



# CENTRAL SAANICH ACTIVE TRANSPORTATION PLAN

## PLAN SUMMARY





## About the Active Transportation Plan

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.

### What is Active Transportation?

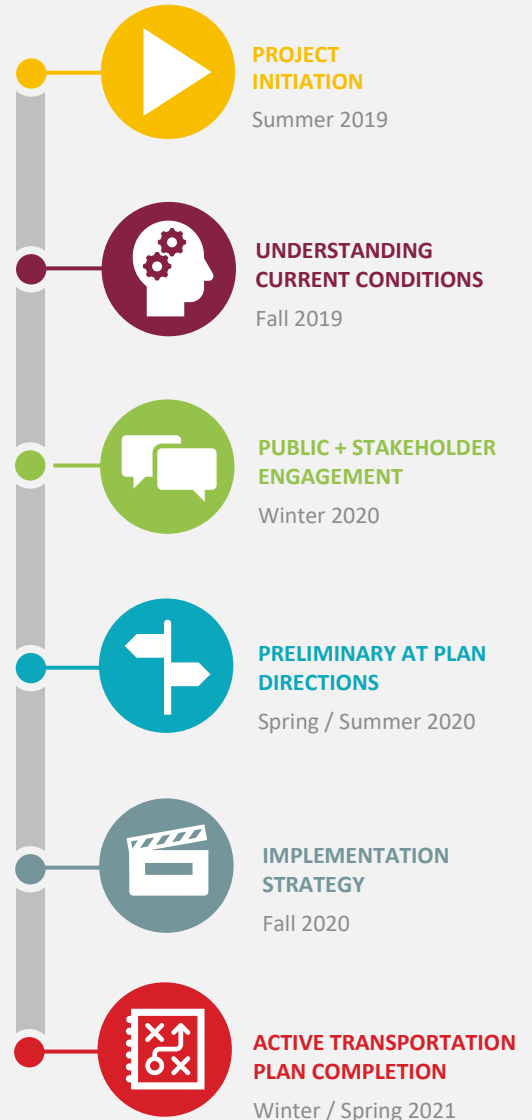
Active transportation includes any human-powered transportation form. Walking and cycling are the most popular and well-known forms of active transportation, however the definition extends more broadly to include skateboarding, wheeling, pushing a stroller, in-line skating and using a mobility aid, as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

## Why Active Transportation?

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
- Equity
- Quality of Life
- Safety
- Environment
- Local Economy
- Financial

### AT PLAN PROCESS



## Community Engagement

Residents and interested stakeholders were engaged at numerous points in the AT Plan process to ensure the plan is informed by the community. 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 successful implementation.

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.

### PARTICIPATION "BY THE NUMBERS"



**505**

Survey  
Responses



**600+**

Comments via  
Interactive Maps



**91**

Open House  
Attendees



**81**

Pop-Up Event  
Attendees



**10**

Community Workshop  
Participants





Images from the community engagement activities completed as part of the AT Plan process



## Vision

The vision statement describes the desired future conditions for active transportation and multi-modal travel in Central Saanich. The vision has been developed to reflect the collective input of Central Saanich residents and key District documents including the Official Community Plan (OCP) and Climate Leadership 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***

## Goals

Distinct goals are identified below that describe what the District 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 AT 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.





## Implementation Approach

Understanding the limitations on investments, 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.

The following principles help guide the Active Transportation Plan implementation:

**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.

**Strategic Investment.** Investments that make effective use of resources and represent the greatest value.

**Partnerships.** Opportunities to realize investment beyond those made by the District, including land development and external partnership and grants.

**Flexible + Adaptable.** Implementation that can adjust to opportunities that arise to ensure opportunities for 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.

### 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.

## Project Prioritization

Standardized criteria have been used to determine how well active transportation projects address the objectives of the AT Plan.

