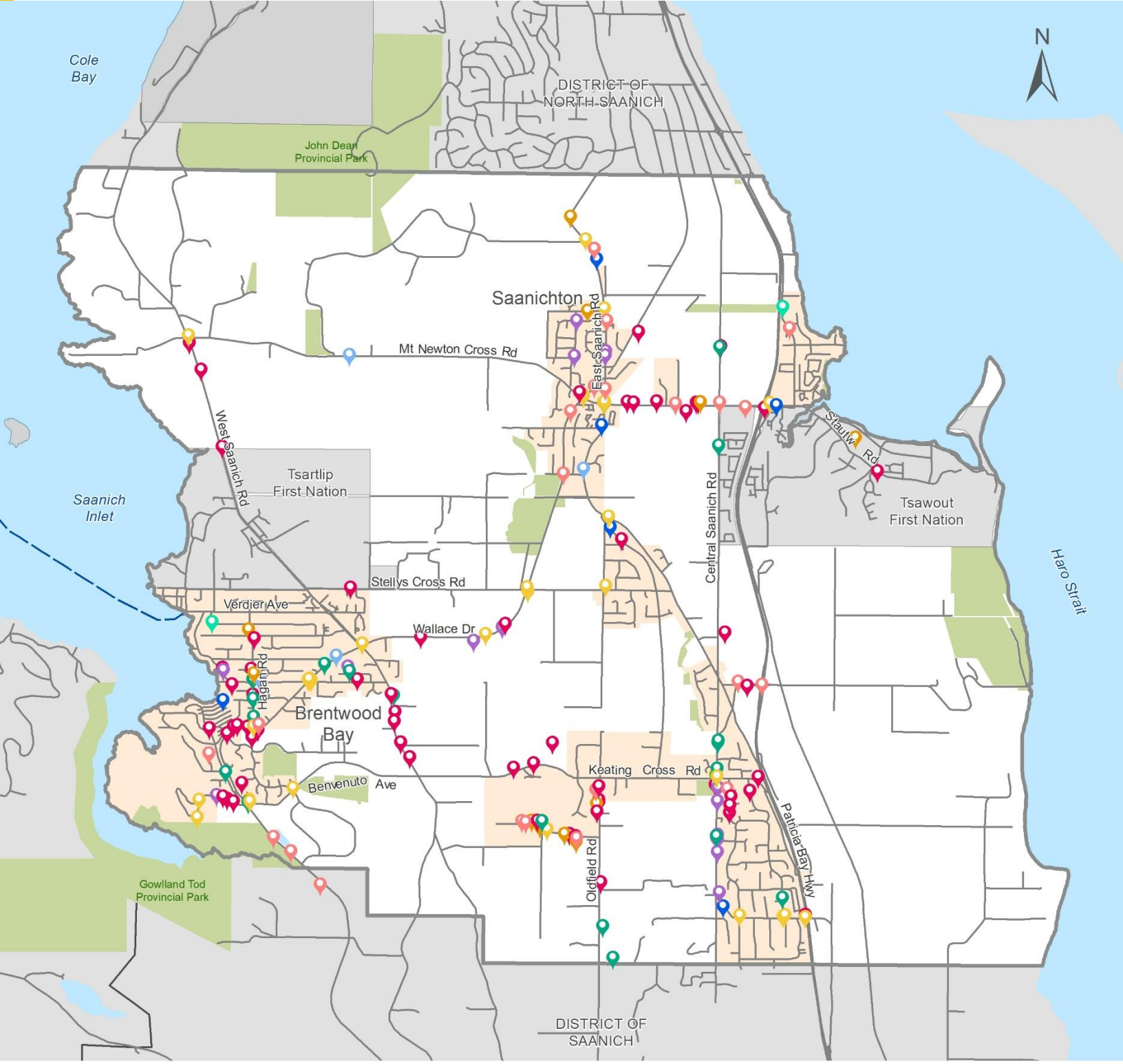
Along with sidewalks, improving crossing locations and increasing the number of safe crosswalks was widely supported by engagement participants. Safe crossings play an integral role in connecting pedestrian facilities for all users. Respondents felt that many existing crossings required better lighting and pedestrian-controlled signals to improve visibility.

Respondents identified locations requiring new or upgraded crossings across the District that would improve safety and connectivity for walking routes. These intersections included:

- Cultra Avenue at Wallace Drive
- West Saanich Road between Keating Cross Road and Wallace Drive
- Marchant Road at Wallace Drive
- Mount Newton Cross Road / East Saanich Road intersection
- The Willow Way trail at Wallace Drive
- Stelly's Cross Road near Stelly's Secondary School / Tomlinson Road

Map Comment, Pop-Up Engagement

"CULTRA – CROSSWALKS NEEDED. MANY CHILDREN. CROSSWALKS HIGHER PRIORITY THAN SIDEWALKS. MARKED NOTHING FANCY."



Map 2.

Interactive Map: Walking Issues

- District of Central Saanich
- Urban Settlement Area
- Parks

Walking Issues

- Intersection safety
- Lack of amenities (benches, water fountains, etc)
- No sidewalks or pathways
- Poor lighting
- Sidewalk or pathway condition
- Sidewalk or pathway ends or is discontinuous
- Sidewalk or pathway is too narrow
- Traffic volumes and speeds
- Other

Trails

In addition to pedestrian facilities adjacent to roads, community members indicated a desire to grow Central Saanich's off-street trail network. As previously stated, the District's rural character is cherished, and it was felt that off-street trails could be well matched with this character while also helping to facilitate active transportation in the District. Such trails were encouraged both by walkers and cyclists as a safer and more interesting experience when designed in a manner that matches the needs of both user groups and achieves accessibility standards. Residents also expressed support for organizing local volunteer groups to help build and maintain an off-road trail system.

