

Bruce D Elliot



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Dear Paul Murray, Director of Financial Services, District of Central Saanich:

At the November 19th Central Saanich council meeting I asked the following question:

“Will the Central Saanich Council add a dedicated line item into the district budget for Active Transportation and related road safety investments?” This would be different than “Roads”, which includes everything.”

In a discussion between the Council members concerning this question, it was requested that I, “The Resident” forward to you the reasons for this question / request:

1. Accountability – During the recent election process several of the Councilors in their campaigning made reference to the importance of Active Transportation within Central Saanich. I believe that having a unique budget line would demonstrate the council’s continued commitment to Active Transportation--i.e. having a unique budget line would facilitate discussions and planning by the Central Saanich Council and community members.
2. Stewardship -
 - a. Currently, Active Transportation expenditures for the most part are reported under the heading of “Roads”. To obtain the planned spending on Active Transportation requires drilling down to the supporting documentation to look at each project to see if the project relates to Active Transportation and how much of the project actual relates to Active



Transportation. If Active Transportation was a unique line item this effort would not be required.

- b. Having a unique line item for Active Transportation would allow for easy year over year comparisons.
 - c. The Council has planned to complete an Active Transportation review / report in 2019. In addition, it is expected that the review will generate additional expenditures for several years. In preparation for the cost of the review and related active transportation improvements generated from the report, adding an Active Transportation would allow a placeholder to identify and manage these expenditures.
 - d. Historically it is not clear where Active Transportation expenditures related to pathways would be placed in the budget. As these are not related to roads, I am not sure where these types of expenditures were categorized in past years. Having a unique line item for Active Transportation would provide a meaningful placeholder for these expenditures and allow everyone to understand the total active transportation spending.
3. The Central Saanich Official Community Plan States:

“Central Saanich's Official Community Plan (OCP) guides decisions on long-term planning and land use management.

OCP Philosophy

- **Integrate environment, economic and social considerations relating to growth;**
- **Create a healthy, complete, socially diverse and highly walkable community;**
- Offer a balance of jobs and housing;



- **Support viable alternatives to the private automobile;**
- **Retain, protect and enhance current rural village character,** agricultural land and sensitive areas;
- Allow for modest, low-impact growth with the Urban Settlement Area; and,
- **Commit to the reduction of greenhouse gas emissions.”**

a) Having active transportation as a unique budget item directly aligns with the Official Community Plan, as several of items identified within the OCP clearly relate to Active Transportation.

b) Personally, my wife and I made the decision to downsize to one car and use active transportation (walking and bike riding) to fill the gap created by only having one car. Having the council budget and plan for active transportation as a unique budget item helps to support these types of decisions within our community. The more households within Central Saanich that downsize to one car will greatly assist in meeting the OCP goals.

4. Historical Active Transportation Activity - Central Saanich has a rich history of horse riding, cycling and walking. Many families live in Central Saanich for the opportunities that are available for active transportation. Having a unique budget item for active transportation would honour this rich history.

5. Central Saanich Community Association Active Transportation Task Force - The Central Saanich Community Association formed the Active Transportation Task Force to examine current active transportation, road safety status and make recommendations to improve safe active transportation within Central Saanich.



Having a unique budget item for active transportation would align with the eventual recommendations from this community task force.

If you require any additional clarification or information please contact me at brucedelliot@shaw.ca or 250 544 1350. I will be away visiting the grandkids for the period of November 23rd to December 4th but will be monitoring my e-mails.

Terms of Reference:

Active transportation is non-motorized travel, including walking, running, cycling, horse riding, rollerblading, skateboarding, and movements with mobility devices. Sidewalks, bus stops, park and rides, scooter parking, on-road bicycle lanes, protected / separated bike lanes, off-road trails, bridle paths, multi-use pathways, bike parking facilities, and crosswalks are all part of the active transportation network.

Road Safety refers to methods and measures for reducing the risk of a person using the road network being killed or injured. **“Road Users”** who participate in Active Transportation are defined as **“Vulnerable Road Users”** and include pedestrians, cyclists, scooters and users of assistive mobility devices, skateboarders and long-boarders, motorists, vehicle passengers, equestrians and passengers of on-road public transit and tour buses. Road Safety for the unique budget item requested refers to keeping those who are participating in Active Transportation safe.

Active Transportation Participants can be divided into three groups, with each group having their own unique needs, requirements, wants and safety issues:

A. Active Family Transportation

- Walking around their neighborhood for enjoyment and exercise
- Children and parents walking to and from school
- Skateboarding



- Individuals, children and whole families walking to visit a neighbour, beach or a local business within their own urban area. Strollers access is very important, as some family members are very young
- Taking the family dog for a walk
- Significant volume of activity after sunset; dark streets
- Children learning to ride bikes
- Those new to bike riding or low cycling confidence or skills
- Active Family Transportation also includes those that use wheelchairs, walkers and other aids to assist persons with disabilities.

B. Active Cycling/Running Transportation

- Individuals and groups riding bikes or long-distance runners. Either starting out in CS or passing through CS.
- Organized cycling and running events.
- Those who are cycling to work, shopping, appointments and dining (coffee shops and Category 12 Brewer).
- Persons riding E-Bikes is a growing population within this group. These E-Bikes are allowing a much older population to enjoy riding and will increase the need for safe riding alternatives.

C. Active Equestrian Transportation are those individuals ride horses for pleasure, exercise or training.

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CC: Mayor Ryan Windsor, Councilor Zeb King, Megan Misovic (chair of the CSCA Active Transportation Task Force)

