Active Transportation Strategy Update

Community Engagement Workshop
September 12, 13 and 16, 2025

DISTRICT OF OAK BAY

OAK BAY IN MOTION



We acknowledge that the land on which we live and work is the traditional territory of the Coast and Straits Salish Peoples. Specifically, we recognize the Lekwungen people, known today as the Songhees and Esquimalt Nations, and that their historic connections to these lands continue to this day.





Introductions

Facilitation team, District staff and Community Members

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For Our Time Together

- We balance airtime.
- We will recognize we all have different interests and don’t need to agree.
- We will be courteous and curious.

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Workshop Overview

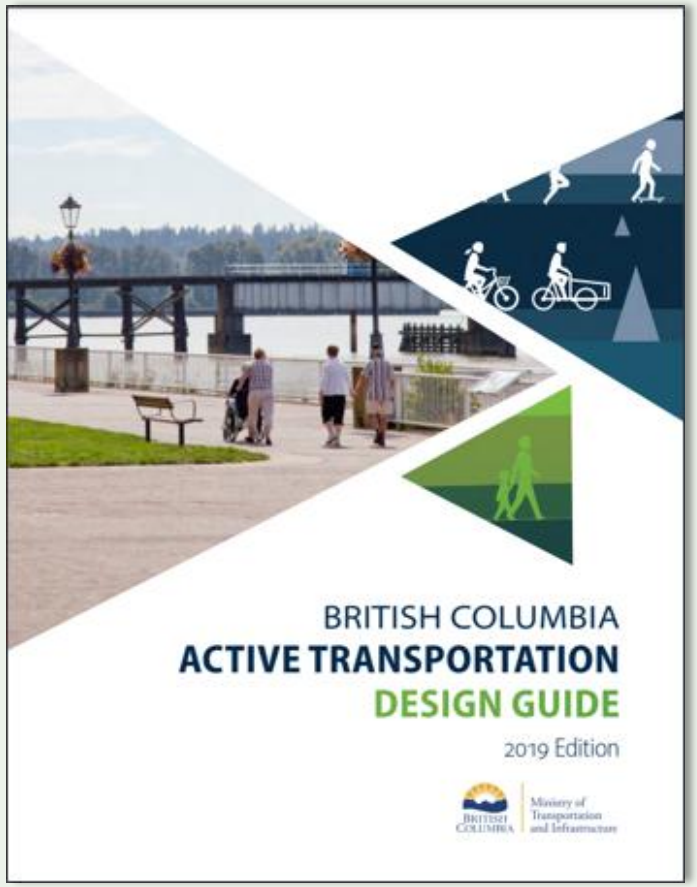
- Welcome and introductions
- Operating Values
- Context and Background
- Q&A
- Small Group Dialogue
- Coffee Break & Gallery Tour
- Whole Group Dialogue
- World Café
- Thank you & Next Steps
- Evaluation and Feedback Frame reminders

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Project Context



What is Active Transportation?



The British Columbia Active Transportation Design Guide – 2019 Edition – defines it as follows:

"Active transportation includes any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation."