As a strong part of Central Saanich's rural character, horseback riders were also supportive of increasing the number of facilities that can accommodate equestrian users.

Several engagement participants encouraged dialogue with private landowners to seek out opportunities to build trails across agricultural land to help connect the active transportation network. Suggested trail connections were concentrated between Keating Cross Road, Wallace Drive, Veyaness Road and West Saanich Road. Trails in this area were discussed as a way to expand on the Willow Way trail facility, linking Brentwood Bay to the Keating Business District and Tanner Ridge, as well as improving connections to Keating Elementary and Stelly's Secondary School.

Another suggestion for developing further off-street paths was to utilize unbuilt road rights-of-way. Residents suggested these as an opportunity to achieve trail connections in the short-term, as these rights-of-way are already under the District's jurisdiction and would not require property acquisition.

Accessibility

Accessible design was important for some engagement participants as sidewalks and paths not built to universally accessible standards were experienced in several areas. It was felt that accessible design, for example upgrading curb cuts and installing tactile surface treatments, would make walking and rolling more inviting and improve safety for all users.

Certain residents noted that the gravel roadside pathways have been constructed in recent years (i.e., Stelly's Cross Road, Mount Newton Cross Road) are challenging for individuals in wheelchairs, leading them to use the adjacent roadway.

Other accessibility concerns focused on bus stop design, with residents suggesting that many stops do not have a suitable pad for wheelchairs or other mobility devices to roll onto the bus

Survey Response from Respondent with Visual Impairment

"THE SAFETY OF CENTRAL SAANICH CITIZENS IS PARAMOUNT, AND ACCESSIBILITY, FACILITY MAINTENANCE, AND SERVICE SUPPORT ARE REQUIRED TO PRODUCE THIS SAFETY, AND IT IS NOT WILLINGLY PRIORITIZED."

Safe Routes to Schools

A need to expand and improve sidewalks and crossings around schools was frequently mentioned as a result of the experiences of students and families travelling to and from school. **Key concerns related to school travel are both a lack of safe, continuous pedestrian facilities to/from schools, as well as concerns over driver behaviour and vehicle speeds in the vicinity of schools**. Improvements along school routes at several locations of concern were emphasized by residents, including:

- Sidewalk connections from Keating / Tanner Ridge to Keating Elementary
- Crossing Wallace Drive at Marchant Road
- Sidewalk connections from Grieg Estates along Wallace Drive
- Sidewalk connections and safe crossings from Stelly's Secondary to West Saanich Road
- Improving pedestrian facilities on Hagan Road

Similar suggestions applied for pedestrian access to the Gingerbread Daycare in Brentwood Bay, with participants indicating a need to improve safety for Brentwood Bay families walking to the facility.

Suggested improvements for walking and rolling routes to schools are captured in many of the themes in this section, with priority given to enhancing intersections, crossings, sidewalk networks and lighting along routes regularly travelled by children and their families, as well as focusing traffic safety and speed enforcement efforts in these locations.

Residents also made note of specific challenges identified in the School Travel Plan developed for Brentwood Bay Elementary School in 2018, as well as a similar on-going initiative at Keating Elementary School.

All Ages and Abilities

"…START FROM SCHOOLS AND WORK OUTWARD TO THE SURROUNDING COMMUNITIES. AAA BIKE LANES THAT STUDENTS CAN USE TO BIKE TO SCHOOL WILL CREATE LIFELONG CYCLISTS."

- *SURVEY RESPONDENT*

CYCLING

Throughout the first round of public engagement, participants shared their passion for cycling in Central Saanich. In the online survey, cycling was the second most commonly used active transportation mode behind walking/rolling and was also less frequently used than driving alone and carpooling. This modal split reflects input received throughout recent engagement that the District can develop the attractiveness of cycling within and through the community. Participants provided a variety of suggestions for improving infrastructure, education and safety for cyclists in Central Saanich. This feedback received on the challenges and opportunities for bicycles in Central Saanich is summarized in the following section.

Cycling Breakdown

When asked about motivations for cycling in Central Saanich, survey respondents most frequently indicated that they cycle to exercise, have fun and to enjoy nature, parks or trails.

In a typical month, over two-thirds of respondents indicated that they never cycle or cycle one to four days a month. Only 3% of participants indicated they cycle daily.

Survey participants were also asked about how safe they feel cycling in Central Saanich. **Nearly half of respondents felt very unsafe or mostly unsafe, whereas only 3% very safe.** A similar question was posed for other travel modes (driving, walking) and responses indicate that the feeling of safety is significantly lower among cyclists, suggesting a need to focus on improved cycling safety.

Cycling Challenges

There are various challenges facing cycling in Central Saanich. Among survey responses, the top three issues for cycling in Central Saanich were identified as:

1. **A lack of dedicated on-street bicycle lanes**
2. **Gaps in the cycling network**
3. **A lack of separation between cycling facilities and traffic**

Separation from traffic was a strong theme throughout this phase of engagement with many participants feeling that cycling alongside traffic was a deterrent to cycling, especially among inexperienced cyclists and children / families.

Areas of Concern

A number of specific areas of concern were identified through the various engagement activities. Specific issue locations identified through the public survey are summarized on **Map 3**.

The following is an overview of the highest priority issue locations identified through engagement:

Keating Cross Road

Residents noted general concern for cycling conditions on Keating Cross Road, including a lack of cycling routes through the Keating Business District and concern over narrow, inconsistent roadside shoulders west of the Business District toward West Saanich Road. It was also noted that signage encourages cycling on sidewalks, putting cyclists in conflict with pedestrians.

