

Date

Mayor Ryan Windsor and Council  
District of Central Saanich  
1903 Mount Newton Cross Road  
Saanichton, BC V8M 2A9

**Subject: Community Input to the Central Saanich Strategic Plan**

Gentlemen,

I am thankful to have attended a portion of the strategic planning session that was held on December 13<sup>th</sup>, 2018. This is an excellent way of sharing with the people the complexity of good governance and the process that is used to deliver maximum benefit to the community. I certainly gained a lot of insight by attending as an observer as I am sure that the other observers did as well.

The purpose of this letter is to provide you with direct community input from members of the Central Saanich Community Association (CSCA) which I have the privilege to chair. You will note that among the action areas identified by the councillors at the beginning of the workshop and recorded by your facilitator are the key needs of our community.

One remark made by Mayor Windsor during the workshop, that was echoed by the facilitator is that the District may have an overly ambitious list of projects. Rightly so, to prioritize the projects, your facilitator urged all the decision makers around the table to look at each of the proposed projects through the lens of the Strategic Plan. And so it is in this vein that the CSCA is submitting its input to help prioritize projects.

**Situation Analysis**

In the workshop session, there was no reference to the Strategic Plan's Situation Analysis, assuming that one exists. Things have changed since the last version of the Plan and an update of this section would surely be helpful in the prioritization process: the Municipality has a new team member on Council, as well, the Province of British Columbia has a new government with different ideas and programs from the previous government. These two changes offer new opportunities for the District.

1. The elected councillors clearly heard the community's key needs. During the electoral campaign, all of the councillors either promoted or supported the needs of the voters: better transit; a fully developed active transportation network; road safety; infrastructure support for electric vehicles. Thus there is already general agreement on these common objectives within Council.
2. The new Provincial Government recently introduced *CleanBC* with one very specific objective: to convert fossil fuel consumption to electric. Among the key elements are: net zero building standards; electric vehicle only new sales after 2040; more transit options.
3. *VisionZero*, a road accident prevention initiative widely applied in Europe over the last two decades is now embraced in North America. This includes British Columbia since 2015 and the Province has set a goal to have the safest road record in North America by 2020.
4. Federal government infrastructural funds could be forthcoming in 2019 as we head into the Federal elections.

The above two provincial initiatives are very ambitious and will require the cooperation and collaboration of municipalities to make significant gains toward their objectives. This presents

opportunities of favourable outcomes for grant applications to municipalities that understand and that share these concepts and that develop plans to leverage their position.

### **The Peoples' Needs and Actions Required by Council**

The Central Saanich Community Association continually hears from residents on the [tse](#) topics below. They are a high priority for our residents and therefore must be included to set the direction for the strategic priorities that should be implemented over the current 4-year mandate:

#### **1. Active Transportation**

- a. Safe, Uninterrupted and Networked Bicycle Lanes on all Major Arteries in the District.  
Proper bicycle lanes under VisionZero best practices would require them to be uninterrupted and physically isolated from the motor vehicle lanes. While in the short term it may not be a practical option to do this, there are a number of actions that the District can implement to insure that the bicycle lanes are sufficiently wide, very clearly marked, interconnected with one another between major arteries and uninterrupted. This last point is an issue with curbside parking in Saanichton putting cyclists in harm's way by forcing them to move to the motor vehicle lane and which the Municipality must address decisively – safe bike lanes for all cyclists vs privileged parking for few residents.
- b. Network of Walking Trails within each Quadrant and Walking/Cycling Trails that Interconnecting the Quadrants.  
A number of trails in the rural zones end abruptly on private land or are interrupted by natural barriers such as creeks. Trails need to be completed between points of access. They also need to be sufficiently wide for multiple users, walkers, cyclists and horses – eg, Lochside Trail north of Cordova Bay. The District needs to explore the following: buying strips of private land where appropriate; building small bridges over creeks; negotiating with BC Hydro to build trails on their rights of way.

#### **2. Transit**

- a. Central Saanich is primarily the unserved community on the peninsula with no pick up/drop off location from the express commuter into town. Transit services to accommodate our residents and those needing to access our community from elsewhere need to be prioritized.
- b. Transit facilities and infrastructure need to be improved.
- c. We need to provide better Park and Ride options in our region.

#### **3. Road Safety**

- a. Crosswalks and Corridors  
Safe crosswalks close to schools and safe walking corridors for schools must be a high priority.
- b. Safe and Efficient Intersections between Major Arteries.  
Central Saanich's major arteries are increasingly busy with many motorists commuting through our municipality. The District needs to consider replacing four-way signs and traffic lights at major artery intersections with roundabouts that incorporate safe crosswalks with island refuges. This could be done on a priority basis over time, with one per year budget.
- c. Safe Entry and Exit Ramps for all Pat Bay Interchange Connections in Central Saanich.  
Of the five Pat Bay interchanges to Central Saanich, three are totally unsafe – Tanner, Keating and East Saanich Road – and must be replaced. Coupled to this, Central Saanich wishes to expand the Keating commercial zone and it too will require efficient and safe

access and exit from north and south. There is thus an opportunity to accomplish both needs with a broad, holistic view. This need cannot be completed over the next four-year mandate, however, it should be started with conceptual design work and appropriate lobbying at both the Provincial and Federal levels for infrastructural funding.

d. Electric Vehicle Infrastructure

The District needs to improve parking options with more EV chargers for public use, Park and Ride stalls and parking spaces that are accessible for all.

Over the past year, the CSCA has created several task forces on these topic areas (Active Transportation, EV Infrastructure, Public Transportation) with dedicated residents and professionals in the given field involved. They are motivated to share information and collaborate with Council and staff to make our community the best in the CRD. We would appreciate the opportunity to discuss these ideas further and hope there will be more opportunities for collaboration and public participation throughout the 2019 strategic planning process.

All of us at the CSCA thank you for your time and considerations and look forward to working with you.

Sincerely,

Celeste Zimmer, Chair  
Central Saanich Community Association