



# GREATER VICTORIA CYCLING COALITION

March 31, 2021

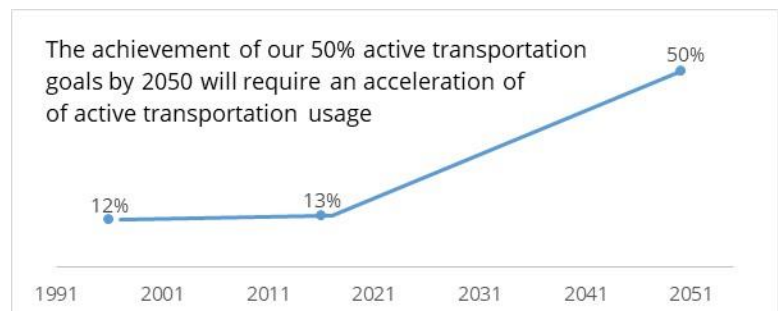
Dear Central Saanich Mayor and Council,

The Central Saanich Community Association (CSCA) and the Greater Victoria Cycling Coalition (GVCC) share the municipality's vision of an active transportation infrastructure that connects us, our neighbours and visitors to our beautiful region and supports our climate action targets, our health, our wallets and our local businesses.

We encourage the development of an active transportation infrastructure that:

- takes inspiration from other areas of the world that have developed rural Active Transportation infrastructure;
- takes an equity lens to ensure that the needs of our entire community are considered when prioritizing and designing our plans, including those with mobility issues and those who may not have participated in engagements;
- considers ongoing/ potential future trends in commuting brought on by the COVID pandemic and new technologies (e.g. e-bikes may make commuting to other communities more feasible for a growing number of individuals).

Our Climate Action Strategy depends upon an increase in active transportation. Transportation is the largest contributor to greenhouse gases in Central Saanich<sup>1</sup>. Between 1996 and 2016, commuting trips by active modes in Central Saanich have increased 1%<sup>1</sup>. To meet our climate goal targets (50% of trips by active transportation by 2050), we will require a significant shift in how we all move around our community.



To help get there, the CSCA and GVCC would like to recommend a few areas to strengthen within the AT plan:

1. The plan should specify which infrastructure is currently, and will in future, be built up to 'All ages and Abilities' (AAA).

Recognizing that Central Saanich has many valued rural areas, designs in Central Saanich will look different than in urbanized areas, but the need exists for greater comfort and safety as well as our moral and legal obligations<sup>2</sup> to ensure that our Active Transportation infrastructure is accessible and inclusive, remains. The current plan does not indicate which routes are ultimately envisioned to be AAA compliant.

2. The linkages to schools, to the Keating industrial area and between Saanichton and Brentwood are inadequate.
  - The Active Transportation Plan mentions the importance of safe and active routes to school in multiple sections, but the current multi-use pathway doesn't reach either Keating elementary school or Bayside Middle school<sup>3</sup>.

<sup>1</sup> 66% of our community's greenhouse gas emissions are from transportation. Source:

[https://www.centralsaanich.ca/sites/default/files/uploads/documents/district\\_of\\_central\\_saanich\\_climate\\_action\\_plan\\_2018.pdf](https://www.centralsaanich.ca/sites/default/files/uploads/documents/district_of_central_saanich_climate_action_plan_2018.pdf)

<sup>2</sup> s. 15 of the Charter of Rights and Freedom and s. 8 of the BC Human Rights code

<sup>3</sup> See Map 4 (page 33) in the [Central Saanich Active Transportation Plan](#)

Multi-use trails across private land, with the agreement of the landowner, can and do play a role in active transportation, as envisioned in one part of the Active Transportation plan already<sup>4</sup>.

- There are no priority projects identified to link Brentwood Bay and Saanichton village areas. An all ages and abilities linkage is important so that families can comfortably travel between communities and to Centennial park for recreation and sporting activities. Alternate, off-road routes could be considered. There is no AAA route out of Brentwood.
- To divert people from single occupant cars, there must be an attractive alternative to commute through, and to, the Keating industrial area. The AT plan does not include any cycling infrastructure along Keating. Any plan that does not include Active Transportation infrastructure along Keating will be a lost opportunity to provide expedient routes for commuters as well as individuals wishing to shop<sup>5</sup> and/or commute to businesses in Keating, as envisioned in the Keating Business Implementation Plan<sup>6</sup>.

### 3. Commitment to public reporting, metrics and creative avenues for building up and funding the network.

The priority projects identified in the current plan will add 4.6 kilometres of walking and cycling paths<sup>7</sup> in our community. Partnerships, creativity, diverse funding streams, incentives for private property right-of-ways and engaging local interest groups can help to maximize return on investment and build up the remaining network segments. The CSCA and/or other trail advocacy groups could play a role with the support of the municipality and other land management agencies (e.g. Agricultural Land Commission). As neighbours of landowners, CSCA could mobilize landowner interest, grants, volunteer labour, insurance and building expertise in a way that further builds our community connections by instilling civil ownership over initiatives. The costs are an obvious consideration, however we invest significant public dollars in motorized vehicle infrastructure, can we afford *not* to do so for our pedestrians, cyclists and transit users?

### 4. Alignment with the Keating cross-over project

The CS Active Transportation plan must align with other infrastructure projects and neighbouring municipality Active Transportation planning. The current Keating Fly-over design is at odds with the Active Transportation plans for cycling routes to Keating elementary for families in Tanner Ridge.

### 5. Use consistent terminology and a single 'long-term' vision across the plan and summary plan documents

The plan should use standard and consistent terminology for specific pieces of infrastructure and a single vision of our future network<sup>8</sup>.

### 6. There is a need for signage adherent to the Motor Vehicle Act / Regulations and for wayfinding.

We encourage the municipality to be bold and creative in the future vision for our AT infrastructure. Our climate targets require a new way of thinking about how we move around our community. We underscore the need to think of new routes and new partnerships, not simply a tweaking of the status quo road network.

*Build it, and residents and visitors will come by bike, by foot, by bus, in wheelchairs, on scooters, exploring, eating, shopping, talking, connecting, growing, healing, being, in our beautiful community.*

Respectfully and with thanks for this important work,

Megan Misovic – for the CSCA

Corey Burger – for the GVCC

<sup>4</sup> Page 73 in reference to a multi-use pathway on the Mount Newton Cross Road between East Saanich Rd and Central Saanich Road that will require coordination with land owners.

<sup>5</sup> <https://www.toronto.ca/wp-content/uploads/2019/11/8fd3-Bloor-Bike-Lane-Economic-Impact-Research-Summary-2019.pdf>

<sup>6</sup> [https://www.centalsaanch.ca/sites/default/files/uploads/documents/keating\\_business\\_district\\_implementation\\_plan\\_final.pdf](https://www.centalsaanch.ca/sites/default/files/uploads/documents/keating_business_district_implementation_plan_final.pdf)

<sup>7</sup> Includes 950 metres of cycling lane infrastructure (480 metres on each side of Wallace just before Mt. Newton)

<sup>8</sup> The maps outlining the vision of the long-term network differs between the summary plan and detailed plans. The future long-term walking and rolling network differs between the Summary and Full plan. Map 1 (page 7) of the [summary plan](#) shows *priority* future projects. Map 4 (page 33) of the 'long-term walking + rolling network' in the [full](#) plan shows the full vision. A single map delineating the future vision would be helpful to reduce future confusion.