Wallace Drive

We heard frequent remarks that Wallace Drive is dangerous for cyclists, particularly between Stelly's Cross Road and the boundary with the District of Saanich after Benvenuto Avenue. Participants felt that there were opportunities to incorporate cycling facilities into the roadway between Stelly's Cross Road and West Saanich Road. Between West Saanich Road and the District boundary, cycling on narrow roads with high levels of traffic were among the main concerns.

Oldfield Road

Issues were primarily concentrated south of Keating Cross Road, where residents describe narrow roads with high traffic volumes, with particular concern for the levels of truck traffic on Oldfield Road. Similar feedback was received for Central Saanich Road south of Keating Cross Road.

Stelly's Cross Road

Due to narrow sections, Stelly's Cross Road was not a preferred route for cyclists, but was still widely used. Between Wallace Drive and West Saanich Road, improving separation from traffic and providing a safe route to school for Stelly's Secondary students and staff was indicated as a priority, consistent with feedback in the Walking / Rolling section.

Mount Newton Cross Road

Concerns were raised over separation from traffic on busy sections of Mount Newton Cross Road between Highway 17 and Saanichton Village. Residents noted the importance of this connection between the Lochside Trail, Saanich Peninsula Hospital, Saanichton and the rest of Central Saanich. Some issues also arose between West Saanich Road and Wallace Drive, where walkers and cyclists both use the roadside path and on-road conditions were not perceived to be safe due to vehicle speeds and narrow roads.

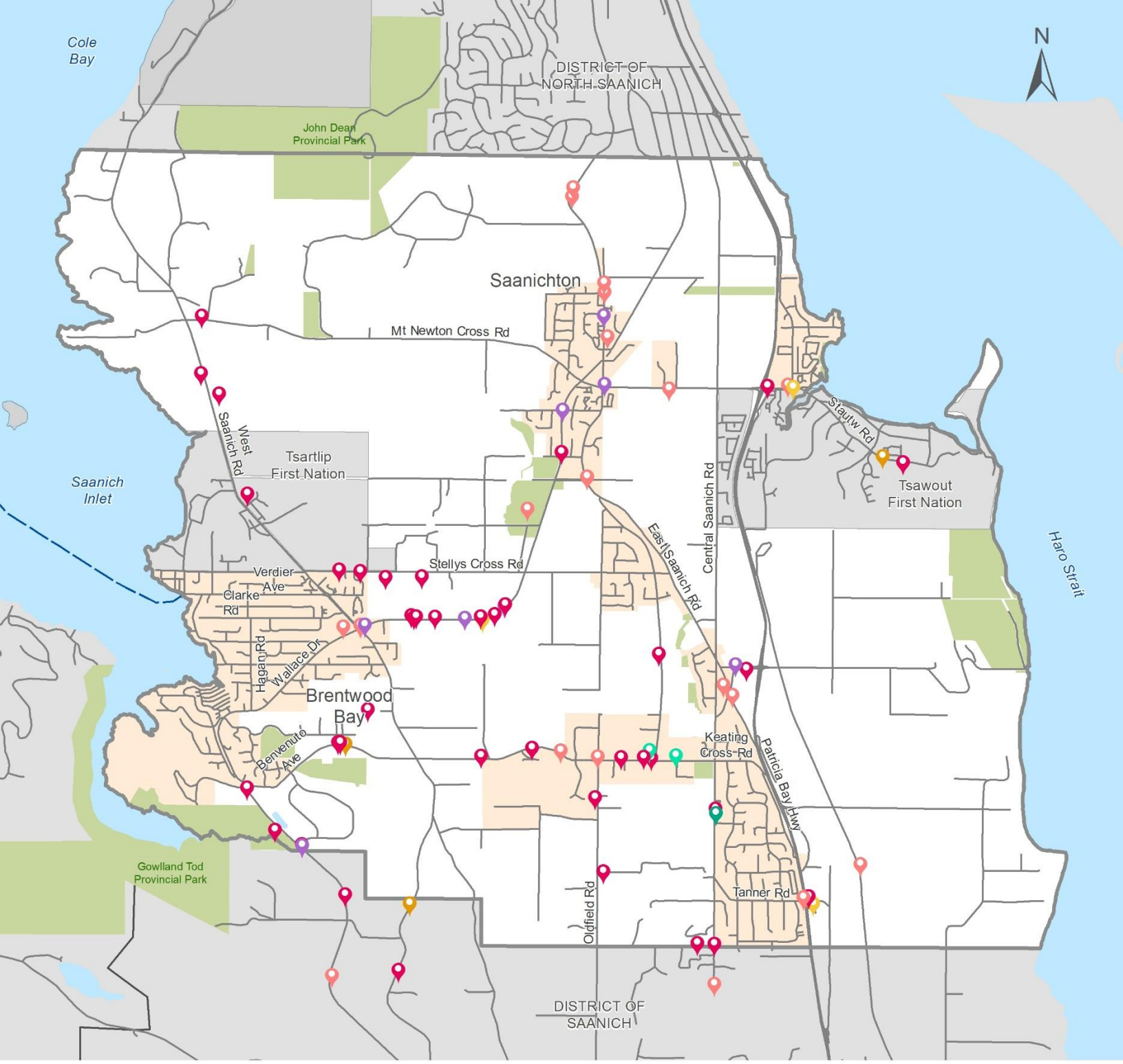
Other

Greater overall connectivity in the bicycle network was a consistent theme throughout the engagement process. **Many participants indicated that connections between Central Saanich's urban areas are lacking, particularly between Brentwood Bay and Saanichton.**

Another commonly cited desire was to improve the integration of bicycle routes in Central Saanich with existing regional routes like the Lochside Trail and Interurban Rail Trail. Both are addressed in the following section.