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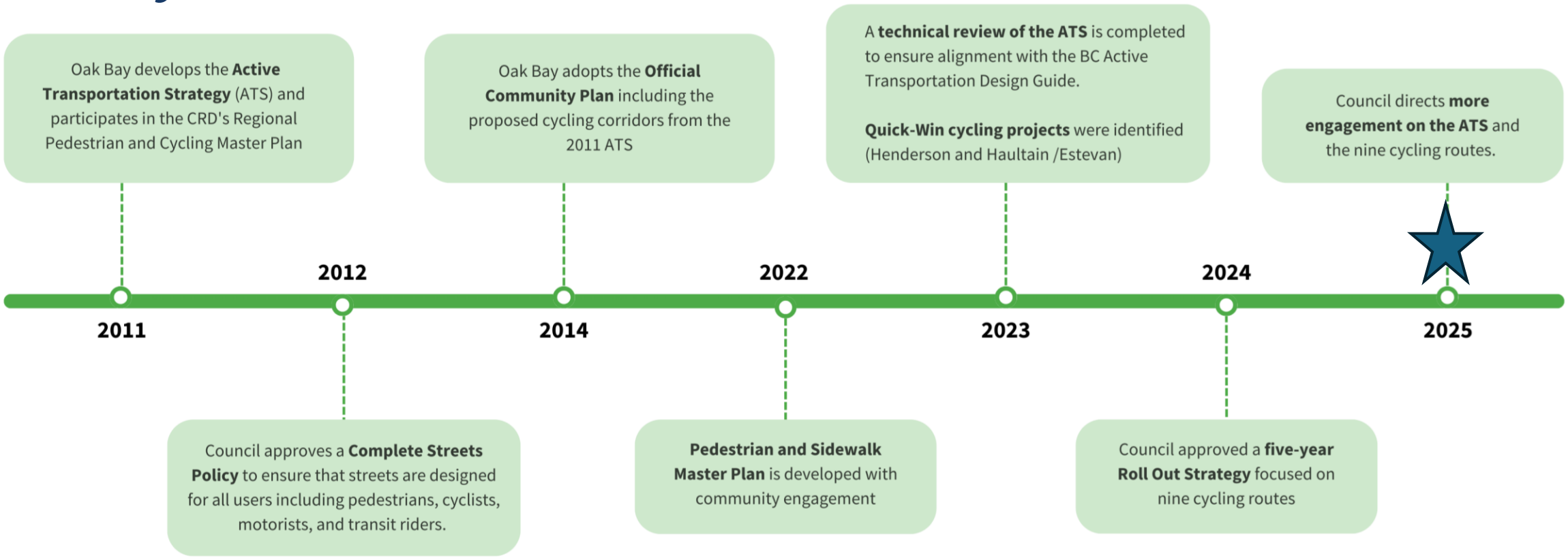
Why Active Transportation?

- ✓ Improved community health
- ✓ Reduced greenhouse gas (GHG) emissions
- ✓ More equitable spending on transportation infrastructure
- ✓ Improved affordability and economic benefits
- ✓ Social benefits



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History of Active Transportation in Oak Bay



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History of Active Transportation

2023

- Technical review of the ATS was completed to provide potential design options and ensure the options aligned with the BC Active Transportation Design Guide and identified nine routes as priorities.
- Staff identified projects for construction include McNeill Ave, Henderson and Haultain-Estevan project.
- McNeill Avenue is scheduled to begin construction this month and we are tendering construction of the Henderson and Haultain-Estevan project in the coming weeks.

History of Active Transportation

2025

Following the processes for the McNeill, Henderson and Haultain-Estevan projects Council directed engagement on the ATS with a focus on the nine proposed cycling routes to hear from and work with the community on refining these routes and subsequently helping to shape the implementation.



Complete Streets Policy

- A Complete Steet makes it easy to cross the street, walk to shops, and cycle to work.
- They allow buses to run on time and make it safe for people to access transit.
- The accommodate vehicles without negatively impacting other users of the street.

An Incomplete Street – often those designed only with cars in mind – limit transportation choices by making walking, cycling, and public transit inconvenient, unattractive, and often dangerous.

Pedestrian and Sidewalk Master Plan

Reponses received from residents on the Pedestrian and Sidewalk Master Plan Survey in 2022:

"The risk to people walking and rolling is from cars. Separate people from cars more effectively and you'll have a better pedestrian experience."

"Bike and pedestrian safety go hand in hand. If there are safe bike lanes, there is also a safe space for pedestrians and wheelchairs."

"When you have low vision and bad hearing it is very important to have level sidewalks to eliminate tripping hazards."

How Decisions on Active Transportation Routes Are Made

Engagement results are one important part of the decision-making process. Other factors that guide decisions include:

- Accessibility
- Presence of vulnerable users
- Access to Transit
- Connection to use generators (rec centres, shopping, schools etc.)
- Connections to other AT routes – building a complete network

Oak Bay Active Transportation Strategy

Oak Bay adopted the initial Active Transportation Strategy (ATS) in 2011. The ATS set forth recommended actions for the District to support an increased demand for active transportation in the future and proposed a long-term active transportation network comprised of routes and facilities across the district for pedestrians and cyclists.