**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 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.



## Walking + Rolling

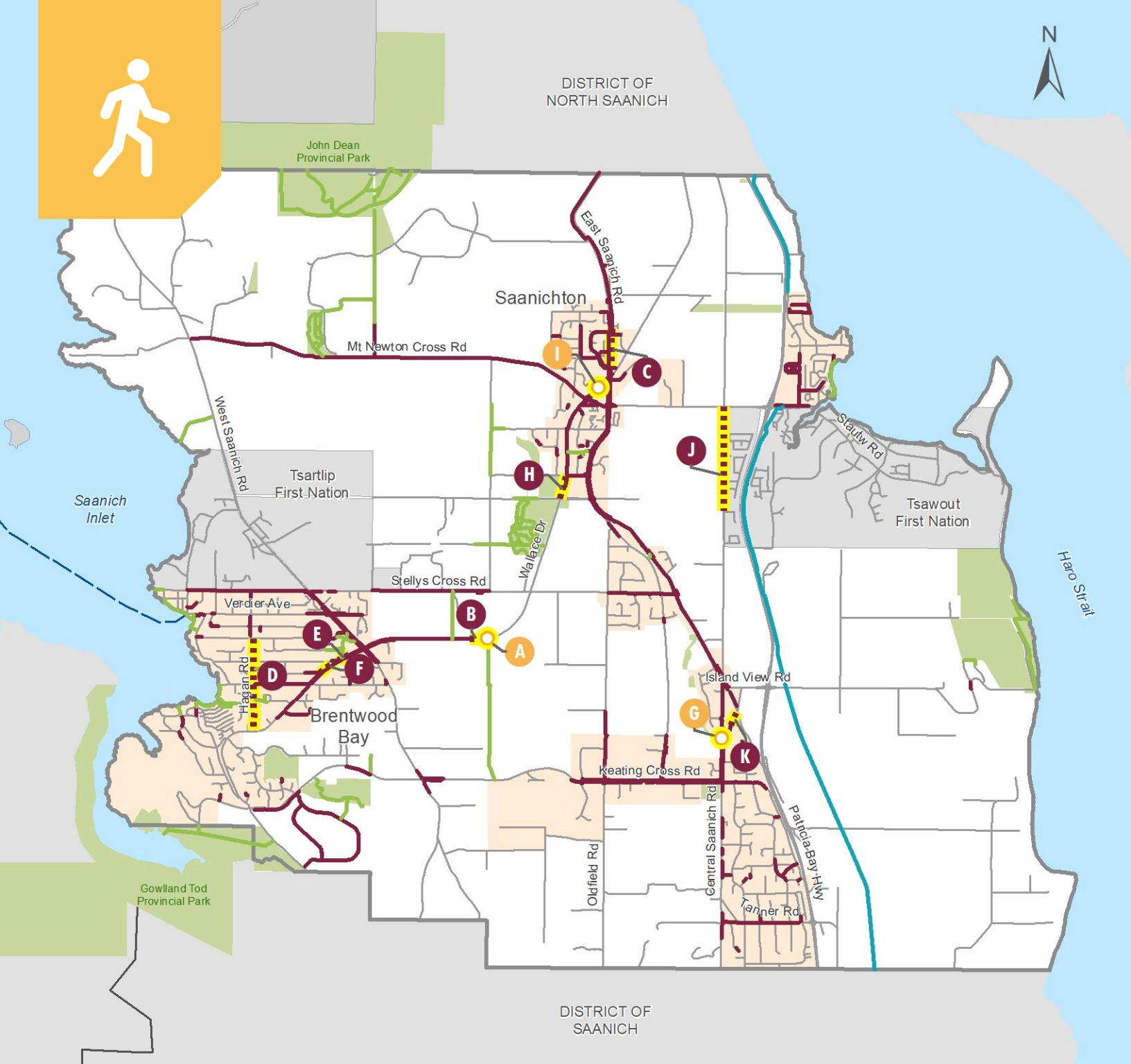
Walking is the most common form of transportation as every trip begins and ends on foot. A key objective of the AT Plan is to pursue opportunities to improve pedestrian facilities and create new network connections that encourage more walking.

A series of walking and rolling priority projects are identified below and shown on **Map 1** that will help increase walking trips among Central Saanich residents.

- a. Wallace Drive / Willow Way Crossing**
- b. Stelly's / Willow Way Pathway Connection**  
(connect Willow Way to schoolyard)
- c. East Saanich Road Sidewalk Connection**  
(north of Saanichton Village)
- d. Hagan Road Roadside Pathway**  
(Clarke Road to Wallace Drive)
- e. Wallace Drive Sidewalk Connection**  
(Marchant Road to Sluggett Road)
- f. Wallace Drive Sidewalk Connection**  
(Sluggett Road to Brentwood Community Hall)
- g. Keating Elementary Crosswalk Improvement**  
(Central Saanich Road)
- h. Wallace Drive Pathway Connection**  
(Hovey Road to Prosser Road)
- i. Wallace Drive / Saanichton Village Crosswalk**  
(midblock on Wallace Drive)
- j. Central Saanich Road Roadside Pathway**  
(south of Mount Newton Cross Road)
- k. Saanich Crossing Road Sidewalk Connection**  
(Keating School to East Saanich Road)







0 500 1,000 2,000 Metres

### Map 1.

## Long-Term Walking + Rolling Network



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

- Priority Future Crosswalk



## 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.

The District will seek to create safe, comfortable cycling conditions through the provision of facilities suitable for cyclists of all ages and abilities. The cycling priority projects are identified below and shown on **Map 2**.

