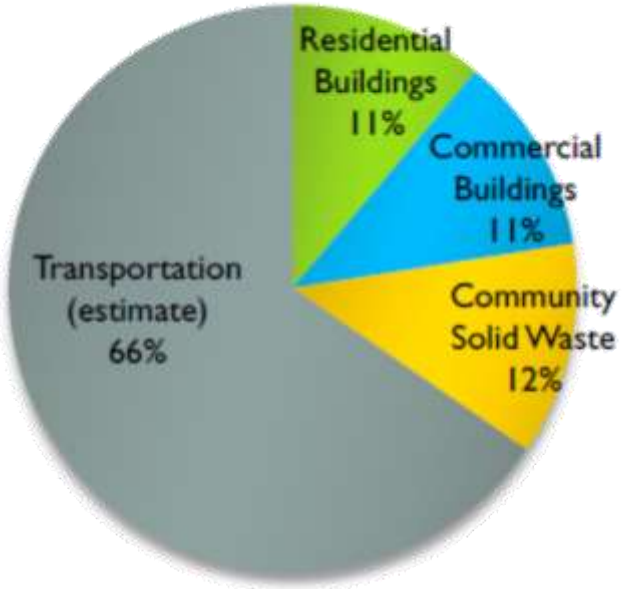
Pathway Vision

Presentation to COPAC

October 10, 2019

Current State

- Low population (16,814 residents in 2016) in a rural setting
- Currently Central Saanich has over 135 km of local roads and 15 km of bike lanes**
- Historically, transportation plans for Central Saanich have focused primarily on roadway networks and infrastructure for the automobile**
- Transportation is the largest contributor to greenhouse gases in CS***



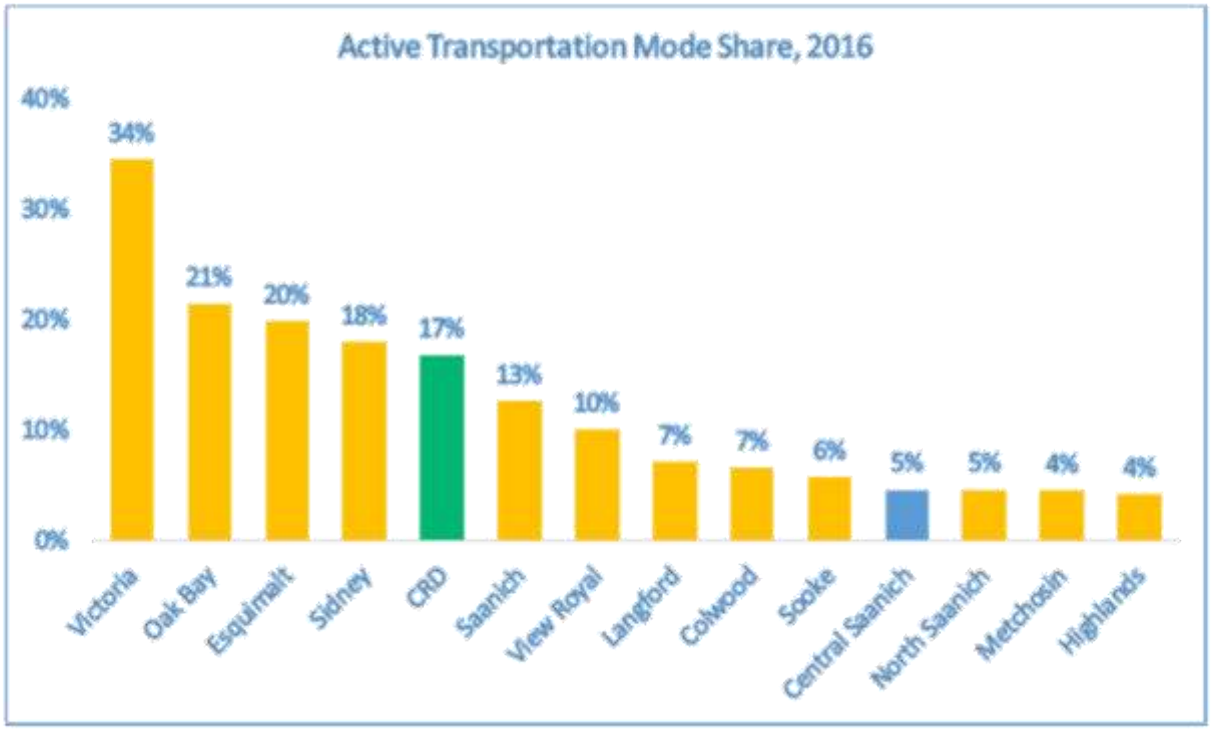
* Source: 2016 Canadian Census. Available at: https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/Rp-eng.cfm?TABID=2&LANG=E&APATH=7&DETAIL=0&DIM=0&FL=C&FREE=0&GC=0&GID=1262079&GK=0&GRP=1&PID=110716&PRID=10&PTYPE=109445&S=0&SHOWALL=0&SUB=0&Temporal=2016,2017&THEME=0&VID=0&VNAMEE=Commuting destination (5)&VNAMEF=Destination du trajet domicile-travail (5)&D1=0&D2=0&D3=0&D4=0&D5=0&D6=0

** Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from:** **https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750**

*** Source: https://www.centralsaanich.ca/sites/default/files/uploads/documents/district_of_central_saanich_climate_action_plan_2018.pdf

Current State cont'd

- In Central Saanich, we have 6,920 individuals commuting daily
  - 74% are driving, and 18.6% are driving in a single-passenger vehicle within the census subdivision of their residence
  - ~ 1,287 individuals commuting within the borders of Central Saanich*
- CS has some of the lowest active transportation mode shares in the CRD
- Currently the District of CS is in the midst of an Active Transportation Planning Strategy, the last study was done in 2002



Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from:** https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750 **April 23, 2019**

Current state cont'd

- Over twenty years (between 1996 and 2016) commuting trips by active modes have only gone up 1% (from 12% to 13%) in CS
- Central Saanich has a Climate Action Strategy to reduce Greenhouse emissions
  - *In order to reach targets, however, the community needs to make more significant shifts to active transportation and/or zero or very low emission vehicles, such as electric vehicles.*
  - *A goal is, by 2050, 50% of trips are made with active transportation*

What would it take for you to make half of your trips by foot, bike, bus or pogo stick?