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Recommended Cycling Routes from the 2011 ATS

- Cadboro Bay Road
- Henderson Road/ Foul Bay Road
- Oak Bay Avenue
- Lansdowne Road
- McNeill Avenue
- Bowker Avenue
- Beach Drive
- Central Oak Bay
- Henderson Road
- Haultain – Estevan
- McNeill Avenue – Beach Drive Connection
- Oak Bay Avenue – Beach Drive Connection



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Technical Review of the ATS and Five-Year Implementation Plan

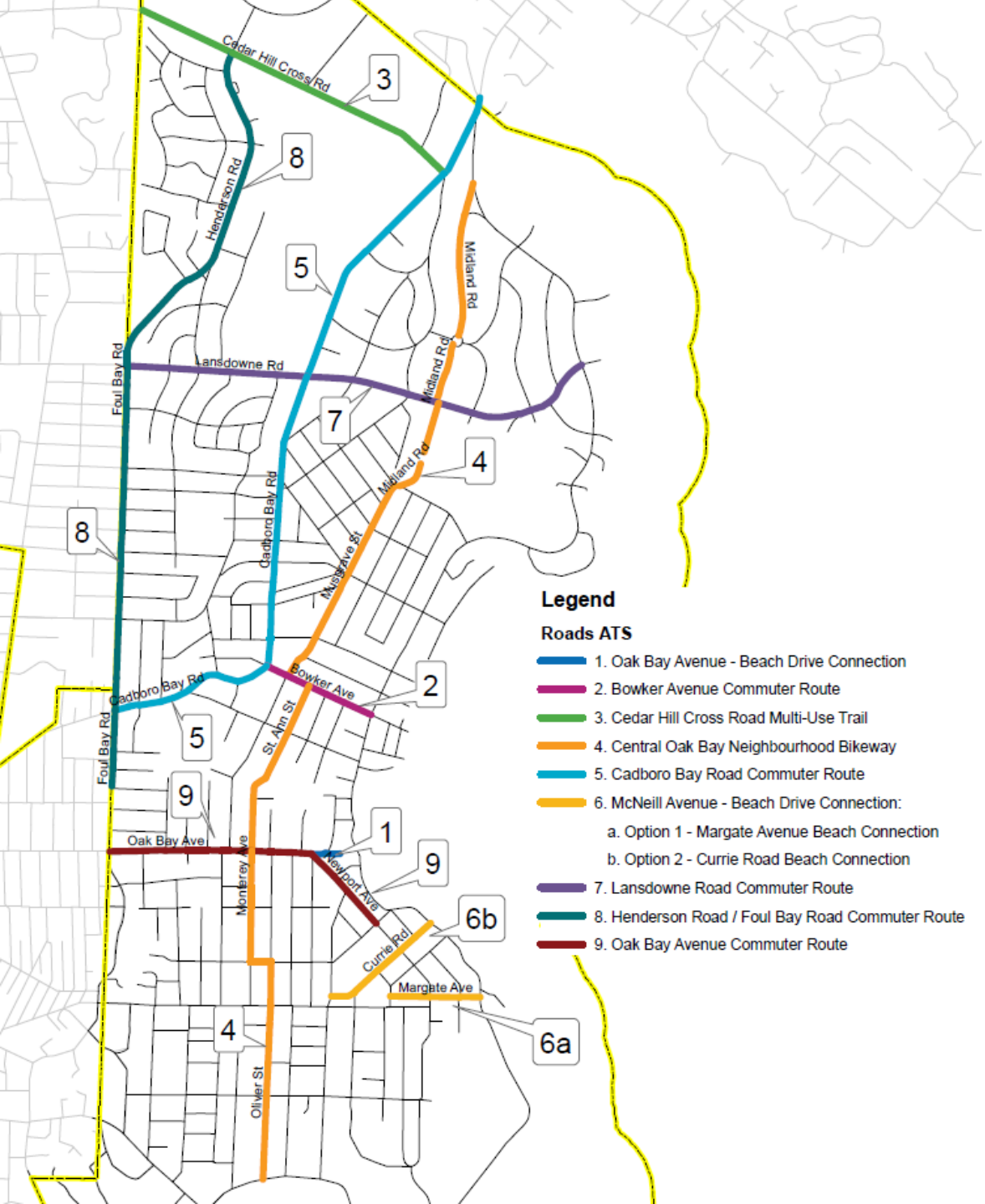
Technical Review

- ❑ What has been done so far
- ❑ What remains to be implemented
- ❑ Identified options for the cycling routes