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





0 500 1,000 2,000 Metres

## Map 2.

# Long-Term Cycling Network

- Priority Future On-road Cycling Route
- Existing On-road Cycling Route
- Existing Connector Cycling Route
- Existing Regional Cycling Route

- Priority Bicycle Parking Improvement
- Existing Bicycle Parking







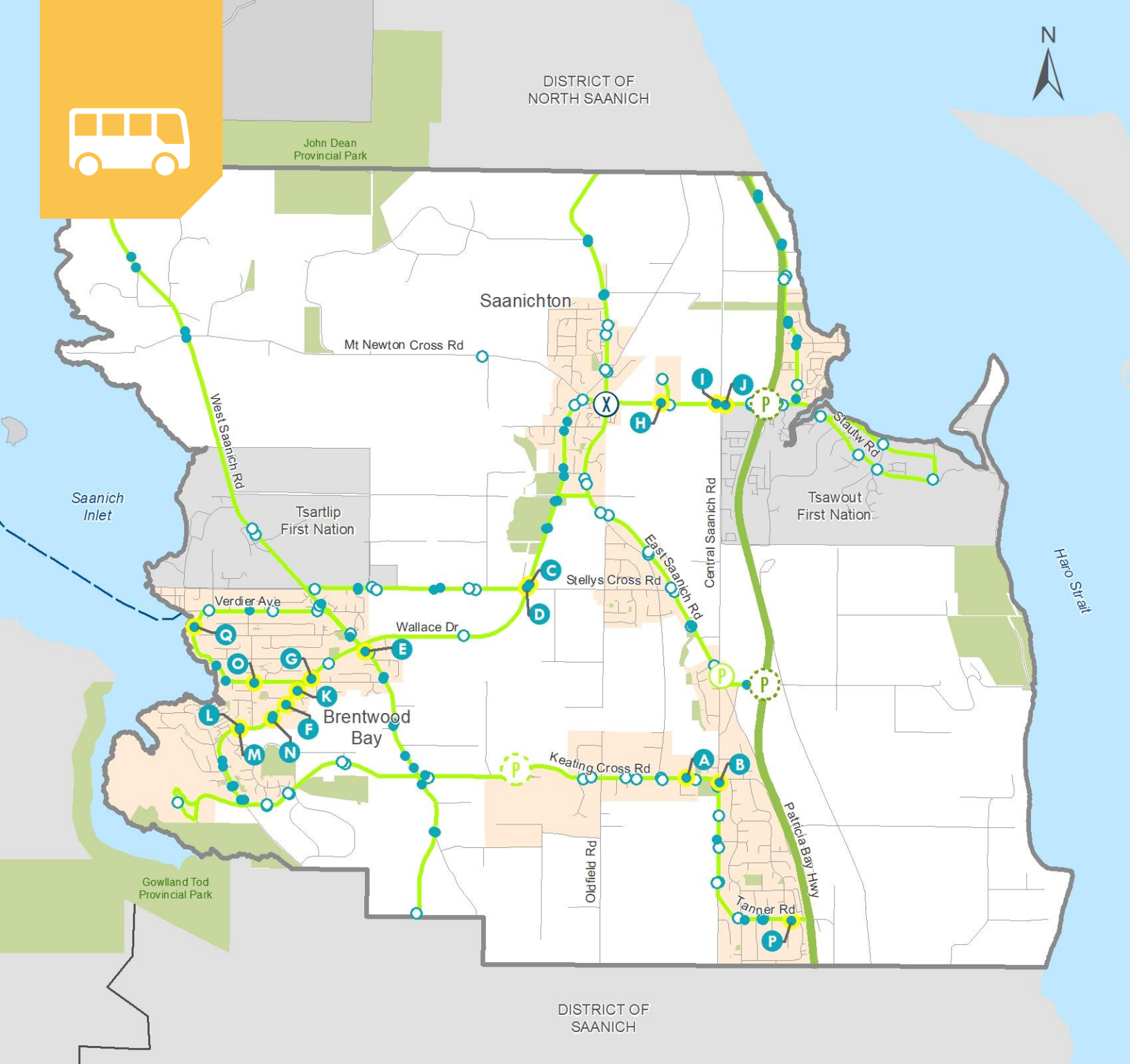
## Public Transit

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, and provides opportunities to support walking and cycling.

Priority locations for bus stop improvement are identified below and shown on **Map 3**.

