

District of Oak Bay Active Transportation Strategy

Phase 1B Community Engagement Executive Summary
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About the Project

The District of Oak Bay is updating its Active Transportation Strategy (ATS), a long-term plan to make it safer, healthier, and more sustainable for people to move through the community by walking, cycling, rolling, or taking transit. Active transportation supports community health, affordability, climate action, and livability, while connecting residents to schools, parks, shopping areas, and neighbouring municipalities.

The updated strategy builds on the original 2011 ATS and subsequent technical reviews completed in 2022 and 2024, which aligned Oak Bay's plans with the BC Active Transportation Design Guide. A central focus of the update is the implementation of nine priority cycling routes that together form the backbone of Oak Bay's future cycling network.

Recognizing that these projects directly shape how people move around Oak Bay, Council directed a broad, community-wide engagement process to ensure local perspectives help inform the updated strategy and the development of Oak Bay's first Cycling Implementation Plan, to be presented to Council in early 2026.

Phase 1B of engagement was conducted in November 2025 and builds on Phase 1 engagement completed in September 2025. The purpose of Phase 1B was to share what was heard in the first round of engagement, gather feedback on revised proposed cycling routes, and confirm priorities and actions for walking and cycling infrastructure.

This document is an executive summary of the Phase 1B community engagement findings. Input from this phase will help refine the proposed cycling routes, confirm priorities for active transportation, and guide the development of the Cycling Implementation Plan.



Engagement Highlights

How We Engaged

Community members were invited to participate through the following engagement opportunities:

- An open **online questionnaire** available from November 6 to 28, 2025
- One **in-person open house** held on November 13, 2025
- **Ongoing communications and outreach** through Connect Oak Bay project page, email updates, social media and print advertising.

Reach and Participation

578 total participants

513 completed the online
questionnaire



65 attended the open
house

What We Learned

Overall Insights

Phase 1B feedback from the questionnaire reinforces several themes identified earlier in the engagement process. Participants care deeply about safety, accessibility, and transparency, and there is broad recognition that active transportation plays an important role in Oak Bay's future. At the same time, community members expressed support for context-sensitive solutions that reflect neighbourhood character, street constraints, and competing needs such as parking and access.

Key cross-cutting themes included:

- Support for safety improvements for all users, particularly at intersections, crossings, and along busier corridors
- A clear expectation for transparency around plans, timelines, costs, and decision-making
- Broad support for improving pedestrian infrastructure and accessibility
- More mixed views on cycling infrastructure, with support varying by route and level of impact
- A preference for incremental and phased implementation, rather than large-scale changes all at once

Priorities and Actions

Overarching Priorities

Most respondents supported all three proposed priorities:

- **Transparency:** 93% support clear information on plans, timelines, and initiatives.
- **Safety:** 81% support including safety improvements (crossings, intersections, lighting); 8% oppose.
- **Connected networks:** 63% support building connected active transportation networks; 21% oppose.

Active Transportation Actions

All proposed actions received majority support:

- **Enforcement partnerships:** 75% support working with Bylaw and Police; 11% oppose.
- **Education partnerships:** 71% support school-based walking and cycling education; 11% oppose.
- **Traffic calming:** 67% support reduced speeds and traffic calming; 26% oppose.
- **Amenities:** 66% support benches and water fountains; 16% oppose.

Pedestrian Infrastructure Actions

Pedestrian actions received the strongest support overall:

- **Sidewalk and crosswalk upgrades:** 86% support accessibility improvements, 6% oppose.
- **Vegetation management:** 83% support preventing sidewalk obstructions, 4% oppose.
- **Network gaps:** 79% support adding sidewalks and crosswalks, 9% oppose.

Cycling Infrastructure Actions

Support for cycling actions was more mixed:

- **Bike parking:** 61% support additional bike parking; 22% oppose.
- **Route prioritization:** 53% support prioritizing routes 4, 5, and 8; 31% oppose.
- **Incremental improvements:** 52% support starting with painted lanes and progressing to protection; 37% oppose.