Five-Year Implementation Plan

- ❑ Cycling infrastructure design schedule
- ❑ Funding requirements
- ❑ Grant opportunities





2023 ATS Proposed Routes

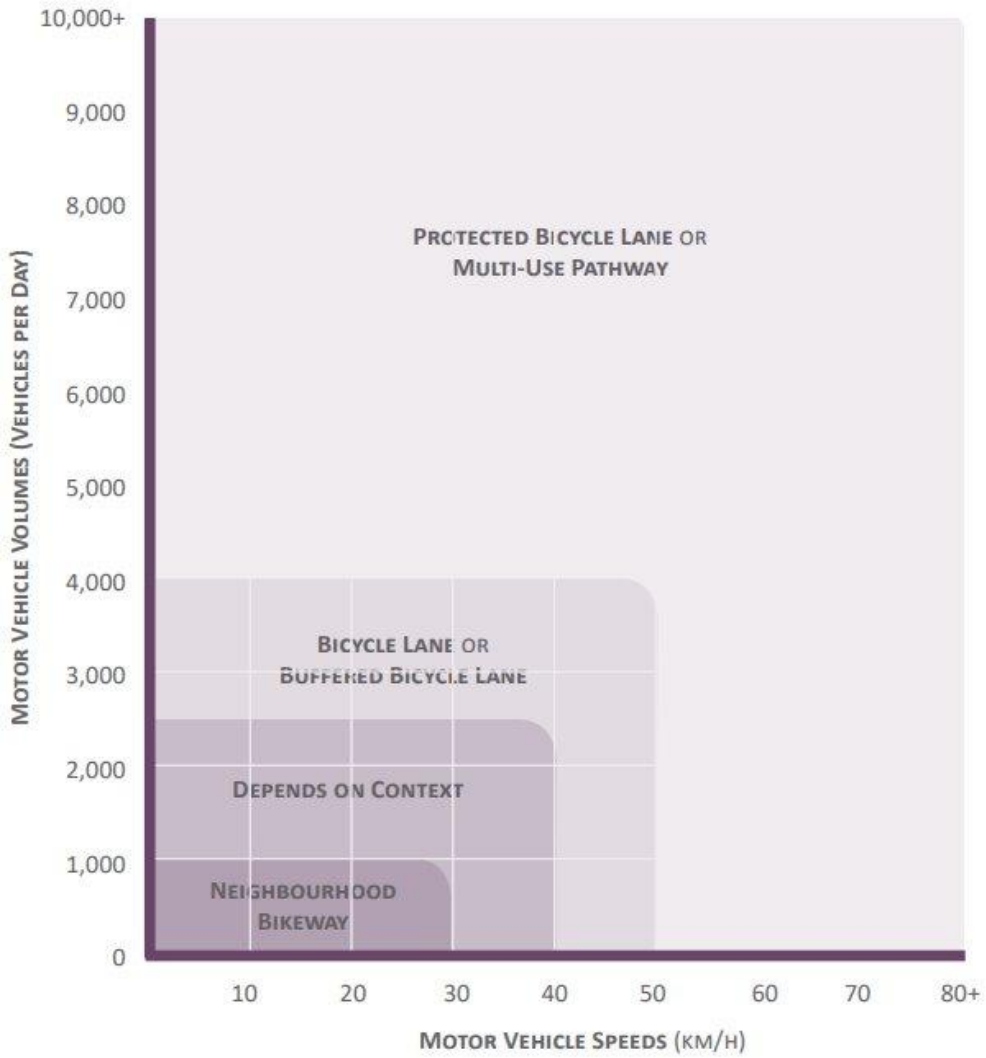
1. Oak Bay Avenue – Beach Drive Connection
2. Bowker Avenue Commuter Route
3. Cedar Hill Cross Road Multi-Use Trail
4. Central Oak Bay Neighbourhood Bikeway
5. Cadboro Bay Road Commuter Route
6. McNeill Avenue – Beach Drive Connection:
    a. Option 1 – Margate Avenue Beach Connection
    b. Option 2 – Currie Road Beach Connection
7. Lansdowne Road Commuter Route
8. Henderson Road/Foul Bay Road Commuter Route
9. Oak Bay Avenue Commuter Route