Source: https://www.centralsaanich.ca/sites/default/files/uploads/documents/district_of_central_saanich_climate_action_plan_2018.pdf

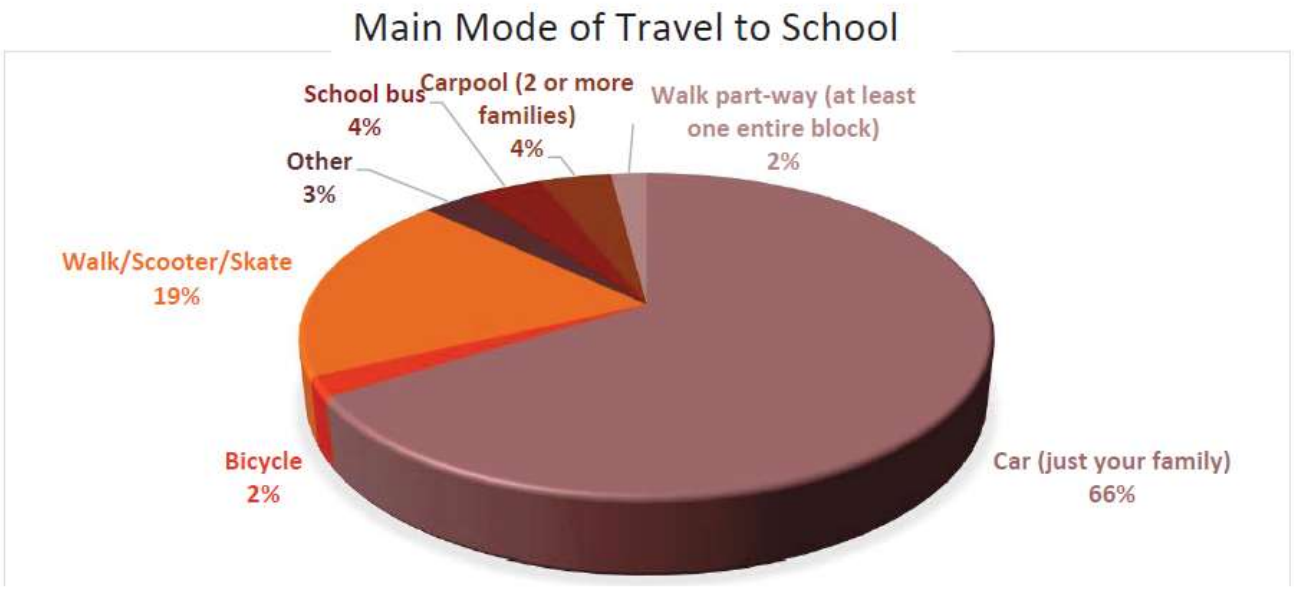
Current State – Ready, Step Roll

Brentwood Elementary

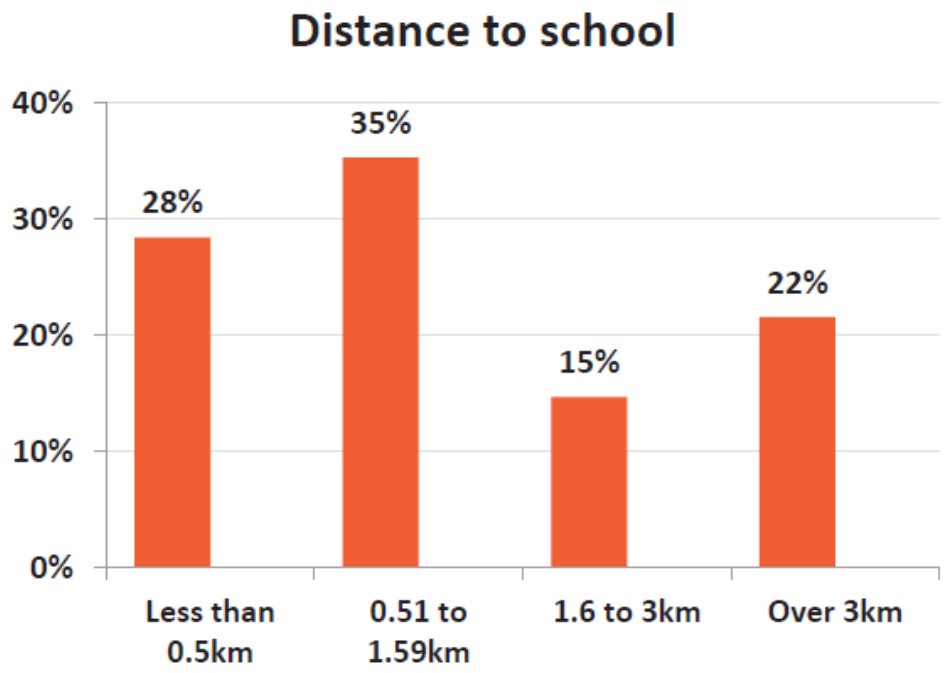
- 66% of participating families indicated they travel by car to school

BASELINE SURVEY RESULTS

The take-home survey was completed by 106 families, with there being 365 students during the 2016-2017 school year. This section outlines the results from the survey.