Survey Response

"NOT ENOUGH PATHS THAT ARE SAFE FOR SHARED USE. THE ONE ON STELLY'S IS NOT APPROPRIATE TO CALL A BIKE PATH BUT IT'S A GOOD WALKING PATH."



Map 3.

Interactive Map: Cycling Issues

- District of Central Saanich
- Urban Settlement Area
- Parks

Cycling Issues

- No bicycle lanes or paths
- Bicycle lanes ends or is discontinuous
- Intersection safety
- Poor lighting
- Lack of bicycle parking
- Traffic volumes and speeds
- Other (please describe)

Central Saanich

Desired Future Improvements

To address the issues outlined above, engagement participants provided substantial feedback on the types of programs and facilities they felt would improve cycling in Central Saanich.

In the online survey:

- **15% of respondents supported building more paved trails and multi-use paths, the most supported investment in active transportation infrastructure in Central Saanich among all modes.**

- **Expanding the on-street cycling network and off-street cycling network also both received strong support (12% and 10%, respectively).**

Generally, there was broad support for greater separation from traffic on the District's cycling routes. Infrastructure along major routes was frequently noted to be either lacking or requiring upgrades to reduce conflict between cyclists and vehicles. Widening or redesigning narrow shoulder bikeways was a main priority in several locations, including Keating Cross Road, Wallace Drive and Oldfield Road.

Improving signage related to bicycle lane and other paths was another consistently suggested improvement. Participants noted a lack of signage where bike lanes or cycling paths begin and end. It was felt that signage, or alternatively more painted road markings, on bicycle routes would improve safety, wayfinding and communication with vehicle traffic.

Education for cyclists and drivers also reoccurred as an opportunity to improve safety for all road users. Larger groups of recreational cyclists frequenting the area are observed to create issues on narrow, rural roads. Some cyclists also felt that cycling education for children and adults alike was important for safety purposes and to help acquire skills like bicycle maintenance.

Regional Cycling Connections

Integrating cycling infrastructure with regional cycling routes was seen as an important step to encourage daily commute trips by bicycle enjoyment, as well as for recreation and to access other destinations across the Capital Regional.

The Lochside Trail is a well-used active transportation corridor, particularly in facilitating longer distance cycling trips, providing connections to Sidney, Saanich and Victoria. It is however disconnected from much of Central Saanich, with the only crossings between the Lochside Trail and the majority of Central Saanich occurring at Island View Road and Mount Newton Cross Road.

Engagement participants from Tanner Ridge expressed frustration that despite their close proximity to Lochside Trail they are required to take long, slow routes to connect with the trail due to Highway 17 acting as a substantial barrier. Connecting Central Saanich to this thoroughfare was seen by many engagement participants as an essential link in the District's active transportation network.

Several possible connections to the Lochside Trail were suggested, including Brentwood Bay via Stelly's Cross Road or Keating Cross Road and Island View Road, or a multi-use overpass designed into the Keating flyover project. Improved connections to the trail via Mount Newton Cross Road were also identified, including an improved crossing at Highway 17.

Survey Response

"I WOULD USE A BIKE-SAFE ROUTE TO CONNECT LOCHSIDE TO BRENTWOOD BAY WITHOUT GOING ALL THE WAY NORTH TO SAANICHTON."

Another regional route that participants felt could be improved is the section of the Interurban Rail Trail through Central Saanich. While not as widely used as the Lochside Trail, the Interurban Rail Trail provides another regional connection to destinations to the south such as Saanich and Camosun College (Interurban campus). Wallace Drive is the key portion of the Rail Trail through Central Saanich between Saanich and North Saanich, and cycling facilities along this route are widely considered to be discontinuous and require improvement.

A final possible regional connection suggested by engagement participants was a safe southward route from the Keating Cross Road / Tanner Ridge area to Elk / Beaver Lake Regional Park. The proposed connection was via Central Saanich Road through Bear Hill Regional Park.

With these possibilities, participants noted that there is a need to collaborate and coordinate with other jurisdictions to ensure cycling network continuity. The District of Saanich, the District of North Saanich, the Town of Sidney and the Capital Regional District were all identified as key partners in achieving that goal.

TRANSIT

Based on survey results, transit is the least frequently used mode of transportation for commuting purposes in Central Saanich. While other modes may be more frequently used in, engagement participants reinforced the important role that transit plays in connecting people both within the municipality and to the region. While many aspects of transit service are outside the District's jurisdiction, understanding how access to transit and integration with other active transportation modes can be improved is critical to a successful active transportation network.

The major themes discussed throughout initial engagement activities are compiled in this section and reflect the challenges and opportunities for current and prospective transit users in Central Saanich. With fewer users in the community, there is space for growth in transit ridership. Incorporating feedback on transit service and amenities in the District will help form a vision for a more comfortable and efficient transit experience that reflects needs in the community.

"Transit Idea" from Public Open House

"SNOW CLEARING AT BUS STOPS!"

Transit Breakdown

To better understand transit users, survey participants were asked how they use transit. **The top three responses among transit users were to commute to work or school (20%), to access shops, restaurants or services (17%), and to access the ferries or airport (15%).**

30% of respondents indicated they do not use transit and approximately one-third ride the bus one to four days a month. Daily transit users consisted of only 6% of responses.

Access / Connections to Bus Stops

Survey results did point to very easy (11%) or mostly easy (34%) access to bus stops in Central Saanich. Again, many respondents have no opinion (32%), while nearly a quarter of responses found access to transit stops mostly difficult or very difficult.

