

District of Oak Bay

Active Transportation Strategy

Phase 1B What We Learned Report

January 2026

Prepared by:
Engage Delaney

engage delaney

ENGAGEMENT, FACILITATION, COMMUNICATIONS & CHANGE

Table of Contents

Executive Summary **2**
Introduction 2
Summary of Key Insights 2
Project Context and Background **4**
Engagement and Communications Synopsis **5**
Community Engagement Goal 5
Engagement Objectives 6
Engagement Approach and Reach 6
Communications Goal 6
Communications Objectives 6
Communications Approaches 7
Questionnaire: Who Responded **7**
What We Learned **10**
Priorities and Actions 12
Overarching Priorities 12
Active Transportation Actions 12
Pedestrian Infrastructure Actions 13
Cycling Infrastructure Actions 13
Proposed Route Changes 15
Additional Comments 18
Comments Themed Generally 18
Comments Themed by Specific Street / Route Feedback 20
Appendix A: IAP2 Spectrum of Engagement **22**
Appendix B: Communications and Outreach **23**
Appendix C: Questionnaire **23**

Executive Summary

Introduction

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. Building on the original 2011 ATS and subsequent technical updates in 2022 and 2024, the updated strategy aligns with Council's priorities of Livability, Climate Action and Sustainable Transportation. The current focus is on nine proposed cycling routes that form the foundation of Oak Bay's future cycling network, connecting key destinations such as schools, parks and commercial areas.

Recognizing that transportation decisions directly affect the daily life of community members in Oak Bay, Council directed a broad community engagement process to ensure the updated strategy reflects local needs and values. Engage Delaney was retained as a neutral third party to design and deliver Phase 1 engagement (September 3-26, 2025), which focused on gathering community input on the nine proposed routes, cycling habits, and priorities for improving active transportation. The Executive Summary from this phase can be found here and the full What We Leaned report can be found here.

Following this phase, a second round of engagement was conducted in November 2025 (Phase 1B), consisting of an online questionnaire and an open house (November 6-28, 2025). This report is a summary of what we learned from community members in Phase 1B.

The overall engagement goal was to connect with all community members and groups who use different modes of transportation, so their needs and interests help inform both the updated ATS and the new Cycling Implementation Plan. The strategy and plan will be presented to Council in early 2026. Phase 1B engagement reached 578 community members through the open online questionnaire (513 respondents) and the November 13 open house (65 attendees). Communication and outreach included direct emails to community groups and schools, print and digital materials, advertising, and social media posts.

Input from this phase will help finalize the proposed cycling routes and guide the development of Oak Bay's first Cycling Implementation Plan, a key step toward building a safe, connected and inclusive active transportation network in Oak Bay that reflects technical best practices and community values. Below is a summary of key engagement findings.

Summary of Key Insights

The key findings from the engagement are:

- Overarching Priorities:
    - *Transparency:* 93% supported clear information about plans and timelines.
    - *Safety:* 81% supported safety improvements, including better crossings and lighting.
    - *Connected Networks:* 63% supported connected active transportation networks.
- Active Transportation Actions:
    - *Law Enforcement and Education:* 75% supported law enforcement partnerships, and 71% supported education programs.
    - *Traffic Calming and Amenities:* 67% supported traffic calming measures, and 66% supported adding amenities like benches and water fountains.

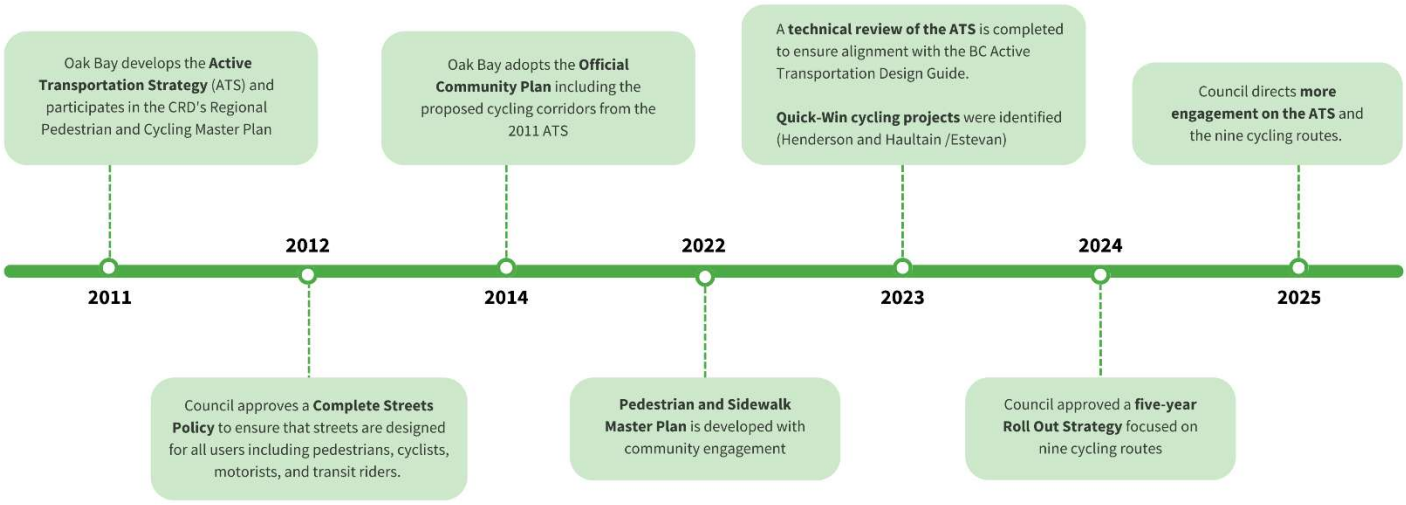
- *Pedestrian Infrastructure Actions:*
    - Accessibility and Maintenance: 86% supported improvements to existing sidewalks and crosswalks, and 83% supported ensuring vegetation does not obstruct sidewalks.
    - New Infrastructure: 79% supported adding new sidewalks and crosswalks to fill gaps in the network.
- *Cycling Infrastructure Actions:*
    - Bike Parking: 61% supported additional bike parking throughout the District.
    - Route Prioritization and Incremental Improvements: 53% supported prioritizing improvements to certain routes, and 52% supported starting with painted bicycle lanes.
- *Proposed Route Changes:*
    - Support and Opposition: Support for route changes ranged from 45% to 59%, while opposition ranged from 20% to 34%.
    - Overall Sentiment: 15% supported all proposed route changes, 24% were supportive or neutral, and 5% opposed all changes. The remaining 56% showed a mix of support and opposition for the proposed changes.
- *Additional Comments:*
    - *General Priorities and Actions*: Comments highlighted concerns about costs, safety as a top priority, and the need for a connected active transportation network.
    - *Cycling Infrastructure*: Comments focused on cycling safety, traffic speed and volume, and the desire for protected bike facilities.
    - *Pedestrian Infrastructure:* Comments emphasized pedestrian safety, crosswalk and intersection improvements, and accessibility.

These insights reflect the participants' feedback and priorities for improving active transportation in Oak Bay. The input will help finalize the proposed cycling routes and guide the development of Oak Bay's first Cycling Implementation Plan.

Project Context and Background

The District of Oak Bay is updating its Active Transportation Strategy (ATS), a long-term plan to support safer, healthier, and more sustainable ways of getting around. Active transportation includes walking, cycling, rolling, and transit—any form of human-powered or low-carbon travel that connects people to their daily needs. Investing in active transportation contributes to healthier communities, reduces greenhouse gas emissions, improves affordability, and creates safer, more connected neighbourhoods.

Oak Bay's efforts to improve active transportation have been underway for more than a decade. The District's first adopted an ATS in 2011, establishing a long-term vision for walking and cycling networks. Since then, related initiatives such as the 2022 Pedestrian and Sidewalk Master Plan and a 2023 technical review have guided progress and alignment with the BC Active Transportation Design Guide. In March 2024, Council approved an updated ATS with a technical focus. In May 2025, Council directed staff to undertake a broad, community-wide engagement process to ensure the updated strategy reflects local needs and perspectives, particularly around the nine proposed routes identified as priorities.



The current focus is on nine proposed cycling routes, which form the backbone of Oak Bay's cycling network. These routes are a mix of commuter connections, neighbourhood bikeways, and multi-use trails, and have been identified for staged implementation.

Recognizing that these projects will directly shape how residents and visitors move through the community, Council has emphasized the importance of early and meaningful engagement. To support this, the District retained Engage Delaney as a neutral third party to design and facilitate engagement. Phase 1 engagement was previously conducted from September 3–26, 2025 and reached 855 community members, focusing on gathering broad community feedback on the nine proposed routes, overall priorities for active transportation, and people's cycling needs and habits. Input from the questionnaire, workshops, and outreach are summarized in this report and this executive summary.

Following this early engagement phase, a second round of engagement was conducted (Phase 1B), consisting of an online questionnaire and an open house. This report is a summary of what we learned from community members in Phase 1B.