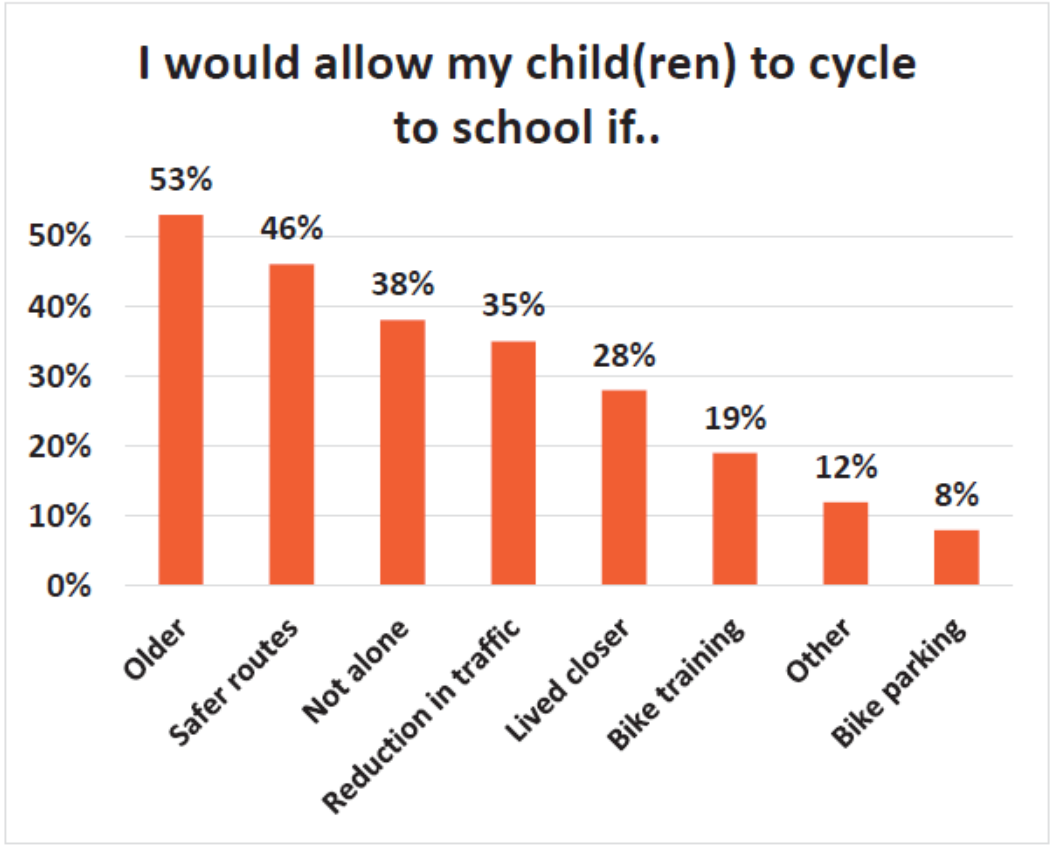


Brentwood School



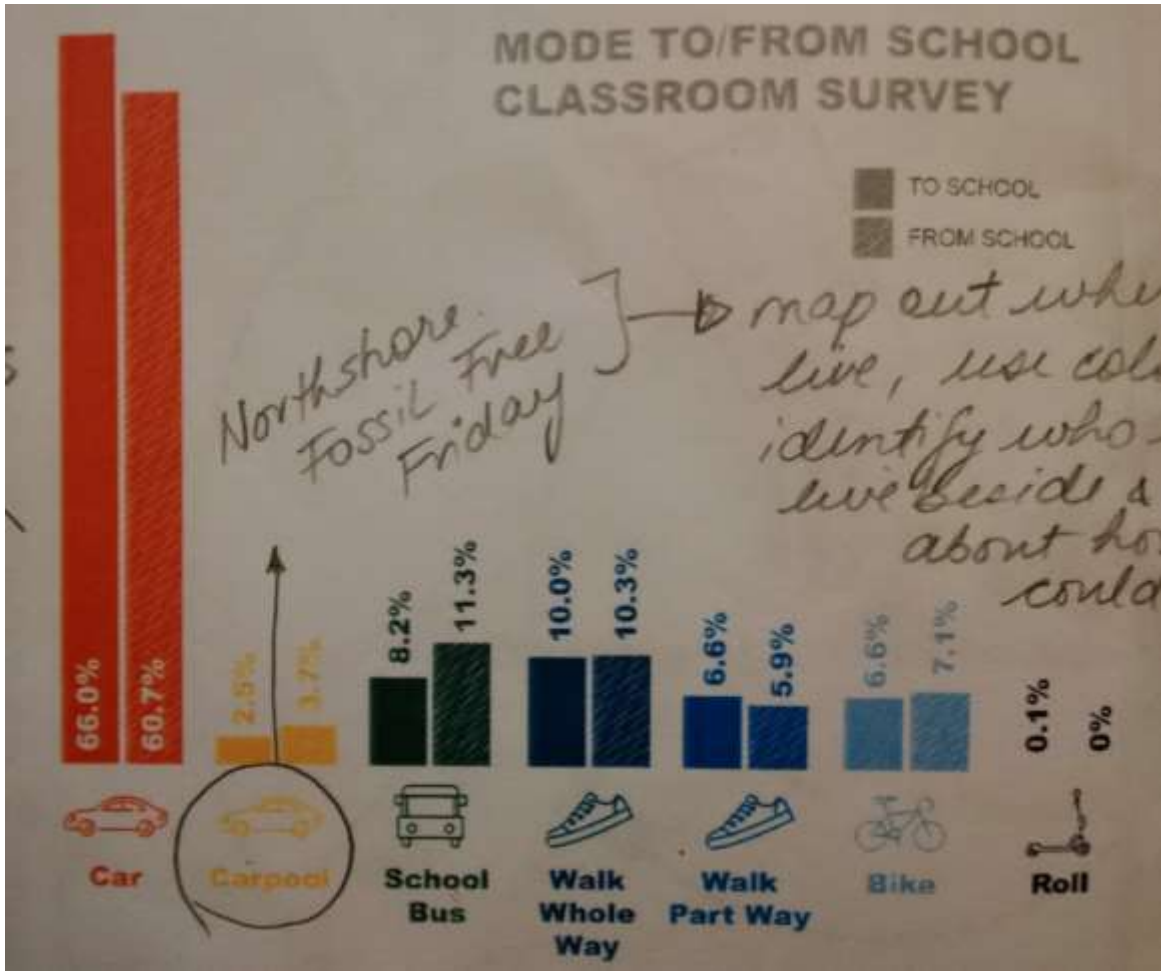
- Age of children, safe routes and not being alone and reductions in traffic were barriers to cycling to school

