

# Active Transportation Task Force Recommendations – **Draft #2**

November 18, 2018

## Active Transportation Task Force Mandate:

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

## Terms of Reference:

**Active transportation**<sup>1</sup> 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. In the following recommendations Road Safety refers to keeping those who are participating in Active Transportation.

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<sup>1</sup> Additional Definition of Active Transportation is attached at the end of this document.

**Vision Zero**<sup>2</sup> is the Swedish road safety improvement ethic, adopted by British Columbia and many other jurisdictions around the world. The traditional approach to road safety for vulnerable road users has been that deaths and serious injuries are inevitable, roads are for throughput of cars and car-domains, responsibility for road safety is on the individual road user and road safety improvements are expensive. In a completely opposite approach, Vision Zero is a paradigm which begins with the assertion of the preventable nature of road-based injuries and deaths, that human failures and behaviours are built-in to the 'Safe System' approach to preventing serious injuries and deaths in community road systems - ultimately saving money at the individual, community, healthcare and societal levels. Instead of treating road safety as a one-by-one trouble zone issue, it tackles road safety as a system. It is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility. Sweden has now moved [Beyond Vision Zero](#) to an approach specifically targeting Active Transportation road safety.

**Plan H** - Is a granting program sponsored by the Province of BC through the BC Healthy Communities Society. Regional and local governments play a significant role in active transportation by developing community transportation plans and policies, designing and implementing transportation networks and infrastructure in the community. Safe conditions and infrastructure are essential factors in preventing injuries among vulnerable road users in the community but also in encouraging and supporting conversion of car trips to active transportation and decisions to try active transportation as sources of daily physical activity. The Community Wellness Strategy grant is available to local governments in BC who are collaborating with health authorities and other multi-sectoral partners to develop Community Wellness Strategies in their community or region. These strategies, also known as Healthy City/Community Strategies are long term plans that integrate a number of areas of local public policy, which might include transportation, land use, recreation, and housing. They offer an overarching approach that can help communities' transition from reactionary interventions to proactive measures to address health and well-being concerns that impact the community, now and into the future.

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<sup>2</sup>For more information see - [https://visionzeronetWORK.org/wp-content/uploads/2018/11/VZN\\_CoreElements\\_FINAL.pdf?fbclid=IwAR0FvJBbDkze6g2s6IsVeP5NvSQ2\\_oQMeE\\_K8213TbjQUvwVBV7pkg5LB2M](https://visionzeronetWORK.org/wp-content/uploads/2018/11/VZN_CoreElements_FINAL.pdf?fbclid=IwAR0FvJBbDkze6g2s6IsVeP5NvSQ2_oQMeE_K8213TbjQUvwVBV7pkg5LB2M)

## **Active Transportation Current Status in Central Saanich:**

The general input received by the Active Transportation Task Force concerned how unsafe Active Transportation is within Central Saanich. Areas with good Active Transportation options were noted but it is not safe to travel to these areas unless you travel by car. The common message was that Active Transportation activities are avoided within Central Saanich due to:

- Large volume, size and speed of traffic (and increasing commuter traffic throughput not resident to Central Saanich)
- Lack of sidewalks, crosswalks, protected bike lanes, wide marked shoulders and equestrian bridle paths connecting villages
- Lack of separation of cars, trucks and buses from those participating in Active Transportation
- Lack of Street Lights

## **Long Term Vision for Active Transportation in Central Saanich:**

1. A Vision Zero-based Active Transportation Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders
2. The Active Transportation Action Plan is built into the Official Community Plan and District Budget
3. All students have the ability to safely travel using Active Transportation methods (i.e. walking and/or cycling) to their designated school.
4. Residents within the three main urban communities, Keating/Tanner Ridge, Saanichton and Brentwood Bay have the ability to use Active Transportation methods to safely travel between these three urban centres.

## **Recommendations:**

### **District of Central Saanich Council:**

- A. Budget Line Item and Stewardship for Active Transportation:
- That the Central Saanich Community Association request Central Saanich Council to add a dedicated line item in the district budget for active transportation and related road safety investments. This would be different from 'roads', which includes everything.
  - The CSCA would be fully involved in the budget process to advocate for this work.
  - All projects and expenditures relating to active transportation for public reporting would be attributed to this new Active Transportation budget line.
  - That the CSCA recommend to Central Saanich Council to reach out to ICBC, BC Ferries, Ministry of Transportation and Tsawout to identify partnership opportunities for road safety/ active transportation infrastructure opportunities.
  - That the CSCA request Central Saanich Council to apply for a grant through Plan H for the active transportation plan and that the municipality reach out to the CSCA to assist with the granting application process.
- B. That the CSCA ask the municipality to officially adopt and commit to VisionZero in active transportation and road safety planning.
- C. That the CSCA ask the municipality to include active transportation and road safety as a separate area review of the upcoming Official Community Plan review.
- D. That the CSCA recommend to Council that an audit of throughput, traffic flows and volume as part of the active transportation plan be redone and conducted every 2-5 years.

**School District 63 Trustees:**

- A. The CSCA ask the District 63 Trustees to work with the Central Saanich Council to create a specific [Safe Active Route to School](#) program and safe biking/walking infrastructure improvement program for School District 63. At the moment each school needs to do their own research, planning, engagement and execution.
  
- B. That the CSCA approach the District 63 Trustees and the Central Saanich Police Department to organize a Jane’s ride/walk between Brentwood and Keating Elementary schools to better understand the lived experience for child vulnerable road users and parents afraid of allowing children to walk or bike to school due to safety concerns.

**Central Saanich Community Association:**

- A. That the task force continues to gather data to prepare for the budget and OCP review, actively participate in the planning of the active transportation plan and gathering community support and input as an ongoing committee of the CSCA.
  
- B. That the CSCA be fully involved in the budget process to advocate for this Active Transportation improvements.

**Additional Definition of Active Transportation:**

**Active Transportation Groupings:**

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 neighbourhood 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 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.