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Active Transportation Project Facility Selection

For the proposed routes, suggested route cross sections and implementation methods were recommended based on standards from the Transportation Association of Canada (TAC), National Association of City Transportation Officials(NACTO) and the BC Active Transportation Design Guide.

Since 2019 the standard in BC is to use the Cycling Facility Selection Matrix from the BC Active Transportation Design Guide shown on the right which identifies what kind of facility is considered AAA based on vehicle volumes and speed to help inform decisions on what kind of cycling infrastructure would be the most suitable for a given street. AAA is "**all ages and abilities" for those aged 8 to 80.**



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Neighbourhood Bikeway

Streets with low motor vehicle volumes and speeds that have been enhanced to varying degrees. Cyclists share the road with motor vehicles.

Streets may include:

- Paint and Signs
- Speed humps
- Raised crosswalks
- Traffic Diversions

Multi-Use Pathways

Off- or On-Street facilities that are separated from motor vehicles for use by all active transportation users.

Streets may include:

- Asphalt or gravel pathways
- Accommodate bi-directional travel for all users

Painted or Buffered Bicycle Lanes

Streets with moderate motor vehicle volumes and speeds that do not require physical separation.

Streets may include:

- High visibilty crossings
- Painted lanes and/or buffers between motor vehicles and cyclists.

Protected Bicycle Lanes

Streets with higher motor vehicle volumes and speeds that require physical separation.

Streets may include:

- High visibilty crossings
- Physical separation ie. Concrete or asphalt curbs, delinators, boulevard, or plantings

Where we are now

For this engagement, the District sees the 2023 recommendations as a starting point, but they are not set in stone. We are engaging, updating our data collection and surveying inform our route recommendations to Council in early 2026. The recommends will be informed by the most recent data and community insights.

Neighbourhood Bikeway

- Bowker Avenue
- Central Oak Bay
  - Oliver Street
  - Monterey Avenue
  - Musgrave Street
  - Midland Road
- McNeill Avenue – Beach Drive Connection
  - Margate Avenue
  - Currie Road

Multi-Use Pathways

- Cedar Hill Cross Road
- Lansdowne Road

Protected Bicycle Lanes

- Foul Bay Road/ Henderson Road
- Cadboro Bay Road
- Oak Bay Avenue/ Newport Avenue
- Central Oak Bay
  - Monterey Avenue
  - St. Anns Street

Public Engagement and Next Steps

Public Engagement

- Active Engagement: September 3 – 26
- Reporting and analysis: October
- Open House: November 13
- Recommendations to Council: 2026
- Phase 2 engagement: 2026-2029

Next Steps

- Cycling Implementation Master Plan
- Updated Active Transportation Strategy



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Q&A
10 minutes

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Small group Dialogue

What could be better for walking in Oak Bay?

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Small group Dialogue

What could be better for cycling in Oak Bay?

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Coffee Break &
Gallery Tour





Whole group Dialogue

Based on what you saw from the small group contributions, what would you see as the District's priorities for improving active transportation options in our community?

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World Café



World Café Instructions

Format:

- There will be **two rounds** of World Café discussions.
- **You may choose any table** to join for each round.
- If preferred, you may **remain at the same table** for all rounds.