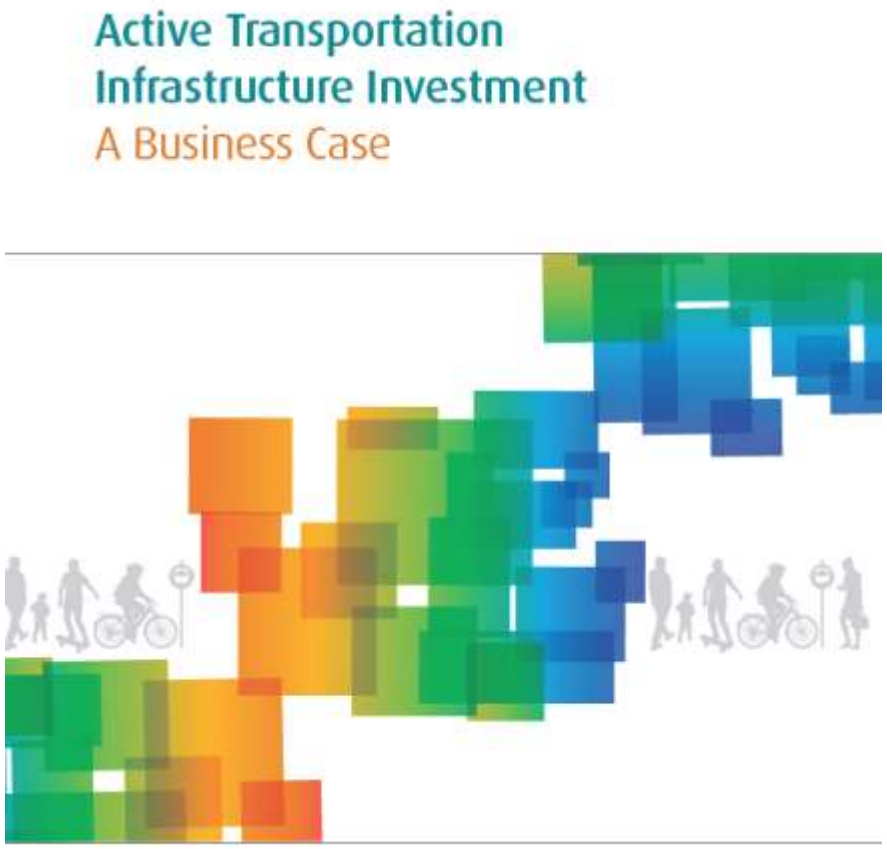
- 78% of Brentwood families live within 3 kms of the school



Keating School

- 66% of children get to school via car
- 54% of parents would prefer their child use active transportation to/from school
- On-line school travel survey submitted by 237 families (55% of school) in May-June 2019





- Report established and potential regulatory tools that local governments should consider in regards to active transportation
- The CRD safe and active routes to school program found that parents identified safety, and perception of safety, as a key barrier to using active transportation, and that they would support walking or biking to school if high quality active transportation facilities were available.
- Findings were consistent across all schools and jurisdictions

Source: CRD (2018). Active Transportation Infrastructure Investment: A Business Casehttps://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/active-transportation/brentwood-school-travel-plan.pdf?sfvrsn=ccda8dca_2