- a. Keating Cross Rd at Mirah Pl (WB)
- b. Central Saanich Rd at Keating Cross Rd (NB)
- c. Wallace Dr at Stelly's Cross Rd (NB)
- d. Wallace Dr at Stelly's Cross Rd (SB)
- e. West Saanich Rd at Wallace Dr (SB)
- f. Wallace Dr at Llanfair Cres (NB)
- g. Wallace Dr at Marchant Rd (NB)
- h. Mt Newton Cross Rd at Peninsula Hospital (WB)
- i. Mt Newton Cross Rd at Central Saanich Rd (EB)
- j. Mt Newton Cross Rd at Central Saanich Rd (WB)
- k. Wallace Dr at Marin Park Pl (SB)
- l. Wallace Dr at McKenna Crt (SB)
- m. Wallace Dr at McKenna Crt (NB)
- n. Wallace Dr at Springside Pl (SB)
- o. Tanner Rd at Marie Meadow Rd (EB)
- p. Marchant Rd at Hagan Rd Bus Stop (EB)
- q. Brentwood Dr at Verdier Ave (SB)





0 500 1,000 2,000 Metres

### Map 3.

## Long-Term Transit Facilities



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





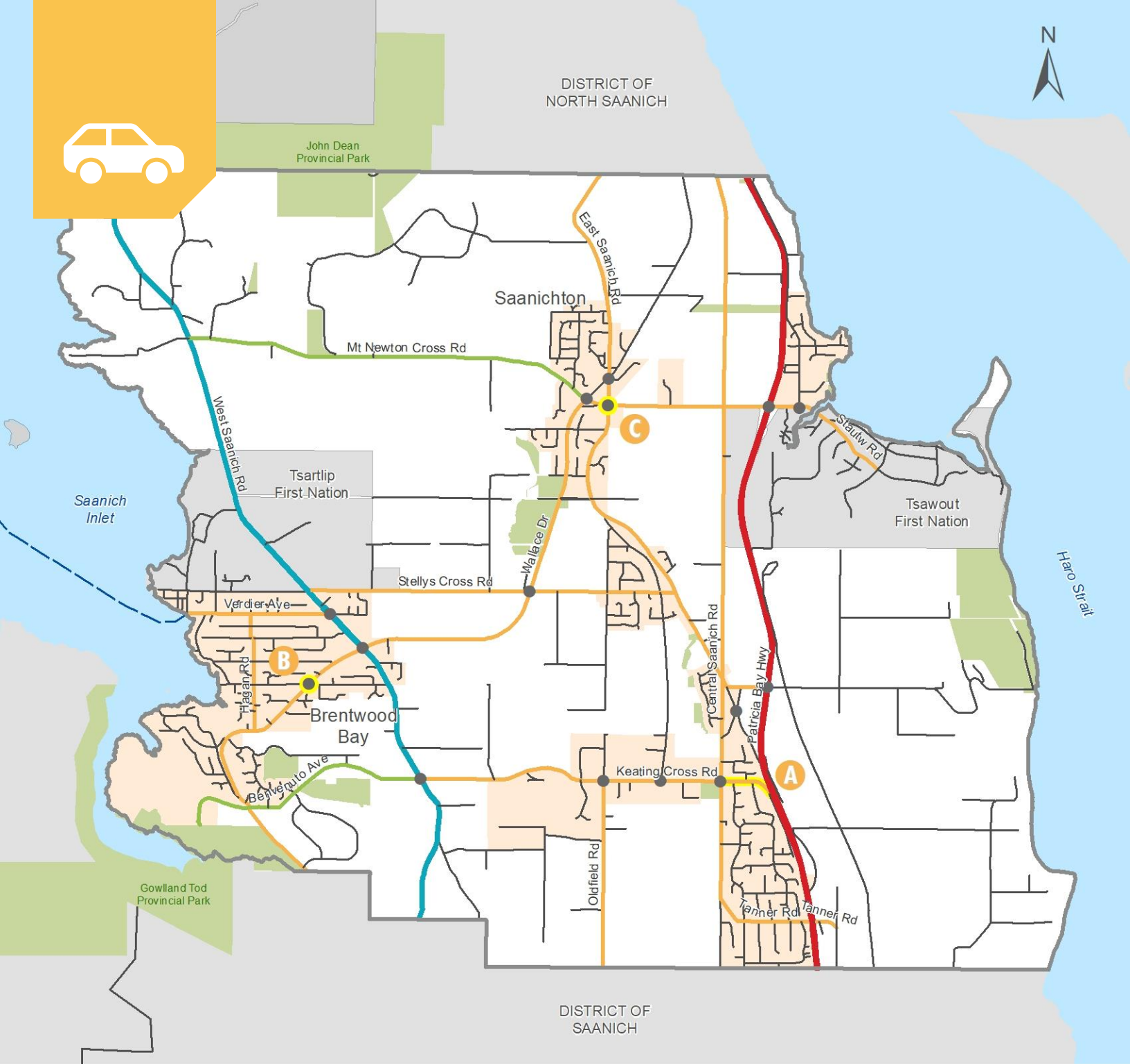
## Streets + Traffic Safety

The street network is intended to support mobility for all travel modes including general purpose traffic, goods movement, transit, walking, and cycling. One of the driving factors for the AT Plan and a priority of Council, was addressing traffic safety concerns within the community and create a greater sense of safety and comfort among people walking and cycling.

The following street network improvements have been identified as priority projects, as shown on **Map 4**.

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