Across the engagement process, participants commonly highlighted a lack of convenient access to bus routes in the area. 13% of survey responses identified a lack of safe routes connecting to transit stops and the distance to transit routes as barriers to using transit. For commuters, Sean Heights was a location that was frequently mentioned as having poor transit connections since Oldfield Road lacks lighting and sidewalks to safely access bus stops on Keating Cross Road.

Financial barriers are another important consideration for transit users in Central Saanich. Transit costs were questioned by participants, with numerous residents suggesting that transit should be free, especially for school-age children and seniors.

Bus Stop Upgrades

A lack of transit facilities was among the most frequently cited challenges for transit use in Central Saanich. 10% of survey respondents indicated that stop upgrades like shelters, transit pads and comfortable benches are important investments. Several other suggestions were made to improve existing bus stops in Central Saanich, including:

- Better snow and ice clearing in the vicinity of bus stops
- Improved lighting at bus stops
- Providing scheduling information at all stops
- Improved bus stop accessibility, including curb ramp upgrades and raised transit pads

These measures identify a range of options to create a more comfortable transit experience for all users. A few specific bus stops were identified as priorities for improvement:

- West Saanich Road adjacent to the Chevron gas station
- Wallace Drive near Greig Avenue
- Mount Newton Cross Road across from the Peninsula Hospital
- Mount Newton Cross Road at Central Saanich Road

Multi-Modal Integration

To develop better options for all active transportation modes, engagement participants expressed interest in transit service that can easily accommodate other modes. Again, participants identified better integrating safe walking and cycling routes with transit routes as a priority to provide options for multi-modal trips.

Several participants also identified the opportunity to improve flexibility for cyclists using transit service. This could be through installing bicycles racks on buses with more spaces and generous tire widths to accommodate more cyclists with different types of bicycles or by creating safer spaces for cyclists to park their bicycle before commuting by bus.

Service / Routes

Among the challenges identified by engagement participants, frequency and routing of bus service were the most regularly identified issues for transit in Central Saanich.

Infrequent service (24%), transit not servicing riders' destinations (13%) and time constraints (13%) were the top three challenges for transit according to survey respondents. This combination of factors contributed to inefficient trips for transit users. As a result, driving was often seen as a more practical alternative.

14% of survey responses also highlighted increased transit service, improved scheduling and more direct service as a top-three priority for active transportation investment in Central Saanich, the second most commonly suggested improvement. This highlights the importance of transit service in facilitating active transportation.

Participants want improved connections both within the municipality and to other areas of the Capital Region. Many routes in the District were suggested to be slow, indirect and often busy on connections through Central Saanich. Suggestions to improve local bus connections include:

- Expand service coverage along key corridors like West Saanich Road and Mount Newton Cross Road
- More frequent service during morning and evening periods
- Improved service to destinations like Panorama Recreation Centre and between Brentwood Bay and Saanich
- Greater consideration of school access from transit routes, including scheduling to match school start / end times

Key destinations for transit outside of Central Saanich included the Swartz Bay Ferry Terminal and Victoria International Airport, as well as downtown Victoria. Suggestions to improve regional transit connections include:

- A greater variety of routes to connect to downtown Victoria beyond the #72 and #30/31/75 routes
- More direct service to downtown Victoria
- Additional transit hubs / exchange points, in addition to the current Saanichton Exchange location

Numerous participants emphasized the need for new bus stops on Highway 17 at Mount Newton Cross Road to allow access to the #70 route, facilitating express access to the Ferries, downtown Victoria and other regional destinations.

Parents expressed that busy personal schedules and challenging timing with pick-up/drop-off at school made transit challenging to use for school travel.

It should be noted that decisions on transit routes and schedules are made by BC Transit. A Local Area Transit Plan process is planned for the Saanich Peninsula in 2020 that will consider routes, schedules and other possible transit system changes.

"Transit Idea" from Pop-Up Engagement

"…MUST MAKE TRANSIT A USEFUL, CONVENIENT ALTERNATIVE TO SINGLE OCCUPANCY VEHICLES. LOOK AT YOUR REAL DEMOGRAPHICS AND PUT MORE EMPHASIS ON TRANSIT – LITTLE LESS ON CYCLING."

STREETS + TRAFFIC SAFETY

The Active Transportation Plan is working toward attractive and convenient access to active transportation largely by designing a safer environment for active transportation users. Concerns over traffic safety and vehicle speeds in Central Saanich have been voices as key concerns.

Concern over traffic safety in Central Saanich remained a central theme throughout this initial phase of engagement for walkers and rollers, cyclists, and transit users, with widespread support for traffic safety improvements as an important means to make walking, cycling and other active travel options more appealing.

Vehicle Speed Concerns

There were differing opinions on vehicle speeds in Central Saanich. Some participants contended that vehicles consistently speed, creating more dangerous conditions for road users. The following road segments were identified as locations where speeding is a consistent issue and require attention as part of the Active Transportation Plan:

- Lochside Drive north of Mount Newton Cross Road
- Central Saanich Road adjacent Keating Elementary School
- Saanichton Village
- Select streets in the Brentwood Bay area (Hagan Rd, Wallace Dr, West Saanich Rd)
- Oldfield Road
- Cultra Avenue

As a result, traffic calming measures were also considered a priority in these areas. Residential streets and school zones were identified as priority areas where speed bumps, chicanes, roundabouts or other traffic calming could make for safer streets. Reducing speed limits was suggested by numerous participants as a quick and cost-effective method for improving safety. Finally, participants concerned with speeding felt that increased police enforcement would help reduce speeds.