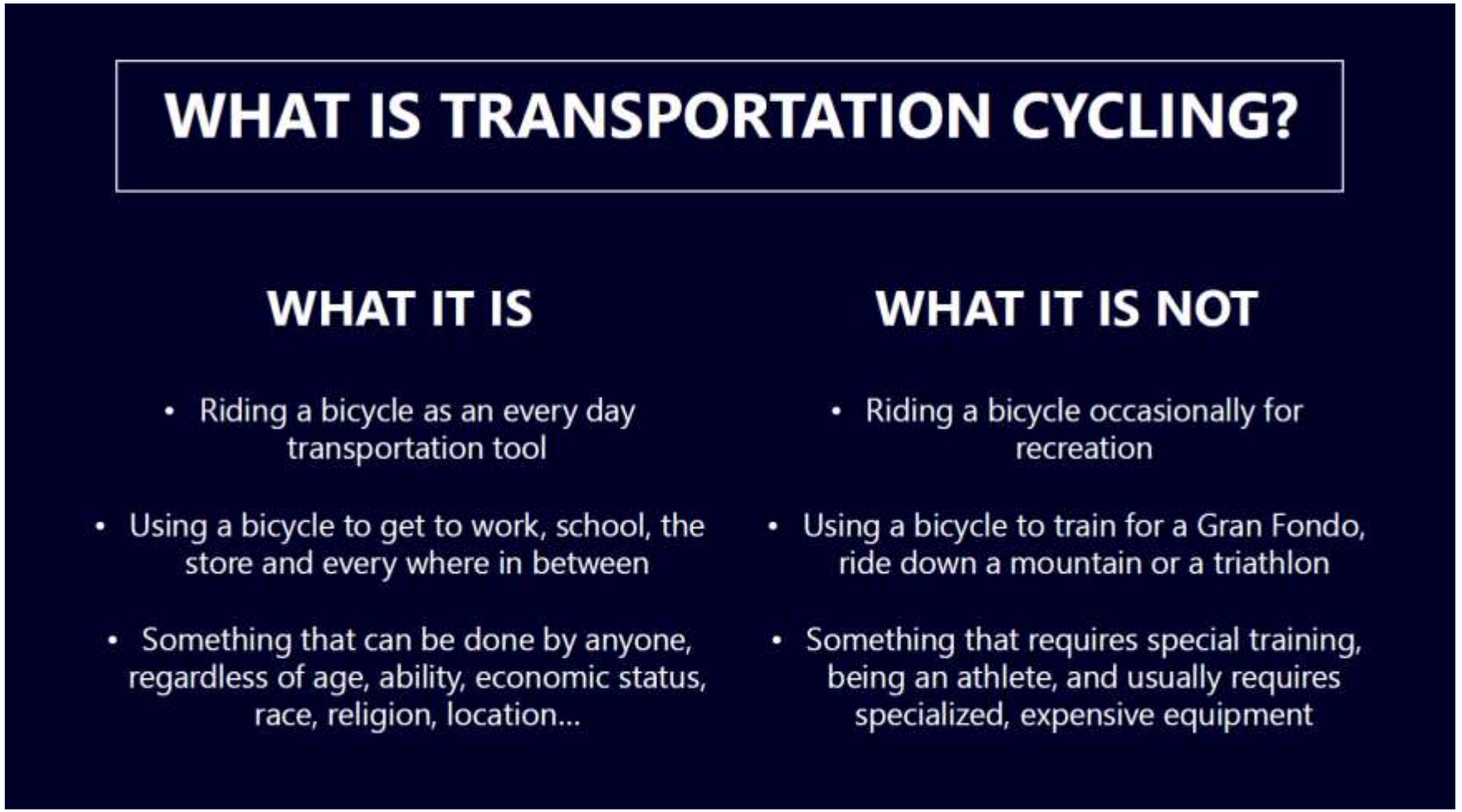
Vision statement

A grid of connecting pathways

- on private, municipal and provincial lands

that connect up residential areas in order

- to connect our community, promote active transportation and recreation opportunities, and celebrate our rural heritage and setting



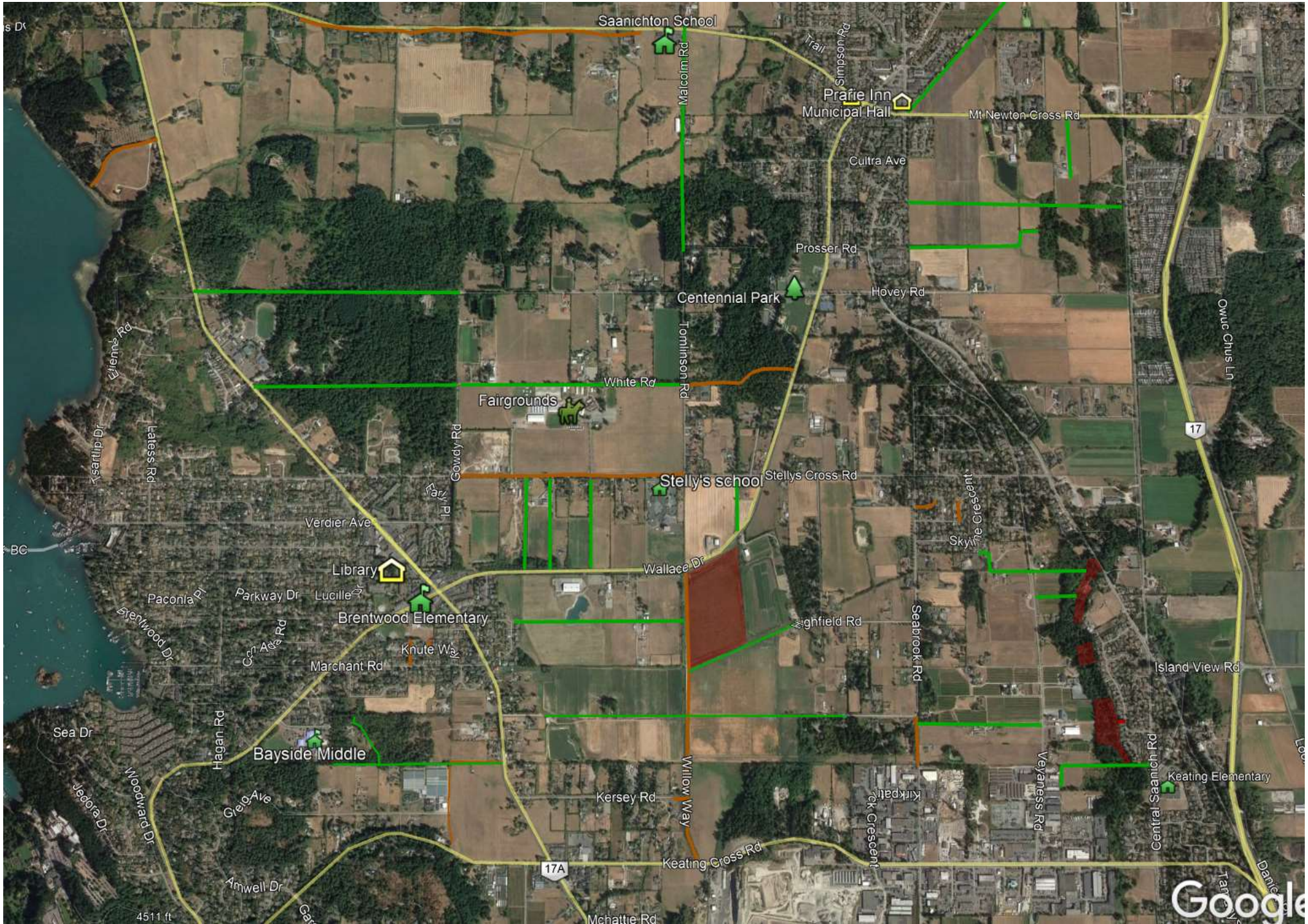
Source: THE EVOLUTION OF TRANSPORTATION CYCLING CARSP Conference 2018 MELISSA BRUNTLETT JUNE 13, 2018

Benefits

- Community benefits
  - People are more likely to say hello – helping to build community and keep us connected
  - People are more likely to spend money – economic benefit
- Ecological benefit
  - More walkable communities mean people are less likely to drive
- Health benefits
  - More walkable communities mean major cost savings to health systems

Current State – existing right-of-ways

	The lines in green are existing municipal right of ways that have no existing access or pathways. The location of municipal right-of-ways are based on maps produced by the planning department staff at the municipal hall.
	The brown lines are existing pathways based on local knowledge of the author – there may be some missing.
	The red polygons are municipally-owned properties according to the map generated by the planning department.