At Each Table:

Flipcharts will be available:

- ✓ Consider what you like about the proposed route
- ✓ Consider what you might want changed

Participant Task:

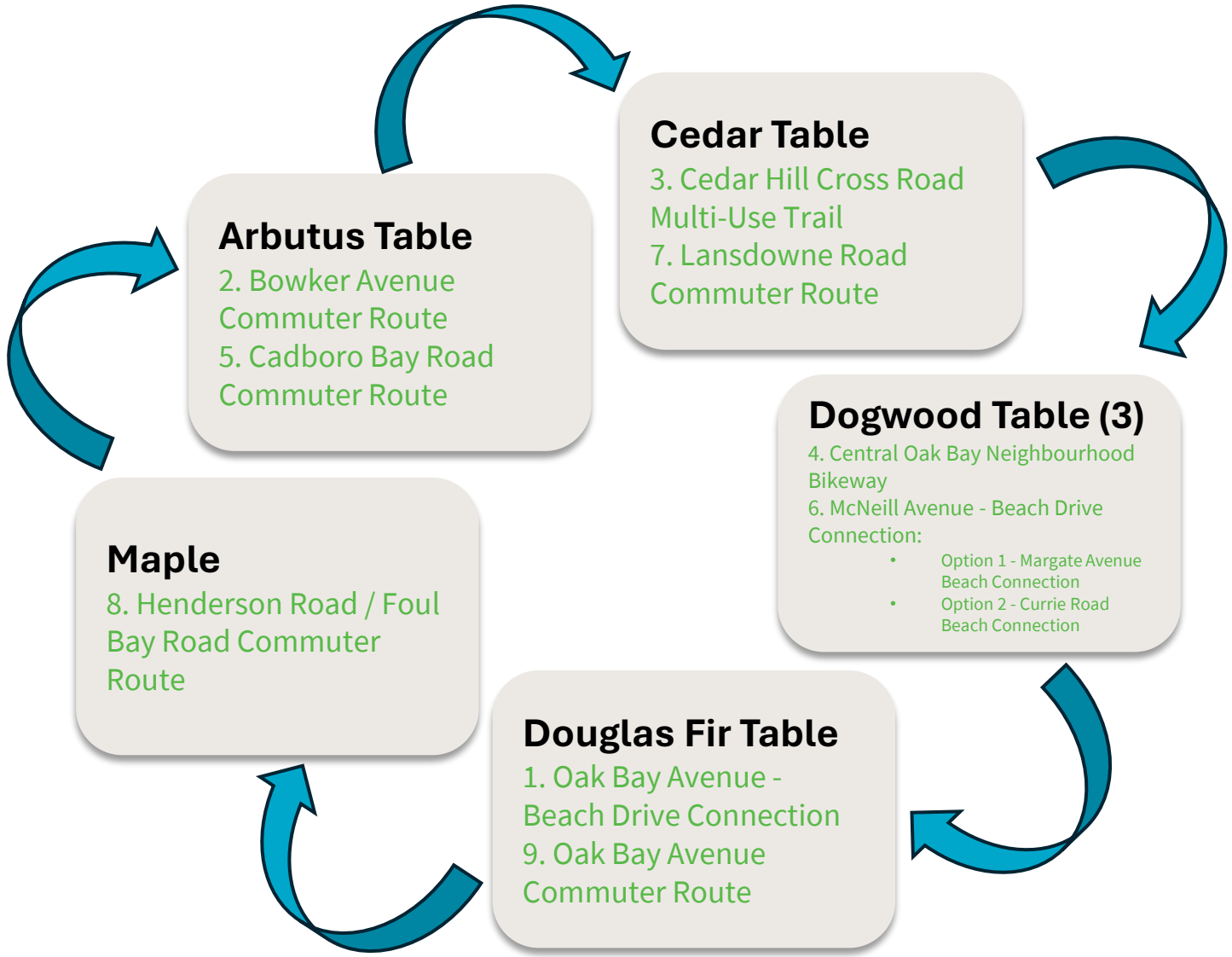
- ❑ Discuss the proposed route with others at the table.
- ❑ **Write your specific feedback** on the flipcharts
- ❑ Focus your comments on the route being discussed at your table.