Phase 1B engagement was conducted from November 6 to 28 and reached 578 community members through the open online questionnaire (513 respondents) and the November 13 open house (65 participants).

The overall engagement goal was to connect with all community members and groups who use different modes of transportation, so their needs and interests help inform both the updated ATS and the new Cycling Implementation Plan. The strategy and plan will be presented to Council in early 2026.

The Cycling Implementation Plan is a key next step in turning the ATS into action. It will set out how the nine priority routes should be advanced, identify relative priorities among them, and provide baseline information on cycling needs in Oak Bay.



Decisions about active transportation will not be based on engagement alone. Community input will be considered alongside technical guidelines, safety and accessibility standards (with a focus on All-Ages-and-Abilities design), financial feasibility, and broader Council priorities such as livability and climate action. Future phases of engagement, planned between 2026 and 2029, will provide more detailed, route-specific opportunities for the community to weigh in on design options, trade-offs, and priorities before construction proceeds.

The updated ATS and Cycling Implementation Plan together will shape how Oak Bay invests in its streets and public spaces over the coming years, helping to build a safe, connected, and inclusive transportation network that reflects both technical best practices and the values of the community.

Engagement and Communications Synopsis

Community Engagement Goal

The engagement goal is the overarching reason for why we are engaging with the community. For this phase of the project, our engagement goal was:

To welcome feedback on priorities and actions for the Active Transportation Strategy, and on the updated proposed routes so that final recommendations to Council reflect community feedback.

Engagement Objectives

Engagement objectives are simple statements that articulate specifically what the engagement process will achieve. The following objectives have been crafted based on the International Association for Public Participation (IAP2) Spectrum of engagement (Appendix A).

1) To invite feedback on specific overarching priorities and actions, as well as on specific actions for both pedestrian and cycling infrastructure plans.

2) To receive feedback on the revised priority routes.

Engagement Approach and Reach

Phase 1B of the Active Transportation Strategy engagement was designed to reach a broad cross-section of the community and provide multiple ways for people to participate. The goal was to gather feedback on priorities and actions for the Strategy, as well as on the proposed cycling routes, which had been updated and refined following earlier engagement.

Through an online questionnaire and an open house, the engagement reached 578 community members in this phase, through the open online questionnaire (513 respondents) and the November 13 open house (65 participants).

Approach	# Participants
Online Questionnaire	513
November 13 Open House	65
Total	578

Online Community Questionnaire: An open online questionnaire ran from November 6 to 28, 2025, and served as the primary tool for collecting broad input from residents, visitors, and interested and affected parties.

Open House: One open house was held on November 13 from 6 -9 p.m. at Windsor Pavilion.

Communications Goal

The following is the overarching communications goal for the project:

To share information on what we learned in the first round of engagement and how input helped to inform the updated proposed routes.

Communications Objectives

Specific communications objectives (at the INFORM level of the IAP2 spectrum) to achieve the goal were:

1) To share information about what was learned in round one engagement.
2) To promote the opportunity to engage in the second round of engagement.
3) To communicate next steps and future opportunities for engagement.

Communications Approaches

In order to ensure the community members had all the necessary information to meaningfully engage in the process, the following communications approaches were utilized:

1) Connect Oak Bay website: The District of Oak Bay Engagement project page hosted project information, contact information, timeline and engagement and communication materials, as well as online engagement opportunities.

2) Project emails: Email updates were shared with approved District distribution lists and community groups, including schools, to share information and encourage the public to participate in the engagement process. Additionally, emails were sent to individuals who signed up through Connect Oak Bay to receive emails on engagement opportunities related to Active Transportation.

3) Print: Two weekly ads were posted with Oak Bay News/Black press to encourage participation in the open house and online questionnaire.

4) Social media: Regular updates about the project and the engagement opportunity were posted on:
    a. Facebook
    b. Instagram
    c. LinkedIn

Questionnaire: Who Responded

A total of 513 community members participated in the online questionnaire. Questions were optional, and the number of responses per question varied (noted as "N = xxx" on the graphs throughout this section).

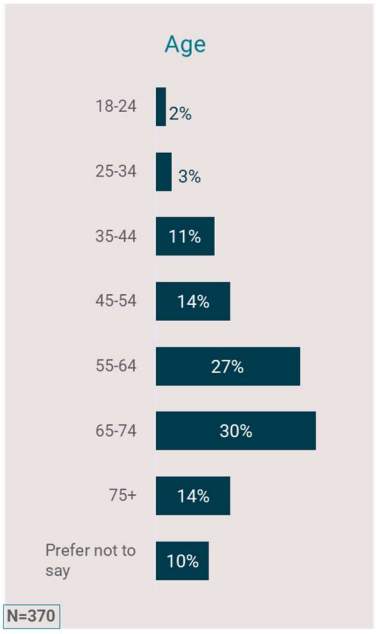
Respondent Demographics:

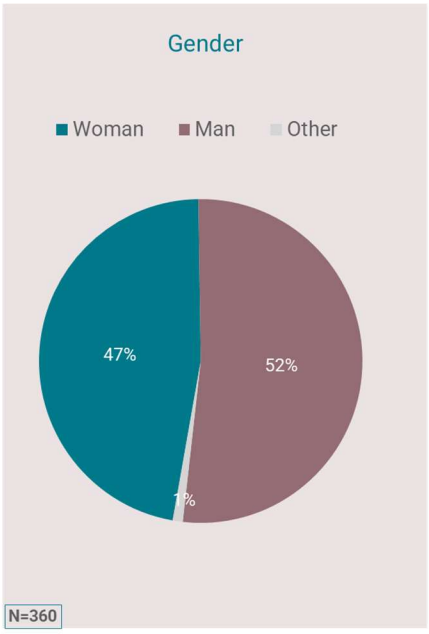
Questionnaire participants represented a diverse cross-section of Oak Bay residents and community members.

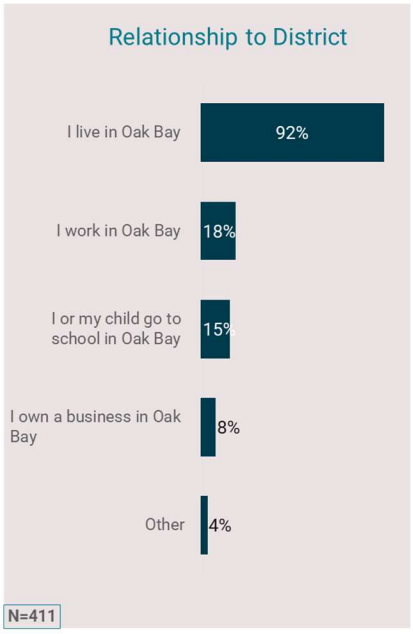
- Respondents were split between those who identified as women (47%), and men (52%) 1% selected "other" as their preferred gender.
- Participants ranged in age from under 18 to over 75 years old, with the majority over the age of 55 (71%).
- Most respondents (92%) reported that they live in Oak Bay, while 18% work in Oak Bay, 15% either go to school or have children who go to school in Oak Bay, and 8% who own a business in the community.
- In terms of neighbourhood representation, responses were received from across the municipality. The largest shares came from South Oak Bay (35%) and North Oak Bay (20%),

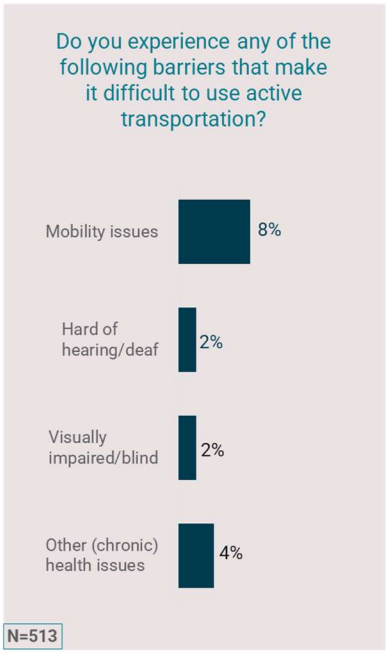
followed by Estevan (12%), and Henderson (12%). Smaller proportions lived in Uplands (8%), along Oak Bay Avenue (6%), or Harling Point (1%).

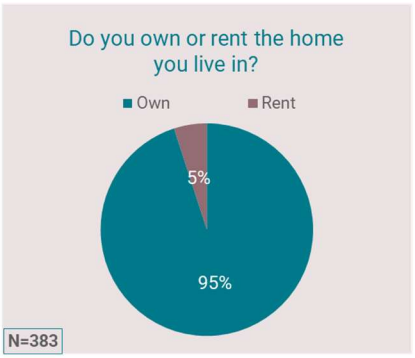
- A significant majority of respondents (95%) were homeowners, while 5% identified as renters.
- One in five (21%) reported having children under 18 years of age in their household.
- Some respondents indicated they experience barriers that make it difficult to use active transportation, among whom 8% identified mobility issues, 4% mentioned other chronic health conditions, 2% identified as hard of hearing or deaf, and 2% as visually impaired or blind.
- Half of respondents (51%) lived directly on one of the proposed nine routes.