Saanichton School
Malcolm Rd
Trail
Simpson Rd
Prairie Inn
Municipal Hall
Mt Newton Cross Rd
Cultra Ave
Prosser Rd
Centennial Park
Hovey Rd
Owuc Chus Ln
Tomlinson Rd
White Rd
Fairgrounds
Gowdy Rd
Stelly's school
Stellys Cross Rd
Skyline Crescent
17
Verdier Ave
Early Pl
Wallace Dr
Library
Brentwood Elementary
Paconia Pl
Parkway Dr
Lucille Pl
Stentwood Dr
Con Ada Rd
Knute Way
Marchant Rd
Seabrook Rd
Island View Rd
Sea Dr
Hagan Rd
Bayside Middle
Woodward Dr
Jedora Dr
Greig Ave
Kersey Rd
Willow Way
Keating Elementary
Central Saanich Rd
Veyaness Rd
Keating Cross Rd
17A
Amwell Dr
Mchattie Rd
4511 ft
Google

Concerns against

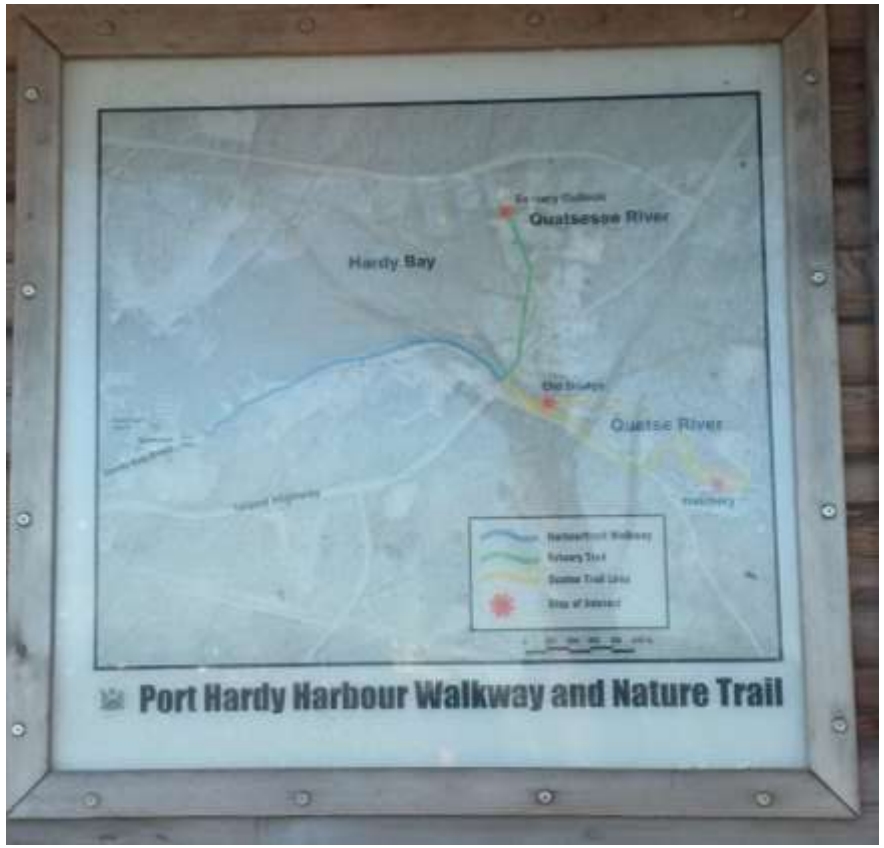
Type of property	Potential concerns
Municipal right-of-ways	Many municipal right-of-ways have been unused for decades, potentially causing concerns from property owners if the municipality were to suddenly seek right-of-way access for a public trail
Private	Liability & insurance Hooligans People crossing their lands Theft ALR for non-farm purposes
Private with Hydro right-of-way	Liability & insurance
Provincial (Ministry of transportation and infrastructure)	
Overall	Funding costs User group conflicts (horses vs. dog walkers vs. cyclists)

Precedents

Type of land	Example
Hydro	District of Saanich makes deal with B.C. Hydro -build a new youth-focused bike skills park on a piece of surplus BC Hydro land. Source: https://www.cbc.ca/listen/live-radio/1-48-on-the-island/clip/15717117-district-of-saanich-makes-deal-with-b.c.-hydro-for-new-bike-park
Private lands	Port Hardy trail – Quatse Salmon Stewardship Centre Brown trail Elk lake England! Bear Hill – is privately owned and wanted to develop a trail system

Port Hardy

Pathway travels through private property



Brown trail off of Mount Newton

Pathway travels through
private property connecting Butterfield
park to John Dean Provincial Park

Current Opportunities

- Opportunities exist to develop key linkages prior to additional infill
- Currently public interest and concern over climate change
- CS municipal targets for reducing greenhouse gases
- CS currently conducting an Active Transportation plan
  - Purpose: to address road safety, multi-modal opportunities and improve the cycling and pedestrian network
- Federal and provincial active transportation funds

BC Active Transportation Strategy Recommendations

From HUB Cycling, February 2019

CleanBC priority initiative:

"*The Province will establish an active transportation strategy with measures to support new infrastructure, education and incentive programs, and safety improvements for people walking, cycling and using other kinds of active transportation.*"

Active transportation provides more healthy, affordable, equitable, environmentally friendly ways to get around and to support the local economy. The majority of British Columbians use active transportation or want to use it but are held back by inadequate infrastructure, education, awareness, and regulation to protect their safety and to facilitate convenient and viable trips on foot, bike and other human-powered modes.

A range of transportation options should be available to all British Columbians – including those who live in smaller communities, and vulnerable groups such as children, older adults and those with disabilities or low incomes as well as non-drivers – so that everyone can have access to education, employment, shopping, healthcare, recreation, cultural events and social connections. Safe biking and walking routes, good street design and regular transit should be available to all British Columbians so that it is easy to be active and healthy. These can also make it easier for people to be socially connected which is important for mental health.

Active and public transportation facilities are smart investments as they can stimulate local business and tourism in communities of all sizes. These investments can also control rising healthcare costs because regular physical activity keeps people healthier and out of the healthcare system.

https://bikehub.ca/about-us/news/hub-cyclings-recommendations-bc-active-transportation-strategy

Appendices

Private landowners

- As long as trails are built and maintained to standard (sight lines, signage) land owners are covered by the federal Occupiers Liability Act and cannot be held liable for injuries

OCP

OFFICIAL COMMUNITY PLAN

Section 9 of the Official Community Plan (OCP) speaks to transportation issues. The OCP notes that mobility plays a fundamental role in the overall quality of life, safety, and physical and social well-being of residents.