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World Café

Round 1 – 20 mins

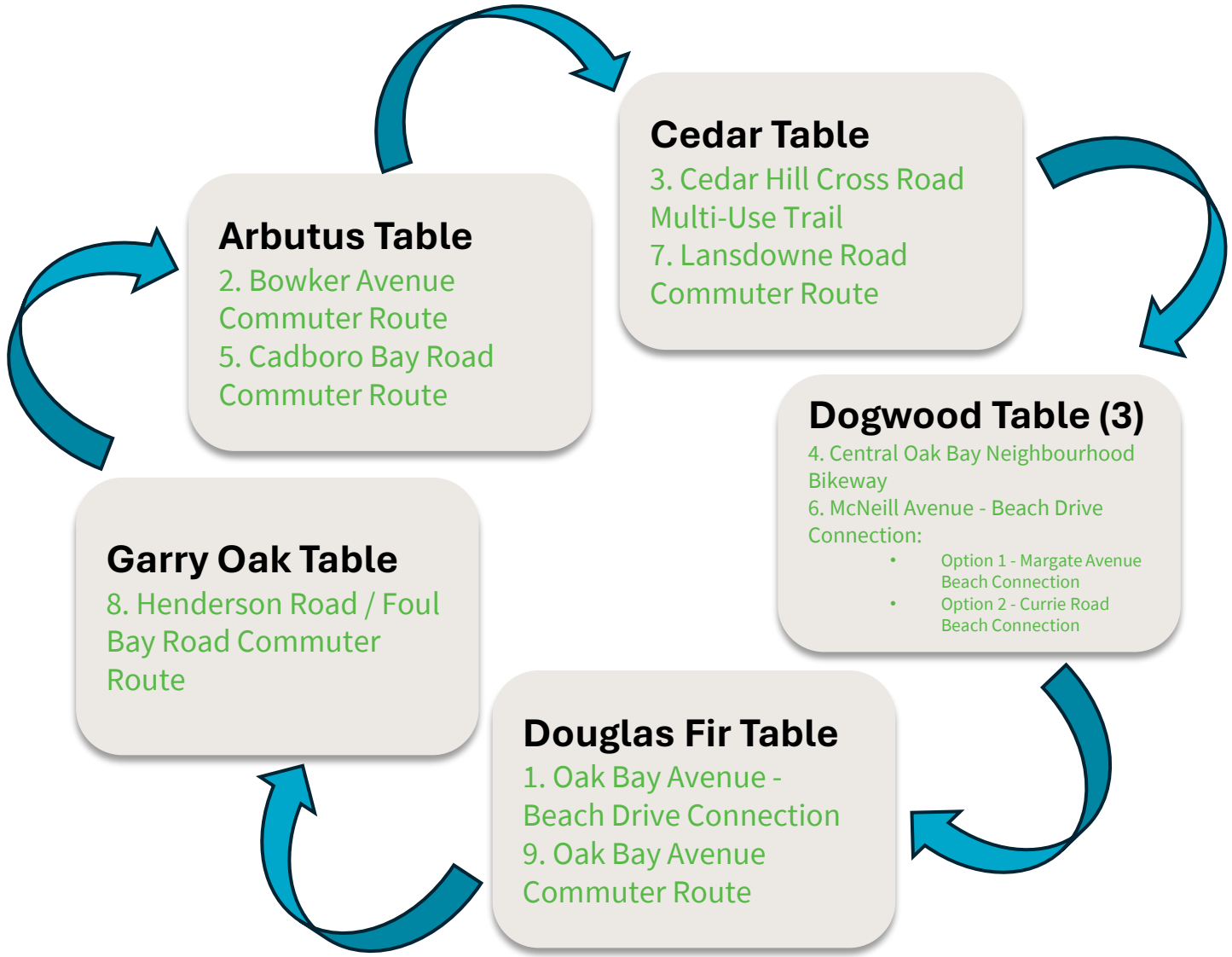
Please move to your preferred table.



World Café

Round 2 – 15 mins

Please move to your preferred table.



Thank You!



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