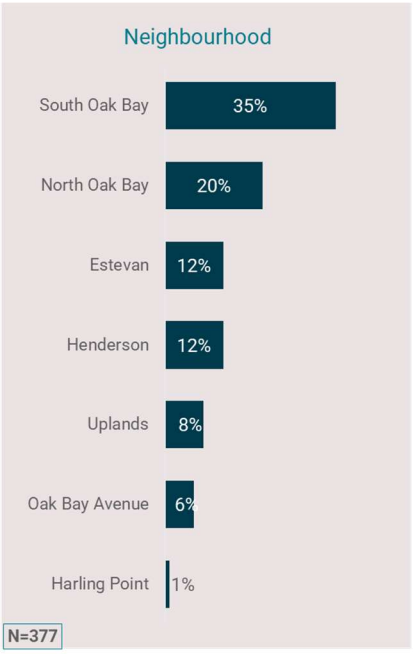








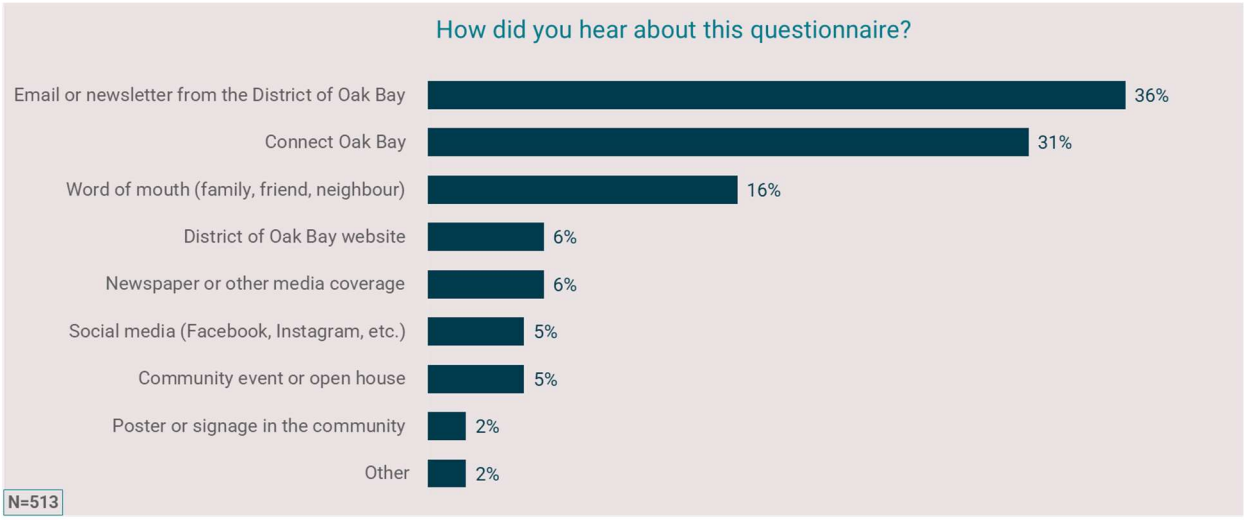




Questionnaire Awareness:

Respondents learned about the online questionnaire through a variety of channels. The most common source was an email or newsletter from the District (36%), followed by Connect Oak Bay (31%). Word of mouth was the third-most common source (16%).

Other ways respondents heard about the questionnaire included the District's website (6%), through newspaper or media coverage (6%), social media (5%), or the open house (5%). A small number were reached through posters or signage in the community (2%), or other sources (2%).



What We Learned

This section of the report summarizes findings from the open, online questionnaire which was posted on the Oak Bay Connect engagement platform and with hard copies available to community members.

The views represented in this report reflect the feedback and considerations of engagement respondents and participants, which may not be fully representative of the views of the general public or those living in the District of Oak Bay community. Community members self-selected to participate and therefore do not reflect a random sample.

Methodology Note: After reviewing preliminary results from the first week of data collection it was noted that not all respondents felt confident responding to questions without the costing information readily available, so the questionnaire was updated to include this additional financial information on November 14 at 4 p.m.

Engage Delaney conducted an analysis and comparison of responses before and after November 14 to determine if the additional information shared had an impact on levels of support. Below is that analysis.

A comparison of questionnaire results collected before and after November 14 shows two distinct patterns in how respondents engaged with the questions. The questionnaire included two types of items: the first 13 general questions about overall priorities and principles for active transportation, and the last 10 route-specific questions related to individual proposed corridors. It is in this latter section that the additional information was provided mid-way through the engagement period. The analysis looked at differences in the proportion of respondents selecting *support*, *oppose*, *neutral*, and *don't know* across both periods.

General Questions (Section 1: Questions 1–13)

For the general questions, the results before and after November 14 were highly consistent. Average support levels were very similar across both periods, increasing only slightly after November 14, while opposition also rose marginally. The most notable change was a decline in neutral responses, suggesting that respondents became somewhat more decisive over time—shifting modestly toward both supportive and opposing positions—yet without altering the overall balance of opinion.

Overall, the trend for these general questions indicates that sentiment remained stable. Respondents who engaged later in the questionnaire period generally expressed views that aligned closely with those who participated earlier. There is no evidence of a substantial shift in attitudes toward the broader aims or principles of the active transportation strategy.

Route-Specific Questions (Section 2: Questions 14–23)

In contrast, the route-specific questions show a clear and measurable change over time. After November 14, support for the proposed routes decreased by an average of nearly three percentage points, while opposition increased by more than five percentage points. Neutral and "don't know" responses both declined slightly.

This pattern suggests that respondents who completed the questionnaire later were more critical of the route-level proposals, taking firmer positions and expressing more concerns or disagreement than those who answered earlier. The shift is consistent across most of the route-specific items and reflects a general trend toward heightened opposition once respondents reviewed the individual corridors.

Overall Interpretation

The data indicates that timing had minimal impact on responses to the general questions. Regardless of when respondents participated, their views on the overall direction and priorities of the active transportation strategy remained largely unchanged.

However, for the route-specific questions, the timing of responses appears to matter. After November 14, respondents showed greater polarization and more negative sentiment, with noticeably higher levels of opposition and somewhat lower support. This suggests that reactions to the concrete details of route alignments may have intensified over time, potentially influenced by community discussions, access to more information, or emerging concerns about corridor-specific impacts.

In summary:

- General strategy questions: Responses remained stable, with no substantial shifts before and after November 14.
- Route-specific questions: Responses showed a meaningful increase in opposition and a modest decrease in support after November 14.

It is important to note that there were also demographic differences between those who answered before and after November 14. To assess whether the change in route-specific support might be due to a shift in the types of people completing the questionnaire later, demographic patterns were examined.

After November 14, respondents were more likely to:

- Live directly on a proposed route (increased from 49% to 53%); and
- Be older, particularly in the 55–64 and 65–74 age groups.

Younger adults (18–34) were proportionally less represented in the later questionnaire period whereas gender distribution remained stable.

Overall analysis shows that:

- Older respondents tended to show significantly lower support and higher opposition to route proposals throughout the engagement period.
- Respondents living directly on a proposed route also demonstrated higher levels of opposition and less overall support.
- Younger respondents and those not living on a proposed corridor were consistently more supportive.

This could (partially) explain this shift in attitude; however, even within demographic groups, there is evidence of a mild but general rise in opposition after Nov 14. Neutral responses decreased, suggesting people were becoming more decisive—often shifting from neutral into opposition rather than into support. This indicates that some respondents may have been reacting more strongly to the proposed routes as they reviewed the additional information, and became more aware of route-specific costing and timelines.

It is important to note that while support for the route-specific proposals declined and opposition increased after November 14, overall levels of support continue to exceed opposition across the full set of route questions.

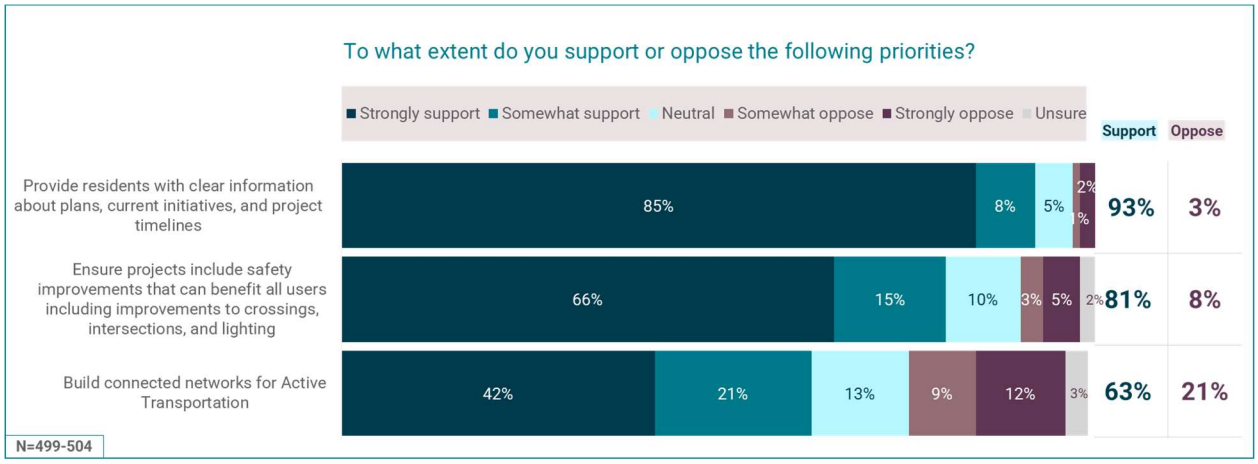
Priorities and Actions

Overarching Priorities

Questionnaire respondents were first asked about three general priorities for the Active Transportation Strategy.