The OCP notes the need for better transit, and an expanded network of sidewalks in residential area and around schools and community centers. Residents also indicated the need for traffic calming measures, and improved pedestrian amenities and connectivity around key pedestrian areas. Additionally, residents indicated a need for expanding the bicycle lane network along collector roads and the need for safer shoulders for pedestrians, cyclists and equestrians in rural areas.

Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from: https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750**

Central Saanich OCP

1.2. Fundamental Principles

Providing viable alternatives to the private automobile for daily trips (including the trip to work) is essential to fostering a diverse community, a healthy environment, a strong economy, and a vibrant and safe public realm. The transportation system in Central Saanich must balance and ensure the safety of multiple modes of travel including vehicles, public transit, walking, cycling and horseback riding. Transportation choice is necessary to reduce dependence on the use of private vehicles, and further, to provide viable options for people who cannot or choose not to drive.

Central Saanich OCP

6.2.2 Trails

- *Objective Improve local and regional trail connectivity and safety while ensuring the accommodation of multi-modal uses of the trail system.*

  Policy 1 - Develop a comprehensive system of off-road and bikeway routes in order to encourage commuting, recreational and other types of trips.
- Policy 3 – the trail system should be developed through securing rights-of-way or covenants from private property owners, using unopened road right-of-ways, and cooperating with community organizations in the development of new trails.
- Policy 4 - The trail system should, wherever possible, create links between the municipal and/or regional and provincial parks, provide links to destination nodes used frequently by the public and make links between primary trail branches
- Policy 5 - Public trails affecting private land located within agricultural areas will be planned in consultation with the affected land owners and be designed to be compatible with agricultural operations
- Policy 9 - Prioritize bike and pedestrian routes identified in the Transportation Planning Study that provide access to schools, commercial centres, parks and regional open space.

Source: Official Community Plan. https://www.centralsaanich.ca/sites/default/files/uploads/bylaws/bylaw_ocp.pdf

Potential opportunities

- Currently, there may be additional opportunities for municipalities to fund or build high quality active transportation infrastructure because they are not requiring developers to make improvements to the extent they could. For example, many developments only require upgrades to the street frontage directly adjoining their properties which creates a disconnected network of sidewalks and bike lanes. A systems approach would ensure consideration and associated funding for improving active transportation infrastructure in proximity to all schools.

Source: CRD (2018). Active Transportation Infrastructure Investment: A Business Casehttps://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/active-transportation/brentwood-school-travel-plan.pdf?sfvrsn=ccda8dca_2

Main intersections of concern

- Our research shows that the majority of traffic accidents occur at a limited number of intersections, primarily:
  - West Saanich Road and Keating Cross Road
  - Central Saanich Road and Keating Cross Road
  - West Saanich Road and Wallace Drive
  - Oldfield Road and Keating Cross Road
  - Mount Newton Cross Road and East Saanich Road

  Compared to neighbouring municipalities, Central Saanich has a low multi-modal participation rate. Approximately 86% of residents use their car to commute to work.

Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from:** https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750

Financial costs

Another way to reduce local taxpayer costs is to ensure that municipalities take full advantage of available provincial and federal grant funding. Tapping into grant funding often requires having approved active transportation plans and policies. Increasingly, such funding also requires asset management plans.
Active transportation infrastructure (ATI) is significantly less expensive than building roadways. ATI also requires much less space than vehicle infrastructure, thus reducing land acquisition costs. Re-purposing portions of current roadways for ATI will help local governments affordably transport more people.

Whether added through retrofits or new development, ATI positively impacts green space, reduces paving and associated storm water diversion, and supports natural systems asset management. All these positive impacts yield operational savings which in turn reduce taxpayer burdens. In addition to costing less to build, ATI is also much cheaper to maintain as it does not face the significant wear and tear of vehicle infrastructure.
Implementing active transportation infrastructure saves taxpayers both now and in the future.

Source: CRD (2018). Active Transportation Infrastructure Investment: A Business Case. Available from: https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/pedestrian-cycling-master-plan/activetransportationbusinesscase_final-web.pdf?sfvrsn=4e56a5ca_2

Financial considerations

FINANCIAL IMPLICATIONS

The financial implications of transportation improvements can be significant. The District of Squamish, for example, recently completed an Active Transportation Plan at a cost of approximately $100,000. Squamish Council also authorized an annual budget of $700,000 to implement the recommendations.

Currently, the District invests $4.6 million per year to replace aging infrastructure. The Sustainable Asset Management Plan shows that a $6.9 million investment is required, and our financial plans recommend a gradual increase in taxes to make up the shortfall. Council supports the proposed $2.3 million tax increase to deal with replacement of existing infrastructure.

Most certainly, the Active Transportation Plan will recommend infrastructure and program improvements that will place a further tax burden on the community. If Council directs staff to proceed with a transportation plan, we must prepare for the difficult discussions and decisions that will be required to fund recommended improvements.

Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from:** https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750

Financial considerations

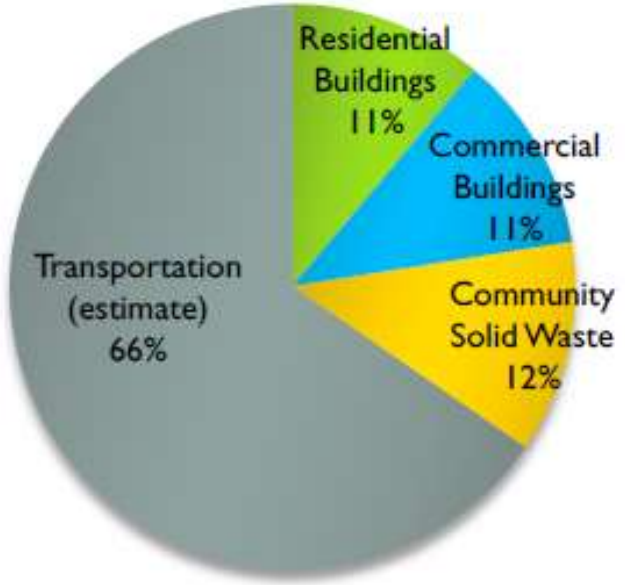
Financial planning is a key element of transportation infrastructure. The District is already challenged with a financing deficit for managing current asset maintenance and replacement. New infrastructure (e.g. crosswalks, sidewalks and bike paths) identified through an Active Transportation Plan would place additional pressures for finding revenue sources and would likely require new property taxation. As transportation infrastructure can be costly, the implementation of the Active Transportation recommendations will only be successful if there is a sound financial strategy.