Traffic Safety Concerns

Feedback from the survey and engagement activities highlights the need to address traffic safety concerns in order to increase active transportation user comfort and safety.

A desire for greater separation between vehicles and pedestrians / cyclists was commonly suggested, with many of the locations of concern and proposed improvements highlighted in **Section 3** / **Section 4**.These include dedicated walking facilities on Hagan Road and West Saanich Road nearby Brentwood Bay, improved connections between Tanner Ridge and Keating Elementary School, and improved safety and separation for cyclists on major streets like Wallace Drive, Mount Newton Cross Road and West Saanich Road.

Concerns were also raised about truck traffic through Central Saanich, primarily destined for the Keating Business District. The following locations were identified where truck traffic impacts local activities:

- Central Saanich Road in front of Keating Elementary School
- The Saanichton Village, specifically through the East Saanich Road / Mount Newton Cross Road intersection

Keating Business District along Keating Cross Road and Oldfield Road

Concern was also expressed over a lack of lighting on streets and sidewalks, negatively impacting the safety of people walking and cycling. Locations that were identified include:

- Sean Heights
- Hagan Road
- West Saanich Road from Keating Cross Road to Wallace Drive
- Wallace Drive adjacent to Centennial Park

Intersection Safety

Intersections were reflected in the engagement feedback as key locations of conflict between motorists and active transportation users. Concerns about intersection safety were multi-faceted and incorporate much of the previous feedback around improved lighting, crossings, signage and education among road users.

The Mount Newton Cross Road / East Saanich Road intersection was most commonly cited as a problematic location that is confusing and generally unsafe. A number of individuals commented that the current four-way stop should be changed to a traffic light to better control traffic flow. Other intersections that reoccurred in feedback on traffic safety included:

- Wallace Drive at Marchant Road
- Wallace Drive at Grieg Road
- Mount Newton Cross Road and Lochside Drive

MULTI-MODAL PRIORITIES

Priority Modes

Based on survey responses and engagement feedback, several clear priorities for infrastructure improvements arose.

When asked where they would direct investment into active transportation in Central Saanich, residents' top five most desired improvements were:

1. **Building more paved trails or multi-use paths**
2. **Increasing transit service, improve scheduling and provide more direct service**
3. **Building more sidewalks**
4. **Expanding the on-street cycling network**
5. **Implementing intersection upgrades, including improved crossings, signals and lighting**

With the involvement of passionate cyclists, walkers, rollers and transit users across the engagement process, these priorities reflect at least one of their respective desires and imply significant improvements for active modes across Central Saanich's network.

Input Received at Public Open House

"KEEP TRACK OF MUNICIPAL FUNDS EXPENDED ON ACTIVE TRANSPORTATION (DON'T LUMP IT ALL UNDER ROADS)."

Areas for Investment

Survey respondents were also asked to identify the neighbourhoods in Central Saanich where they would like to see active transportation improvements. **The most frequently selected neighbourhoods for investments were:**

1. **Brentwood Bay Village**
2. **Keating**
3. **Rural Brentwood**
4. **Saanichton Village**

With the high levels of participation from around Brentwood Bay (50% of respondents), emphasis was placed on improvements in this area. However, the inclusion of Saanichton and Keating indicates that the District's urban centres are the primary areas of interest for active transportation improvements.

Financial Priorities

In order to reinforce the financial implications of developing an active transportation network and gauge willingness among residents to invest in active transportation, survey respondents were asked what level of investment was appropriate. **We heard that investment was welcome, as most respondents (74%) indicated that budgeting between $400,000 and $800,000 per year on active transportation would be reasonable.** Some residents feel that there should be higher levels of investment, others did not want any investment due to the financial burden on the community.

Central Saanich Active Transportation Plan

About the Plan

The community has expressed a desire for increased active transportation infrastructure to:

- support walking, cycling and transit use
- improve road safety for pedestrians and cyclists
- achieve our Climate Leadership Plan goals (transportation is the primary contributor of greenhouse gas emissions in our community)

Active transportation has many advantages—primarily improved health, environmental and social benefits.

The Active Transportation Plan will provide a course of action that reflects the community's priorities and available resources. It will outline strategies, recommend infrastructure, policies and education to help enable and encourage active transportation as preferred modes of transportation.

About the Survey

The survey will help to identify **issues**, **opportunities**, and **community priorities** such as routes to schools or recreational facilities, connections between trails and on-street facilities, traffic safety, and building upon the District's existing cycling facilities.

The survey is available online until **February 29, 2020** and takes **approximately 10-15 minutes** to complete.

For more information, visit https://letstalkcentralsaanich.ca/activetransportation.

Tell Us About Yourself

Why do we ask for this information? Knowing who participated in the survey will help us tell the story of this engagement process and helps us identify groups we may have missed and need to seek out.

Which best describes you? (select all that apply)

- ❒ I am a resident of Central Saanich (including Tsartlip and Tsawout First Nations)
- ❒ I am a business owner or work in Central Saanich
- ❒ I am a student in Central Saanich
- ❒ I visit Central Saanich often
- ❒ I regularly travel through Central Saanich
- ❒ Other (please specify):

_____

If you are a resident of Central Saanich, what neighbourhood do you live in? (select one)

- ❒ Brentwood Bay Village
- ❒ Rural Brentwood
- ❒ Tanner Ridge
- ❒ Keating
- ❒ Saanichton Village
- ❒ Saanichton South (East Saan Corridor)
- ❒ Rural Mount Newton
- ❒ Rural Island View
- ❒ Turgoose
- ❒ On Agricultural/Rural
- ❒ Tsawout First Nation
- ❒ Tsartlip First Nation
- ❒ I don't live in Central Saanich
- ❒ Other (please specify):

_____

What is your age?