Transparency, safety and connected networks were all was seen as important by the majority of respondents.

Virtually all respondents (93%) supported the District providing clear information about plans, current initiatives and project timelines to residents. There was also strong support (81%) for ensuring projects include safety improvements that can benefit all users including improvements to crossings, intersections, and lighting safety improvements; fewer than one in 10 respondents (8%) opposed this priority. The majority (63%) supported connected Active Transportation networks more generally, with one in five (21%) opposed.

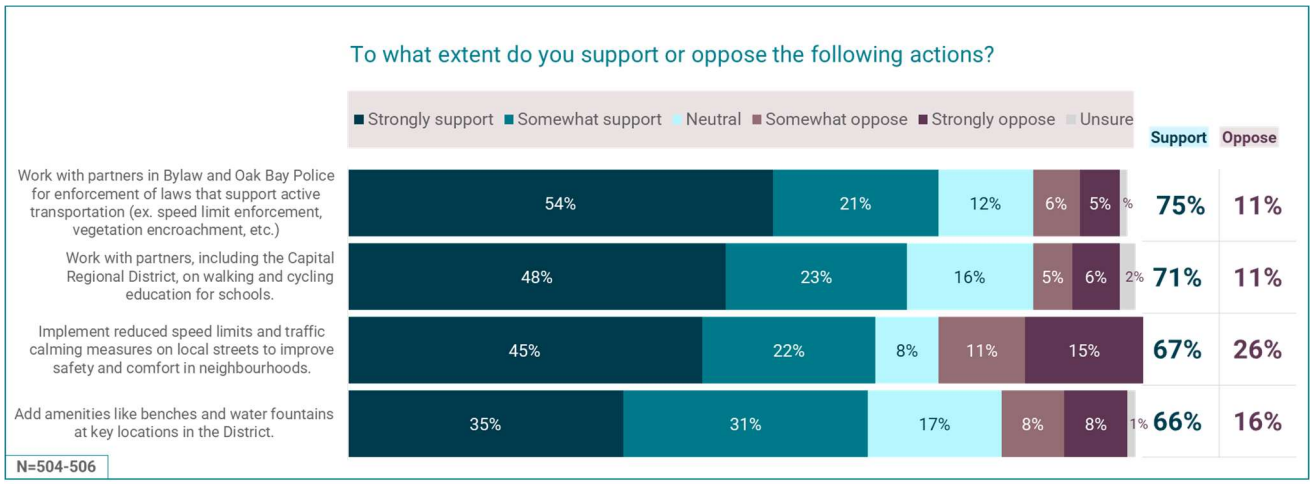


Active Transportation Actions

Feedback on four general actions revealed majority support for safety measures and collaboration with Bylaw, police and other partners such as the Capital Region District on laws, law enforcement and safety education, as well as general support for amenities.

Three quarters of respondents (75%) supported the District in working with partners in Bylaw and Oak Bay Police for enforcement of laws that support active transportation (ex. speed limit enforcement, vegetation encroachment, etc.), while one in ten (11%) were opposed to this. At the same time, seven in 10 (71%) supported the District in working with partners, including the Capital Regional District, on walking and cycling education for schools (11% opposed).

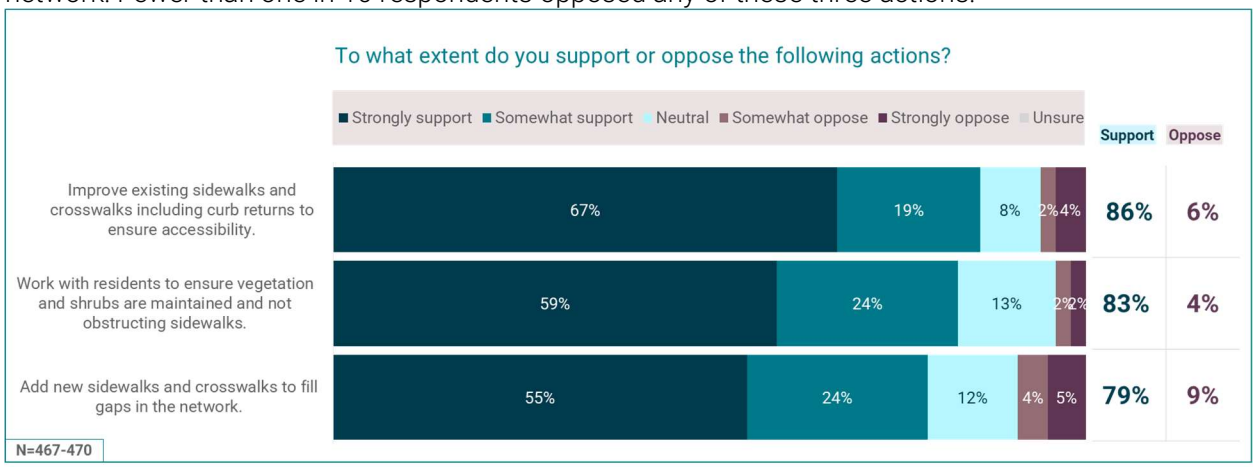
Two thirds (67%) supported implementing reduced speed limits and traffic calming measures on local streets to improve safety and comfort in neighbourhoods, while a quarter (26%) opposed this. Moreover, two thirds (66%) also supported adding amenities like benches and water fountains at key locations in the District (16% opposed this action).



Pedestrian Infrastructure Actions

Asked about three specific actions related to pedestrian infrastructure in Oak Bay, respondents were highly supportive of accessibility improvements, maintenance and additional new infrastructure.

The majority of respondents (86%) supported improvements to existing sidewalks and crosswalks, including curb returns to ensure accessibility. A similar proportion (83%) support the District in working with residents to ensure vegetation and shrubs are maintained and not obstructing sidewalks. Eight in 10 (79%) also supported adding new sidewalks and crosswalks to fill gaps in the network. Fewer than one in 10 respondents opposed any of these three actions.

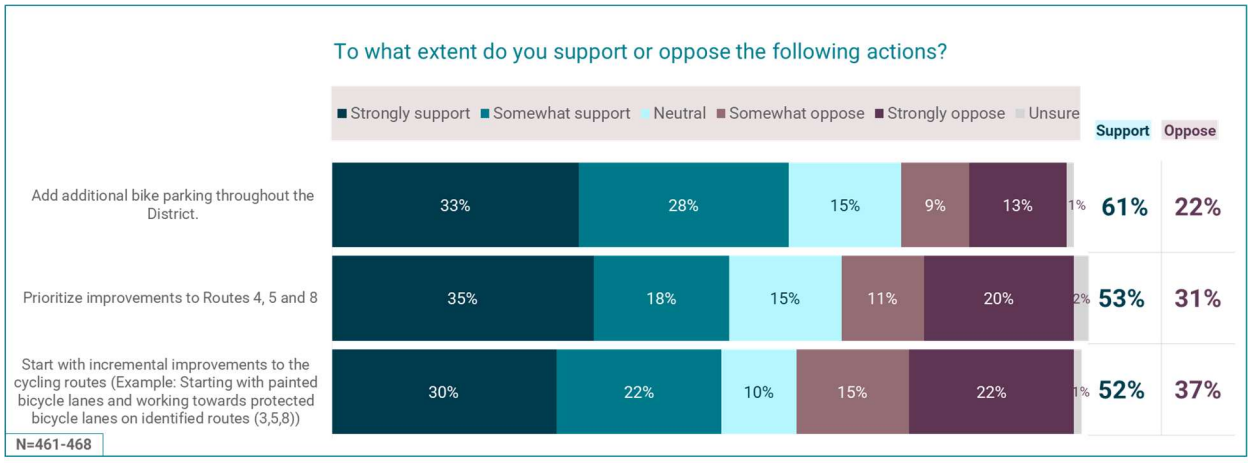


Cycling Infrastructure Actions

Findings on cycling infrastructure actions showed that there was moderate support for prioritization of certain proposed cycling routes and for incremental improvements, and somewhat stronger support for bicycle parking.