Source: District of Central Saanich – File **8330-01 – Committee of the Whole, April 23, 2019. Available from:** **https://centralsaanich.civicweb.net/document/81066/Active%20Transportation%20Plan.pdf?handle=4B29BAB9FD494B9693C59A7F2AF2E750**

Financial Considerations

Greenhouse Emissions in Central Saanich

1. emissions from **transportation** (burning gasoline, diesel and propane in vehicles),
2. **buildings** (using electricity, natural gas, heating oil and propane), and
3. **solid waste** (throwing organic garbage into our landfill that releases methane)



Source: https://www.centralsaanich.ca/sites/default/files/uploads/documents/district_of_central_saanich_climate_action_plan_2018.pdf

CS Climate Leadership Plan

- Through this plan, the District of Central Saanich is **renewing its commitment to substantially reduce GHG emissions** in community-scale and municipal operations by 2050. This plan also highlights the importance of **preparing the District and community members for changes to our climate**. The following goals demonstrate our deep commitment to climate leadership in Central Saanich:
  - Goal 1: 80% less community-scale GHG emissions by 2050, relative to 2007
  - Goal 2: 100% renewable energy community-wide by 2050
  - Goal 3: 90% less GHG emissions from municipal operations by 2050, relative to 2007

GHG Reduction Scenario

- **A scenario for achieving our community-scale goals (#1 and #2)**
- Achieving such significant reductions in our emissions will require action from all levels of government, as well as citizens, businesses, and partner organizations. The precise path that will get us to this reduction target is still unknown. However, based on our knowledge of where our emissions currently come from and estimates of the impact of senior government regulations, we can chart out a scenario that demonstrates one path for reaching our target. The following **scenario demonstrates one path toward meeting the community goals** for buildings and transportation that includes:
- Transportation emission reductions resulting from:
  - 50% of our trips are made with active transportation by 2050
  - 50% of our personal vehicle fleet is electric by 2050
  - All commercial vehicles transition to biofuels by 2050

What would it take for you to make half of your trips by foot, bike, bus or pogo stick?

Principles

- **Principles**
- This plan identifies actions within the District of Central Saanich's realm of authority and influence to support the transition to renewable energy and low emissions. However, the District cannot achieve this level of change by acting in isolation; concerted and coordinated effort by all levels of government, in partnership with community members and industry will be necessary to achieve the desired outcomes.
- The District's plan includes the following principles:
  - **Take early action in District areas of authority or influence**
  - Advocate for action where other authorities have responsibility
  - Be nimble and opportunistic by seeking funding and partnership opportunities that align with our
  - vision, while focusing the municipality's resources
  - Maximize local value creation by supporting education, training, capacity building
  - Use a climate lens to evaluate significant expenditures by considering both emission reductions (mitigation) and climate adaptation implications
  - Monitor and report progress with clear, concise communication to improve transparency and accountability

- **Transportation and Land Use**
- **Objectives:**
  - To make **significant shifts toward active modes** of transportation that support a healthy, safe and vibrant community
- **Actions**
  - **Compact and complete community**
  - **Active transportation plan:** Create an active transportation plan that outlines a policy and key actions for supporting a significant mode shift toward walking, cycling, ride share and transit within the community. Actions for consideration include:
  - Continuous and separated pedestrian paths and cycling lanes
  - Bike and car-share programs (e.g. Modo), and developments with built-in membership
  - Safe routes to schools and business areas

Partner with local recreational groups or organizations, such as paddling, mountain biking or hiking clubs, to co-develop and promote recreational activities in the community.

Example The Columbia Valley Greenways Trail Alliance[22] is a trails advocacy group made up of seven trail and stewardship groups in the Columbia Valley of BC. Partner organizations advocate for the development, maintenance and responsible use of sustainable trails on public and private lands to promote year-round healthy living and community values.

New B.C. study links chronic disease, health care costs to where you live

Direct health-care costs for diabetes, hypertension and heart disease are lower for those in walkable neighbourhoods and close to parks.

JENNIFER SALTMAN Updated: May 6, 2019

- People who live in walkable neighbourhoods and have access to parks in Metro Vancouver save the health-care system tens of millions of dollars each year, and have lower rates of chronic illness than those who don't, according to a new study. Then, we monetized all those results and showed wildly reduced health-care costs, relatively speaking, across the continuum of place types — from the most sprawling, exurban, car-dependent to the most walkable urban. Direct health-care costs — such as medication and hospital visits — for diabetes are 52-per-cent less for those living in walkable areas than in car-dependent areas. The cost for hypertension is 47-per-cent less, and for heart disease is 31-per-cent less.

Source: https://vancouversun.com/news/local-news/new-b-c-study-links-chronic-disease-health-care-costs-to-where-you-live

Economic benefits

Report: Increased Economic Activity following Bike Lane Installation in Toronto

Featured image: Summer Reid/Gleaner News The numbers are in, and it appears as though the controversial installation of bicycle lanes along Bloor Street in Toronto in 2015 has been a success, both for riders and businesses along the well-travelled corridor. The Toronto Centre for Active Transportation (TCAT) reports that economic activity along the section of Bloor […] **More**

Trail users and trail layout

- The most important step to managing conflict and impact reduction strategies is to properly design the trail layout. Trail users seek different experiences and it is important to guide each user in a controlled manner.
- For specific user groups designating trails for single use will be necessary.

Source: http://greenways.ca/web/wp-content/uploads/2017/02/CVGTA-Trails-Vision-2017-web.pdf