- ❒ 18 years or younger
- ❒ 19 - 24
- ❒ 25 - 34
- ❒ 35 - 44
- ❒ 45 - 54
- ❒ 55 - 64
- ❒ 65 years or older
- ❒ Prefer not to disclose

What is your gender?

- ❒ Male
- ❒ Female
- ❒ Prefer not to disclose
- ❒ Other (please specify):

_____

Do you have any limitations? (select all that apply)

- ❒ Mobility
- ❒ Hearing
- ❒ Vision
- ❒ Cognitive
- ❒ None
- ❒ Prefer not to say
- ❒ Other (please specify):

_____

Travel Patterns

We want to get a better understanding of how you move around Central Saanich. Please answer the following questions related to your travel preferences.

Your Travel Patterns for Commuting

On a typical day, what is your usual mode of transportation for commuting purposes (e.g. work, school, picking-up groceries, appointments)? (select all that apply)

- ❒ Drive alone
- ❒ Drive with others (carpool)
- ❒ Walk
- ❒ Bicycle
- ❒ Transit
- ❒ Other (please specify): _____

Walking

Walking is the most common form of transportation as every trip begins and ends on foot or with the assistance of a mobility device (wheelchairs, scooters, etc.). Where suitable conditions exist within a community, walking can be appropriate for almost all short trips throughout the year.

Things to Know

- The sidewalk network in Central Saanich is approximately 33 km compared to approximately 200 km of road.
- Sidewalks are generally concentrated in village centres and along major streets.
- There are approximately 72 formal pedestrian crossing locations in Central Saanich.
- Central Saanich also offers a broad network of local trails, such as those in District parks and alongside roadways, and regional trails.

When I walk, it's to: (select all that apply)

- ❒ Access shops, restaurants or services (groceries, medical, banking, etc.)
- ❒ Commute to work or school
- ❒ Walk my dog(s)
- ❒ Spend time with family or friends
- ❒ Connect to my community
- ❒ Enjoy nature, parks or trails
- ❒ Exercise
- ❒ I don’t walk
- ❒ Other (please specify):

_____

In a typical month, how often do you walk? (select one)

- ❒ Daily
- ❒ 4-6 days a week
- ❒ 1-3 days a week
- ❒ 1-4 days a month
- ❒ Never

On a typical day, with the current pedestrian infrastructure in Central Saanich, how far (time) would you be WILLING to walk to each of the following destinations? (select one per row)

	0 – 5 minutes	5 – 10 minutes	10 – 20 minutes	Over 20 minutes	I would not walk	I prefer not to answer
Work or school						
Shops and services						
Local parks or trails						
Entertainment or leisure activities						
Transit						

Sidewalks and pathways range in type and level of comfort. Typically, the greater the separation from motor vehicles, the greater safety and comfort. The image below shows several types of walking facilities in Central Saanich.

Sidewalks, Pathways, and Crossings in Central Saanich

Separated Sidewalk

Non-Separated Sidewalk

Multi-Use Pathway

Off-Street Pathway

Walkable Shoulder

Signalized Crosswalk

How safe do you feel walking in Central Saanich? (circle one)

What are the barriers for walking more often than you do in Central Saanich? (select up to three)

- ❒ Lack of sidewalks or pathways
- ❒ Condition of sidewalks or pathways
- ❒ Sidewalks or pathways are inaccessible
- ❒ Intersection safety
- ❒ Poor lighting
- ❒ Lack of rest areas
- ❒ Speed and noise of motor traffic
- ❒ Weather
- ❒ Distance
- ❒ Topography (hills)
- ❒ Time constraints
- ❒ Physical ability
- ❒ Other (please specify):

_____

Cycling

Cycling can be an attractive option, as it is convenient, low cost, and for shorter trips can be a practical alternative to driving. The “bike-ability” of a neighbourhood or community is influenced by a variety of characteristics such as available facilities, transportation infrastructure, land use mix, connectivity, and traffic volumes.

Things to Know

- Central Saanich’s cycling network consists of approximately 40 km of on-street bikeways, in addition to the off-street pathway network, including the Lochside Trail.
- Opportunities to extend trails through parks, within road widths, or through unbuilt road dedications will be explored as part of the Active Transportation Plan process.

When I cycle, it's to: (select all that apply)

- ❒ Access shops, restaurants or services (groceries, medical, banking, etc.)
- ❒ Commute to work or school
- ❒ Spend time with family or friends
- ❒ Connect to my community
- ❒ Enjoy nature, parks or trails
- ❒ Exercise
- ❒ Have fun
- ❒ I don’t cycle
- ❒ Other (please specify):

_____

In a typical month, how many times do you ride a bicycle? (select one)

- ❒ Daily
- ❒ 4-6 days a week
- ❒ 1-3 days a week
- ❒ 1-4 days a month
- ❒ Never

On a typical day, with the current cycling infrastructure in Central Saanich, how far (time) would you be WILLING to cycle to each of the following destinations? (please select one per row)

	0 – 10 minutes	10 – 20 minutes	20 – 30 minutes	Over 30 minutes	I would not cycle	I prefer not to answer
Work or school						
Shops and services						
Local parks or trails						
Entertainment or leisure activities						
Transit						

There are currently a variety of cycling facilities in Central Saanich including approximately 40km of on-street bikeways. Cycling facilities range in terms of user safety and comfort as well as in the cost and effort involved in installation and maintenance.