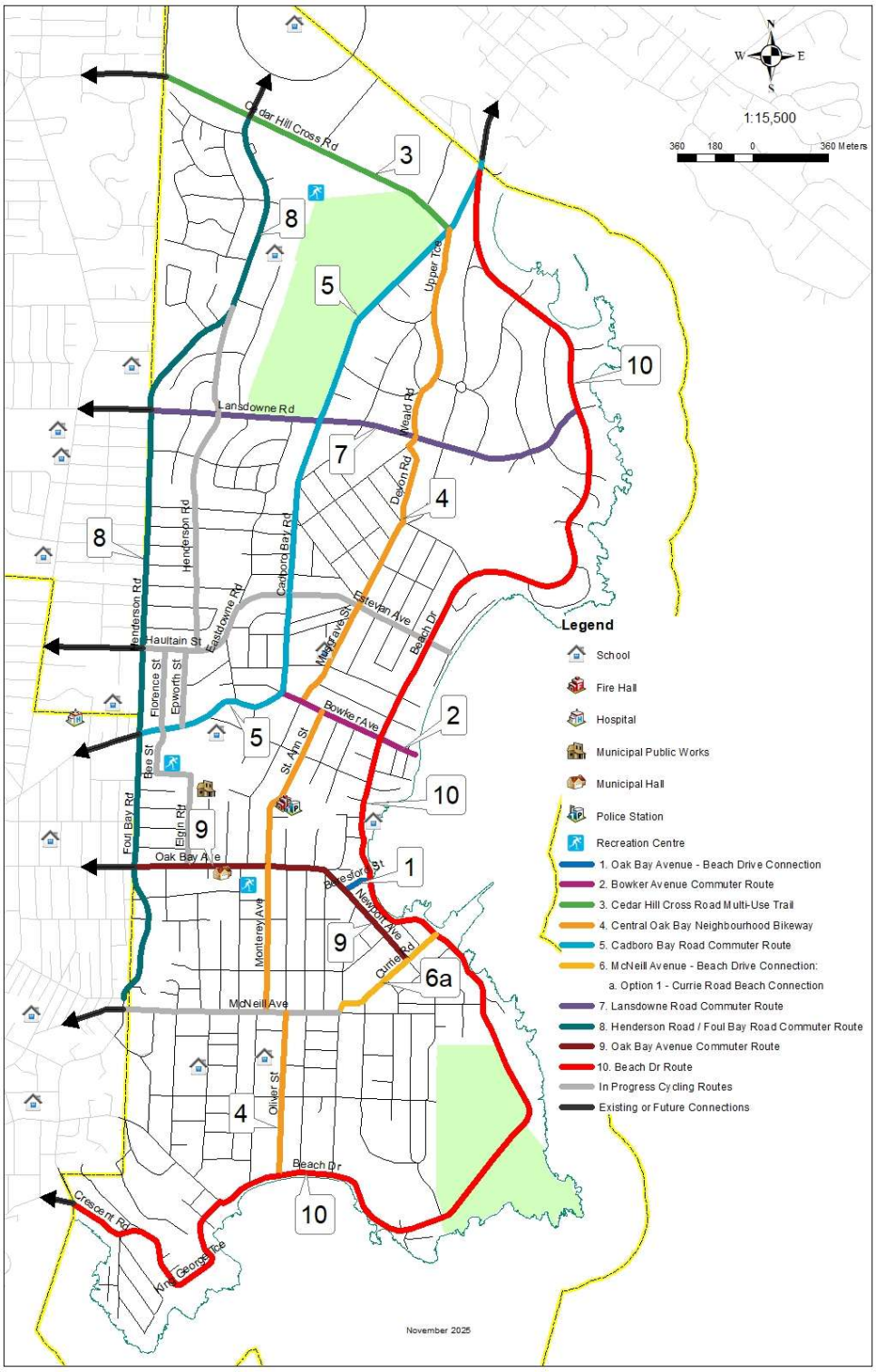
Six in 10 (61%) respondents supported additional bike parking throughout the District, while one in five (22%) were opposed to this idea.

Slightly more than half supported prioritization of improvements to proposed routes 4, 5 and 8 (53% supportive and 31% opposed) and the idea to start with incremental improvements to the cycling routes such as starting with painted bicycle lanes and working towards protected bicycle lanes on identified routes (52% supportive and 37% opposed).



Proposed Route Changes

The following changes to the proposed cycling routes were discussed for feedback:



Route 1 – Oak Bay Ave – Beach Dr Connection
Proposed change: Connect Oak Bay Avenue/ Newport Avenue to Beach Drive using Beresford Street. This change would include intersection improvements and be treated as a neighbourhood bikeway.

This project is anticipated to cost $50k and is proposed to be completed in 2027.

Route 2 – Bowker Ave Commuter Route
Proposed change: Update route to connect to Esplanade. The route would be designed as a neighbourhood bikeway.

This project is anticipated to cost $100k and is proposed to be completed in 2027.

Route 3 – Cedar Hill Cross Road Multi-Use Trail
No changes to routing proposed. Instead of building a multi-use pathway along the entire corridor, upgrade the existing bike lanes between Gordon Head Road and Henderson Road and construct a multi-use pathway between Henderson Road and Cedar Hill Cross Road with an additional focus on intersection improvements. Existing bicycle lanes will be upgraded to buffered or protected bicycle lanes.

The initial phase of this project is anticipated to cost $100k to install buffered bicycle lanes between Gordon Head Rd and Henderson Rd and is proposed to be completed in 2027. The portion between Henderson Rd and Cadboro Bay Rd is anticipated to cost $2m and is proposed to be completed in 2028.

Route 4 – Central Oak Bay Neighbourhood Bikeway
Proposed change: Updated routing would include utilizing the in-progress improvements on McNeill Avenue and rerouting the northern portion along Devon Road, Nottingham Road, Weald Road and Upper Terrace Road to connect to Cedar Hill Cross Road. Instead of protected bicycle lanes on Monterey Avenue and St. Ann Street, the entire corridor would be treated as a neighbourhood bikeway which includes sharrows, signs, intersection improvements, and a 30km/h speed limit.

This project is anticipated to cost $700k and is proposed to be completed in 2027.

Route 5 – Cadboro Bay Road Commuter Route
No changes to routing proposed. Implementation will include buffered bicycle lanes (painted lines only) in the short-term with the long-term vision of protected bicycle lanes along the entire corridor. The area around the Cadboro Bay Road/Estevan Avenue Village to be reviewed through the Village Area Planning Project. Existing bike lanes will be upgraded to buffered or protected bicycle lanes.

The initial phase of this project is anticipated to cost $300k to install bicycle lanes and buffered bicycle lanes and is proposed to be completed in 2027. The long term goal of protected bicycle lanes is anticipated to cost $3m and is proposed to be completed in a phased approach after 2030.

Route 6 – McNeill Avenue – Beach Drive Connection
Proposed change: Move ahead with the Currie Road route as this is the more favoured of the options (over Margate Avenue). This would provide a connection to Windsor Park and directly to the Oak Bay Marina. This route would be designed as a neighbourhood bikeway.

This project is anticipated to cost $25k and is proposed to be completed in 2027.

Route 7 – Lansdowne Road Commuter Route
No changes to routing proposed. The route is proposed to remain as a combination of a multi-use pathway and a neighbourhood bikeway.

The portion between Beach Drive and Cadboro Bay Rd is anticipated to cost $25k and is proposed to be completed in 2027. The portion between Cadboro Bay Rd and Foul Bay Rd is anticipated to cost $1.5m and is proposed to be completed in 2029.

Route 8 – Henderson/ Foul Bay Road Commuter Route
Proposed change: Extend the proposed route on Foul Bay Road from Milton Street south to the City of Victoria border. Upgrades to existing facilities along the existing corridor would include buffered bicycle lanes (painted lines only) in the short-term with the long-term vision of protected bicycle lanes along the entire corridor. Existing bike lanes will be upgraded to buffered or protected bicycle lanes.

Upgrades to buffered bike lanes on Henderson Rd is anticipated to cost $100k and is proposed to be completed in 2027. Upgrades to buffered bike lanes on Foul Bay Rd and intersection and crosswalk upgrades is anticipated to cost $2m and is proposed to be completed in 2028 due to the need to replace aging underground infrastructure prior to surface improvements.

Route 9 –Avenue Oak Bay Avenue Commuter Route
Proposed change: Extend the route to Currie Road. This project would not be designed or constructed until after the Village Area Planning Project is completed to ensure that businesses and their interests are represented in the project.

The cost for this project will be determined once a design has been identified. The project is anticipated to be completed after 2030.

Route 10 – Beach Drive
This is an additional route that was not part of the initial priorities and has been added in response to community feedback. This would be a long-term project to be worked on post-2030.