0 500 1,000 2,000 Metres

#### Map 4.

### Long-Term Street Network



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

## Plan Funding

### Funding Opportunities

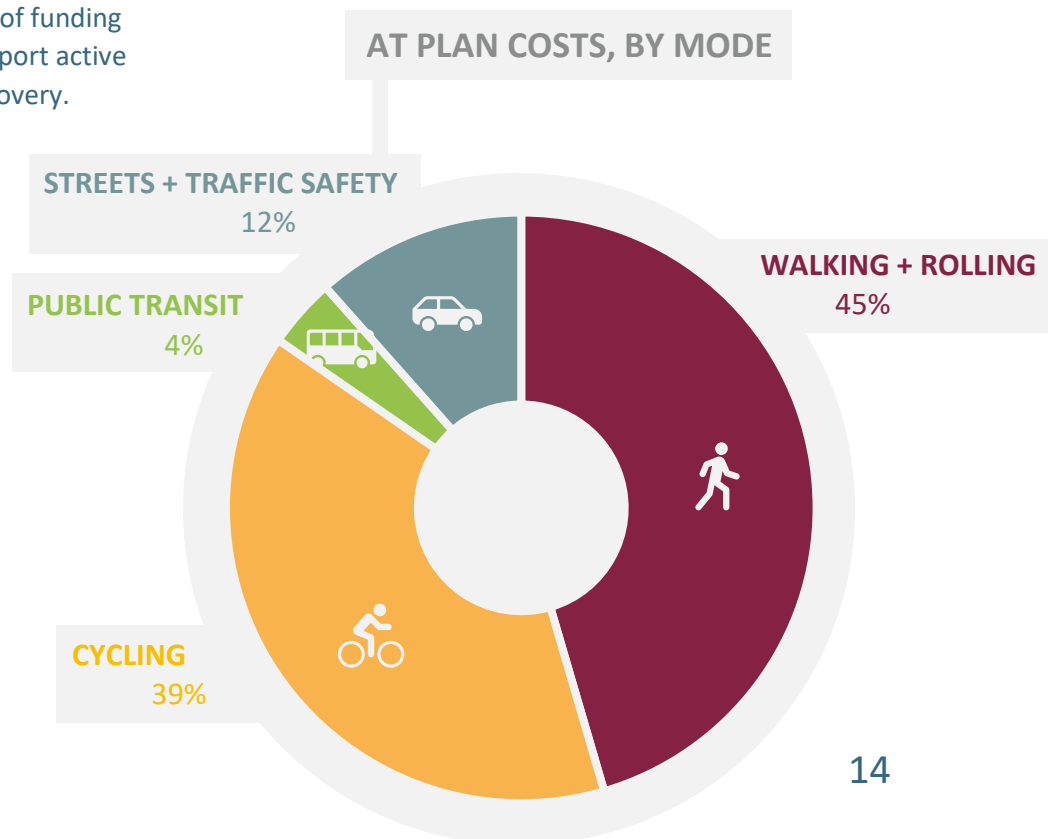
The AT Plan implementation will be funded through three primary means:

1. The District's capital planning process in consideration of other competing interests for funding;
2. Future land development projects through Development Cost Charges (DCCs), Community Amenity Contributions (CACs) and other mechanisms; and
3. External funding opportunities and grant programs, including partnerships with adjacent jurisdictions and transportation service providers.

The District will take a "quick start" approach to establishing shovel-ready projects suitable for grant applications, recognizing the large number of funding opportunities available to support active transportation and COVID recovery.

### Support for Spending on Active Transportation

Central Saanich residents have indicated support for increasing funding to provide new active transportation facilities. In the recent 2021 Budget Survey, as an example, active transportation infrastructure was overwhelmingly indicated as the municipal service that residents would like to see increases in and would be willing to pay more for through property taxes.





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SAANICHTON, BC V8M 2A9