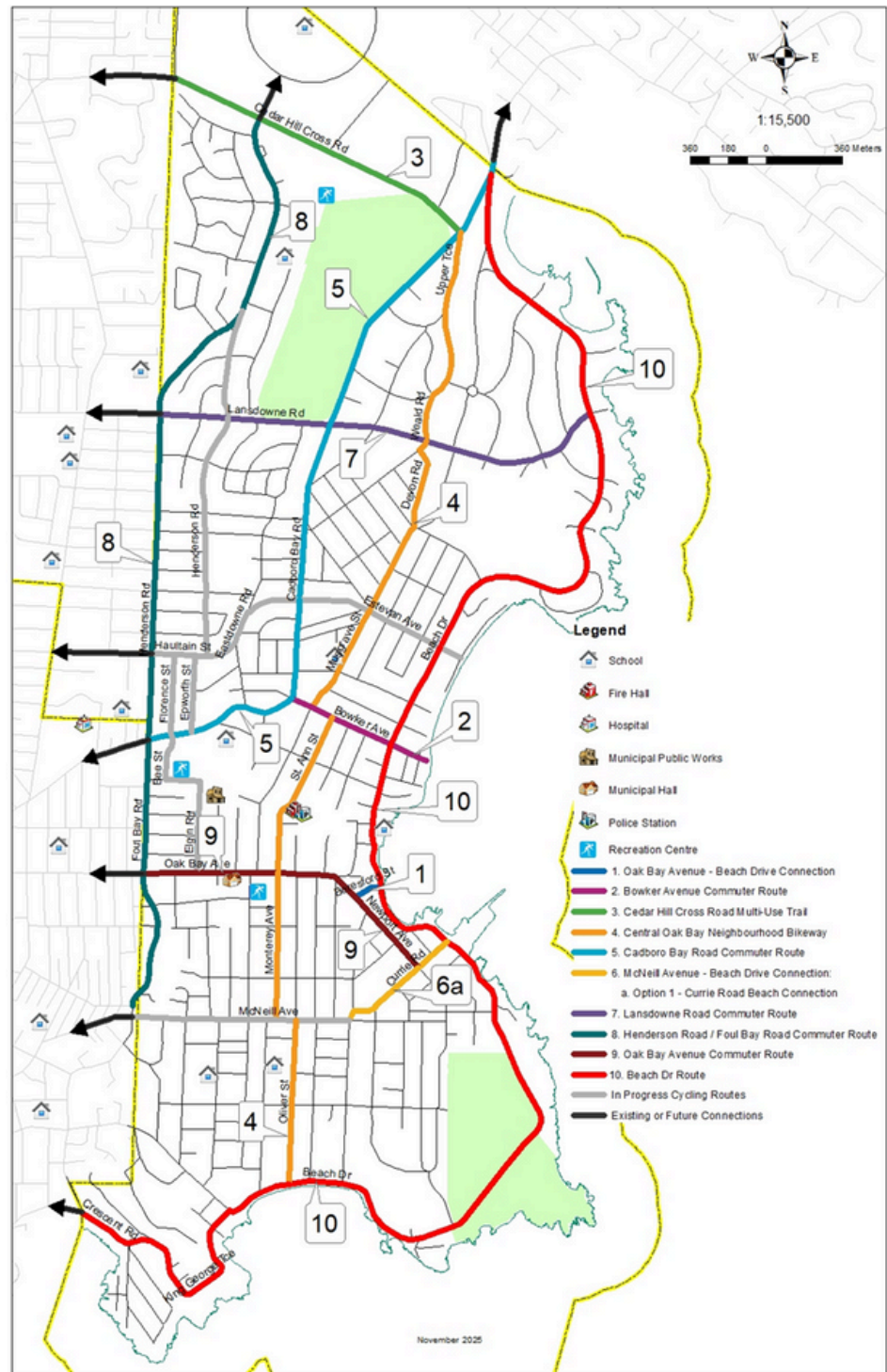
Proposed Route Changes

Respondents were asked to indicate their level of support or opposition to updated proposals for nine priority cycling routes, including revised alignments, facility types, costs, and implementation timelines, as well as the addition of another route: Route 10, Beach Drive.

Across all routes:

- Support ranged from 45% to 59%
- Opposition ranged from 21% to 34%
- For every route, support exceeded opposition by 16% to 38%

Routes with no change to the original proposal (Routes 3, 6, and 7) received the highest levels of support, while routes involving more substantial changes or implementation on busier corridors (Routes 4, 5, and 8) received the highest levels of opposition.



Additional Comments

A total of 294 respondents provided written comments in the questionnaire.

Comments addressed **general priorities for the Active Transportation Strategy**, including costs and taxes, safety, overall direction, enforcement and municipal capacity, education and awareness, and the balance between active transportation, parking, and business needs. Some comments expressed opposition to active transportation as a priority, while others linked it to climate action and livability.

Comments related to **cycling infrastructure** focused on cycling safety, traffic speed and volume, interest in protected or separated facilities, impacts on parking, street width constraints, hills and terrain, network connectivity, and concerns about both cyclist and driver behaviour. Some respondents preferred multi-use paths or off-street facilities.

Comments related to **pedestrian infrastructure** focused on pedestrian safety, crosswalks and intersections, sidewalk infill, repair and widening, traffic calming near schools and seniors' destinations, accessibility for mobility aids, and lighting and personal security.

Additional comments referenced specific streets and routes, raising similar topics such as cycling safety, traffic conditions, parking impacts, pedestrian crossings, and accessibility applied to local street context.

Next Steps

Feedback from Phase 1 and Phase 1B will be used to inform updates to the Active Transportation Strategy and the development of the Cycling Implementation Plan, which will outline how the nine priority routes may be advanced. The updated strategy and implementation plan will be presented to Council in early 2026. Future phases of engagement, planned between 2026 and 2029, will focus on detailed, route-specific engagement, providing opportunities for community input on design options, trade-offs, and implementation priorities before construction proceeds.