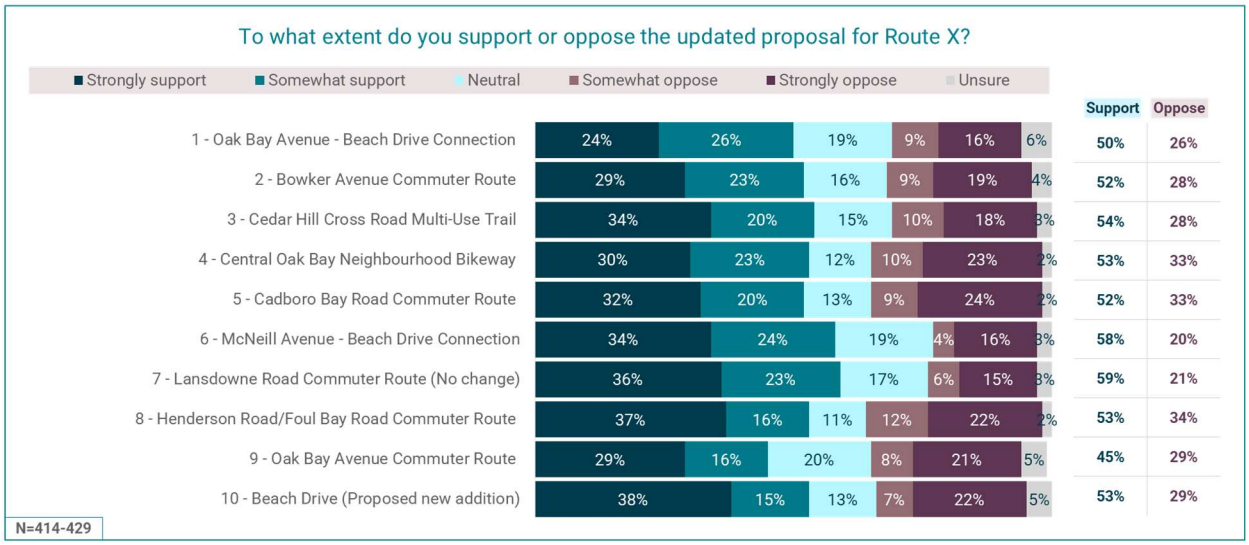
The cost for this project will be determined once a design has been identified. We anticipate this to be a long-term project starting sometime after 2030.

Respondents were asked whether they supported or opposed each of these proposed changes.

Levels of support ranged from 45% to 59% and opposition from 20% to 34%, with 11% to 20% of respondents neutral.

For all routes, support was stronger than opposition, by between 16% to 38%.

Changes to routes 3, 6 and 7 (no change to original proposal), received the highest levels of support, while changes to routes 4, 5 and 8 received the highest levels of opposition.



Overall, 15% supported all proposed route changes, 24% were supportive or neutral towards all proposed route changes and 5% opposed all proposed route changes. The remaining 56% of respondents showed a mix of support and opposition for the proposed changes.

Additional Comments

At the end of the questionnaire, 294 respondents added comments. The main themes from these comments were as follows, with sub-themes noted in order of prominence:

Comments Themed Generally

1. General priorities and actions for the Active Transportation strategy

- Concerns about costs, taxes and spending priorities:
  - Many respondents questioned whether the scale of proposed Active Transportation investment is affordable or appropriate for Oak Bay.
  - Comments flagged taxation, budget pressures, and whether Active Transportation improvements should be prioritized over other municipal services.
- Safety as the top overall priority
  - Safety (for all modes) was framed as the key lens for decision-making.
  - Respondents wanted safety to be the primary criterion for choosing which routes and projects proceed.
- General comments on priorities and overall direction
  - High-level reflections on the Active Transportation strategy: concerns about "too much focus on bikes," or, on the other hand, appreciation that Active Transportation is being taken seriously.
  - Some comments simply reiterated a desire for a clear, coherent plan without going into specifics.
- Municipal resources, enforcement and capacity
  - Requests for more parking enforcement, bylaw enforcement, and capacity to monitor speed and behaviour.
  - Some felt strategy success depends on enforcement as much as infrastructure.

- Education, awareness and culture change
    - Emphasis on training and education for drivers, cyclists and school children.
    - Behavioural and culture-change work was seen as a necessary complement to physical changes.
- Opposition to Active Transportation direction or priorities
    - A smaller but clear set of comments expressed strong opposition to Active Transportation being a priority at all, or perceiving it as "anti-car."
- Need for a connected, complete active transportation network
    - Calls for a more holistic, gap-free network that connects key destinations and neighbouring municipalities.
- Support for Active Transportation to address climate and livability
    - These comments explicitly connect Active Transportation investments to climate action, emissions reduction and long-term livability.
- Balancing Active Transportation with parking and business needs
    - Concerns that Active Transportation investments must be designed in ways that do not unduly harm local businesses or erase critical parking.

2. Actions for cycling infrastructure

- Cycling safety concerns
    - The dominant theme: respondents repeatedly flagged close passes, conflicts with vehicles, sightlines, and exposure on busy roads.
    - Many linked support for cycling infrastructure directly to making things safer for "ordinary" or less confident riders.
- Traffic speed and volume along cycling routes
    - Comments described speeding, high traffic volumes, and shortcutting/cut-through traffic.
    - Speed management was seen as critical on proposed cycling routes.
- Desire for protected or separated bike facilities
    - Strong support for physical separation (barriers, bollards, buffered lanes) on busier roads, especially where speeds and volumes are high.
    - Some nuance: a few worried about over-use of bollards or awkward designs, but the general direction was "more protection."
- Impacts of cycling changes on parking
    - Many commenters worried that on-street parking removal would harm residents, visitors, businesses, and access for people with mobility challenges.
    - Perceived zero-sum trade-off between bike lanes and parking is front-of-mind for this group.
    - Concern that certain streets are simply too narrow to safely accommodate bike lanes plus two-way traffic and parking.
    - This is often raised in relation to proposed routes where parking is already tight.
- Hills and terrain constraints for cycling
    - Steep grades and hills (particularly on some proposed routes) were seen as a barrier for many would-be cyclists and a reason to question some alignments.
- Cycling network connectivity and gaps
    - Calls to link routes to parks, schools, UVic/Camosun, and neighbouring municipalities.
    - Suggestions to fix gaps, avoid "orphaned" segments, and ensure routes actually go where people need to travel.
- Concerns about cyclist behaviour

    - Complaints about cyclists not following rules, speeding through crosswalks, or failing to yield to pedestrians.
- Concerns about driver behaviour around cyclists
    - Comments calling out aggressive driving, not shoulder-checking, or not giving cyclists space.
- Preference for multi-use paths or off-street options
    - Support for multi-use pathways or trails as safer and more pleasant than on-street bike lanes in some contexts.

3. Actions for pedestrian infrastructure

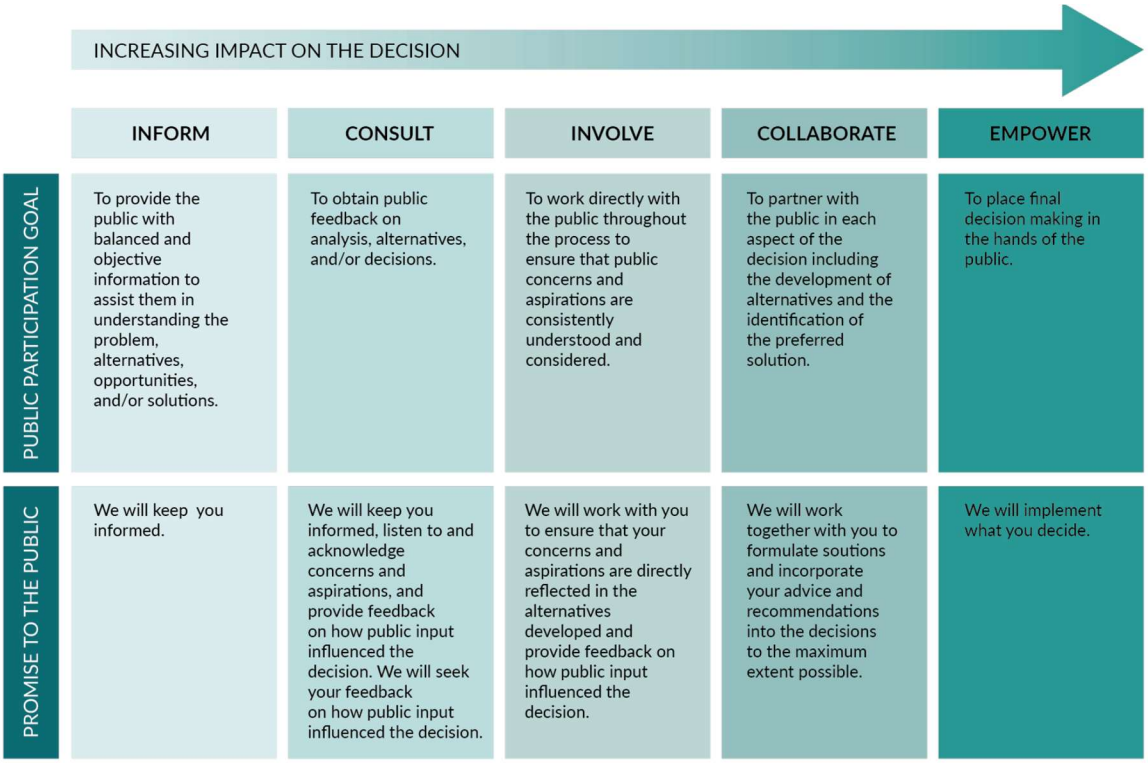
- General pedestrian safety concerns
    - High-level concerns about being a pedestrian in Oak Bay (near misses, conflicts at crossings, speed, visibility).
    - Many identify seniors, children and people with mobility challenges as particularly vulnerable.
- Crosswalk and intersection safety
    - Requests for more marked crosswalks, safer intersections and tighter corner radii.
    - Intersections on major corridors featured prominently.
- Sidewalk infill, widening and repair
    - Calls to add sidewalks where none exist, fill gaps, and maintain or widen narrow or poor-condition sidewalks.
- Traffic calming and pedestrian safety near schools and for seniors
    - School zones, playgrounds and seniors' destinations were frequent focal points.
    - Support for traffic calming, lower speeds and better crossings in these areas.
- Accessibility and mobility considerations
    - Comments referencing wheelchairs, walkers, strollers and general accessibility.
    - Desire for smoother surfaces, ramps, and designs that work for people with mobility aids.
- General comments on pedestrian infrastructure
    - Support for making walking easier and safer overall, without specific design details.
- Lighting and personal security for pedestrians
    - Concerns about dark sections of routes and the need for better lighting, especially in winter and around key destinations.