Cycling Facilities in Central Saanich

Bike Lanes

Shoulder Bikeways

Multi-Use Trails

Signed Bike Routes

How safe do you feel cycling in Central Saanich? (circle one)

What are the main issues or challenges for cycling in Central Saanich? (select up to three)

- ❒ Lack of dedicated on-street bicycle lanes
- ❒ Bicycle routes don't go where I need to go
- ❒ Bicycle routes are not comfortable
- ❒ Gaps in the bicycle network
- ❒ Lack of bicycle routes that are separated from traffic
- ❒ Intersection safety
- ❒ Lack of bicycle parking
- ❒ Speed and noise of motor traffic
- ❒ Weather
- ❒ Topography (hills)
- ❒ Distances are too far
- ❒ Time constraints
- ❒ Physical ability
- ❒ Lack of access to a bike
- ❒ Other (please specify): _____

Transit

Public transit service in Central Saanich is provided by BC Transit and is an important service for meeting transportation demand within the community. Transit integration is an important component of active transportation to ensure trips that begin by other modes, such as walking, connect to a bus stop, or cycling and bringing your bicycle along are convenient and reliable.

Things to Know

- Currently, Central Saanich offers 155 bus stops.
- Approximately 20% of Central Saanich's bus stops include a shelter to provide passengers protection from weather.
- BC Transit controls transit service provision and is looking to complete a Local Area Plan for the Saanich Peninsula in 2020.
- Stop amenities, including shelters, seating, transit pads etc. can improve the accessibility of transit, as well as the comfort and desirability of the transit experience.

When I use transit, it's to: (select all that apply)

- ❒ Access shops, restaurants or services (groceries, medical, banking, etc.)
- ❒ Commute to work or school
- ❒ Connect with friends or family
- ❒ Access the ferries or airport
- ❒ Access a park or trails
- ❒ I don't use transit
- ❒ Other (please specify):

_____

In a typical month, how often do you use transit? (select one)

- ❒ Daily
- ❒ 4-6 days a week
- ❒ 1-3 days a week
- ❒ 1-4 days a month
- ❒ Never

Access to transit stops in Central Saanich is: (circle one)

What are the main issues or challenges for transit in Central Saanich? (select up to three)

- ❒ Lack of transit facilities (e.g. bus shelters, transit pads, benches)
- ❒ Lack of safe routes connecting to transit stops
- ❒ Infrequent service
- ❒ Transit is unreliable
- ❒ Transit doesn't go where I need to go
- ❒ Distance to transit routes
- ❒ Cost of transit fares or passes
- ❒ Too many transfers
- ❒ Time constraints
- ❒ Other (please specify):

_____

Your Priorities

It is important that the Active Transportation Plan reflects the needs of Central Saanich, including being financially reasonable for a small, rural community.

Things to Know

- Painted bicycle lanes can cost $150 per metre
- Gravel pathways can range from $250 - $500 per metre
- Sidewalks can cost up to $1,000 per metre
- Raised crosswalks can cost up to $100,000
- A transit pad and shelter can cost between $10,000 - $20,000

These costs can be a barrier to providing active transportation infrastructure in any community. To ensure the Plan reflects the community's greatest needs, please share your priorities for active transportation below.

If you were able to direct investment into active transportation in Central Saanich, what specific actions would you target? (select up to three)

- ❒ Build more sidewalks
- ❒ Build more paved trails or multi-use paths
- ❒ Expand on-street cycling network
- ❒ Expand off-street cycling network
- ❒ Widen/upgrade existing trails
- ❒ Improve maintenance on existing sidewalks, multi-use paths, cycling facilities, etc.
- ❒ Provide more amenities along active transportation routes. (benches, water fountains, bike racks etc.)
- ❒ Provide more amenities at transit stops (e.g. benches, shelters, garbage cans)
- ❒ Intersection upgrades, including improved crossings, signals and lighting
- ❒ Spot improvements to improve accessibility (e.g. upgrading curb cuts, tactile paving, widening sidewalks)
- ❒ Increase transit service, improve scheduling, and direct service
- ❒ Other (please specify):

_____

In what neighbourhoods would you like to see active transportation improvements? Please note there is a map of Central Saanich at the end of the survey for specific comments. (select up to three)

- ❒ Brentwood Bay Village
- ❒ Rural Brentwood
- ❒ Tanner Ridge
- ❒ Keating
- ❒ Saanichton Village
- ❒ Saanichton South (East Saan corridor)
- ❒ Rural Mount Newton
- ❒ Rural Island View
- ❒ Turgoose
- ❒ Agricultural/Rural
- ❒ Tsawout First Nation
- ❒ Tsartlip First Nation
- ❒ Other (please specify):

_____

Please consider this example: To build a 500-metre gravel pathway could cost $125,000-250,000.

Considering the approximate costs of the projects identified above, what would a reasonable annual investment in active transportation infrastructure look like to you? (select one)

- ❒ $200,000 total annually
- ❒ $400,000 total annually
- ❒ $800,000 total annually
- ❒ None
- ❒ Other (please specify):

_____

In general, which of the following funding approaches would you prefer the District of Central Saanich use to fund the plan for the immediate future of 2021-2025? (select all that apply)

- ❒ Seek grants
- ❒ Increase property taxes ($25 annually on average home equals approx. $200,000 towards active transportation)
- ❒ Reallocate budgets from other services
- ❒ Capital borrowing
- ❒ Explore other revenue sources
- ❒ None of these
- ❒ Other (please specify):

_____

Do you have any final comments?

Thank You!

Thank you for participating in the Central Saanich Active Transportation Plan survey!

Your presence and ideas are vital to the Plan's success. We will work to reflect your concerns and ideas in the plan, and we will provide feedback on how public input influenced its development.

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