Comments Themed by Specific Street / Route Feedback

- Cadboro Bay Road / Route 5
    - Cycling: There was a strong focus on cycling safety, with many supporting improvements but emphasising the need for protection on a busy corridor. Traffic speed and volume and the desire for protected facilities were prominent, alongside parking impacts and hills and grades.
    - Pedestrians: Crosswalk and intersection safety and general pedestrian safety were frequent, with some comments about accessibility and mobility and school- or senior-related safety.
- Beach Drive / Route 1
    - Cycling: Views were mixed: many valued Beach Drive as a scenic cycling route but worried about safety on narrower segments. Cycling safety and traffic speed and volume came up often, alongside the desire for protection and parking concerns. Some mentioned hills and network connectivity.

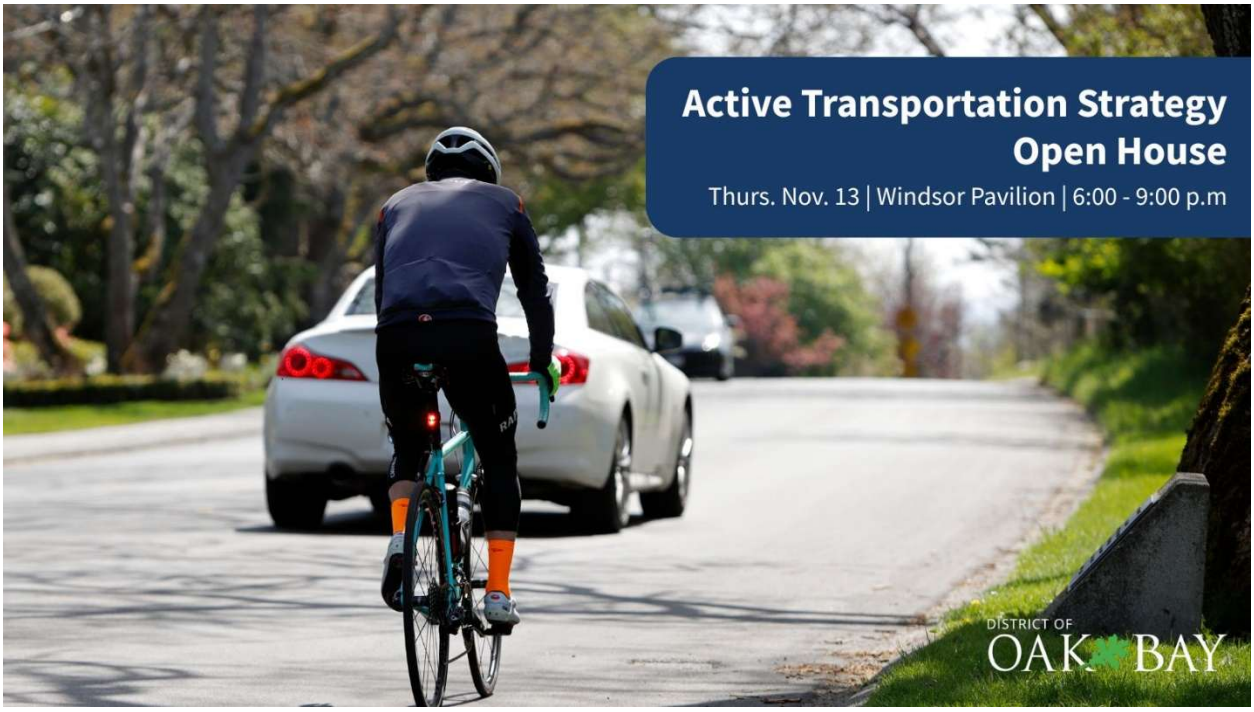
    - Pedestrians: A smaller but noticeable group raised pedestrian safety, crossings, and sidewalk conditions, with some concern about lighting and shared use.
- Foul Bay Road / Route 8
    - Cycling: There was a strong sense that Foul Bay Road was busy and constrained: cycling safety, traffic speed and volume, and the desire for protection were all high. Parking and narrow streets and space constraints were recurring reasons given for caution about full-blown bike lanes.
    - Pedestrians: Crossing safety and school- and senior-area safety featured prominently, with additional mentions of general pedestrian safety.
- Henderson Road / Route 8
    - Cycling: Many comments related to the existing cycling function of Henderson Road: cycling safety and traffic speed and volume were key themes, alongside parking and protected versus painted facilities.
    - Pedestrians: Crossings, pedestrian safety, and school-area concerns showed that people also saw Henderson Road as a major walking route to destinations.
- Monterey Avenue / Route 4
    - Cycling: Cycling safety and traffic speed and volume dominated, with several also asking for protection and raising parking impacts.
    - Pedestrians: There was strong interest in walking conditions: pedestrian safety, school- and senior-area safety, and sidewalk needs were highlighted, with some calls for better crossings and lighting.
- McNeill Avenue / Route 6
    - Cycling: McNeill Avenue was mentioned as a candidate for a multi-use path; cycling safety, traffic speed and volume, parking, and hill or terrain concerns were noted.
    - Pedestrians: Pedestrian safety and crossing issues indicated a desire to improve the walking environment.
- Haultain Street
    - Cycling: Comments tended to support Haultain as a bike route but emphasised cycling safety, traffic speed and volume, and the need for protection.
    - Pedestrians: Crosswalk and intersection safety and pedestrian safety featured, particularly around crossings at busier roads and near schools.
- Bowker Avenue / Route 2
    - Cycling: Bowker Avenue was seen as both an opportunity and a constraint: cycling safety, traffic speed and volume, and some protection and space concerns were noted.
    - Pedestrians: Comments focused on pedestrian safety, school-related safety, and crossings.
- Oliver Street
    - A mix of cycling safety, traffic, and parking concerns was raised, with several noting pedestrian safety and crossings near schools.
- Central Avenue
    - Some comments were spread across cycling safety, traffic, parking, and protected lane feasibility, along with some pedestrian crossing and safety concerns.
- Windsor Road
    - A smaller set of comments focused mainly on cycling safety, parking, and crossings or school-area safety.
- Eastdowne Road
    - Comments raised cycling safety, parking, and protected facilities, plus a general set of pedestrian issues including safety, crossings, accessibility, and lighting.
- Cranmore Road: There was a single cycling-safety-focused comment.

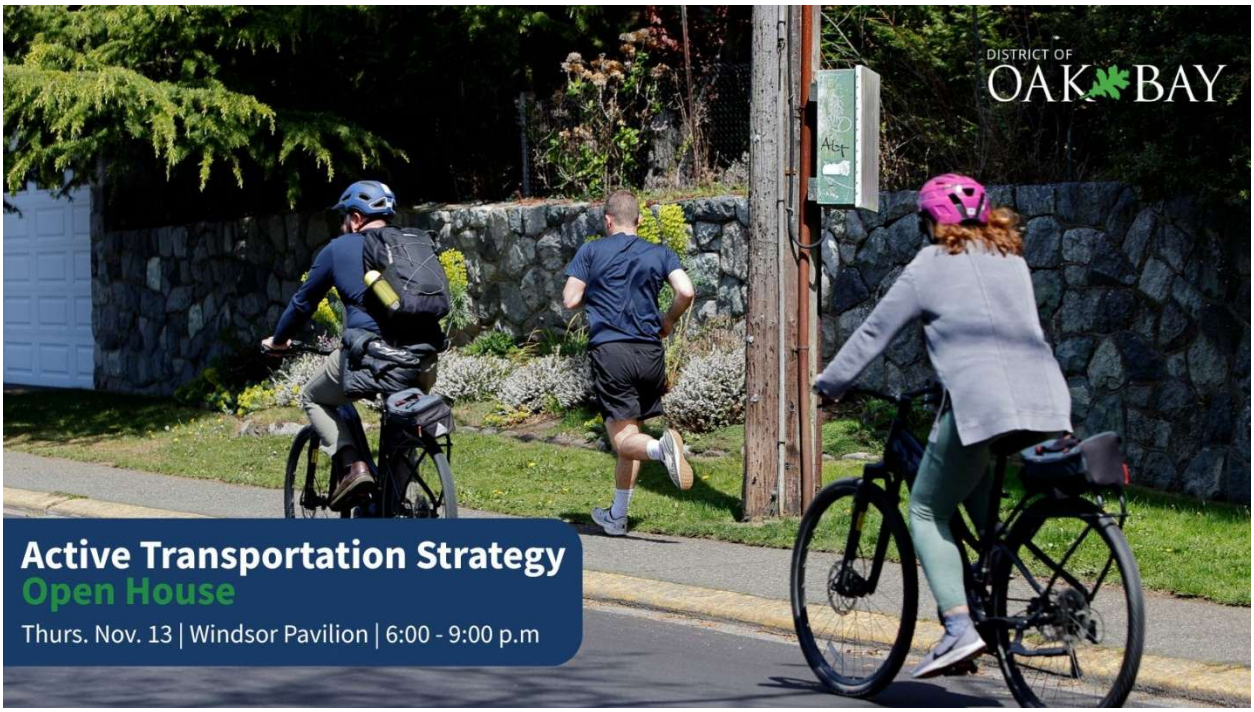
Appendix A: IAP2 Spectrum of Engagement

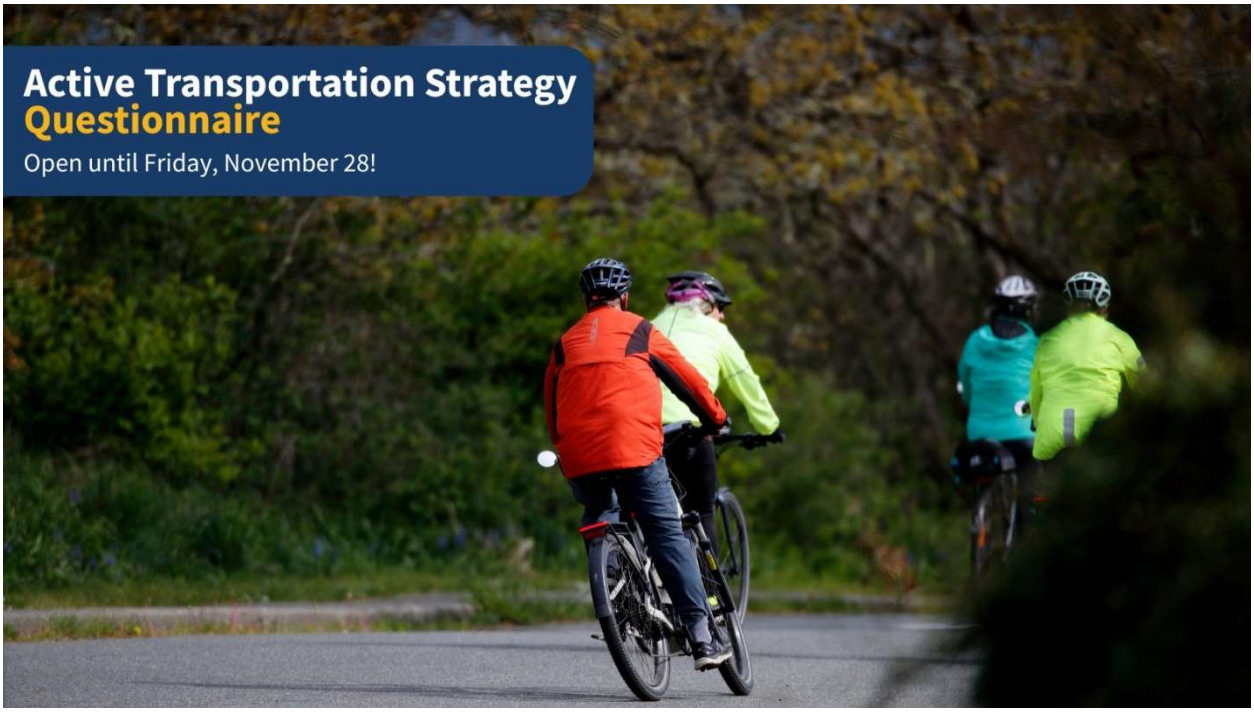


Appendix B: Communications and Outreach

Social Media:






Active Transportation Strategy
Questionnaire
Open until Friday, November 28!


Active Transportation Strategy
Questionnaire
Questionnaire closes tomorrow!

Print media:


DISTRICT OF
OAK BAY
Share feedback on updates to our
Active Transportation Strategy!
We have updates to our Active Transportation Strategy and proposed cycling routes and want to hear from you! These changes come from earlier community feedback and technical review by staff.
Online Questionnaire
Share your feedback before the questionnaire closes on Nov. 28.
Scan the QR code to complete it today.
November Open House
Many thanks to everyone who attended our open house on Nov. 13. Missed it? Find the materials on our Connect Oak Bay project page.
Connect.OakBay.ca/active-transportation
Meetings and Events
November
24
Council Meeting
Monday, November 24 at 7:00 p.m.
Visit oakbay.civicweb.net to view the Agenda and watch the livestream
27
Special Council Meeting
Thursday, November 27 at 7:00 p.m.
Visit oakbay.civicweb.net to view the Agenda and watch the livestream
30
Oak Bay Light Up
The Oak Bay Christmas Festival is organized annually by the Oak Bay Business Improvement Association.
@districtofoakbay
@districtoakbay
@districtoakbay
250-598-3311
www.oakbay.ca
www.connect.oakbay.ca
oakbay.civicweb.net

Appendix C: Questionnaire

Active Transportation Strategy

Phase 1B Questionnaire

Welcome to the District of Oak Bay's Active Transportation Questionnaire

Background

The District of Oak Bay is in the process of updating its Active Transportation Strategy (ATS), a long-term plan designed to support increased walking, cycling, and other forms of active transportation in the community. The strategy aligns with Council's strategic priorities around livability, climate change and environment, and transportation and is intended to create safer, healthier, and more connected neighbourhoods.

Recognizing that infrastructure changes will directly affect residents and visitors, Council directed staff to undertake a broad, community-wide engagement process to understand the habits and priorities of the community. The 2026 update of the ATS will reflect community input and will include a Cycling Implementation Plan.

Phase 1B Questionnaire

This questionnaire is part of the initial phase of engagement, and a follow-up to a questionnaire and a series of community workshops which took place in September. We would like to thank everyone who took part in that engagement. The summary of what we learned can be found here: Executive Summary - October 2025 & What We Learned Report - October 2025

The topics for this questionnaire cover the proposed changes to the active transportation strategy, specifically actions and priorities, as well as nine proposed cycle routes. The proposed changes to the nine cycling routes have been revised based on feedback received from the community coupled with a technical review by staff.

The questionnaire is designed to invite specific feedback on the proposed updates. It should take about 10 minutes to complete. All questions are optional, and you may skip any questions you wish.

All responses are anonymous and will be reported in summary only. Please do not include any information that could identify yourself or others, such as name, phone number, address or email address.

Miss the November Open House? Find all the information presented by reviewing our information package

If you have any questions about the questionnaire, please contact engineering@oakbay.ca
The information in this questionnaire is collected under Section 26 (a), (c), and (e) of the Freedom of Information and Protection of Privacy Act (FOIPPA). Questionnaire results will be used for statistical

and research purposes only. When questionnaire results are published, your responses will be combined with the responses of others so that you cannot be identified. To help us protect privacy, please avoid personalizing any comments. Note that for online questionnaires, the District may collect IP addresses to monitor any unauthorized attempts to submit information or otherwise cause damage. IP addresses are not included in any published questionnaire reports – the information is only accessible to authorized District personnel unless required for a law enforcement investigation. For questions related to FOIPPA or privacy management, please contact Corporate Services at 250-598-3311 or foi@oakbay.ca

This questionnaire is intended for those with a close connection to Oak Bay.
Please affirm that you either: Live in Oak Bay Own a business in Oak Bay Work or go to school in Oak Bay Regularly commute in or to Oak Bay for other reasons:

○ Yes, I confirm I meet these criteria for participating.

○ No, I do not meet the criteria.

Priorities for the Active Transportation Strategy

Based on what we learned from community engagement and further technical reviews, the District has developed draft priorities for the Active Transportation Strategy. These would be the actions that would get the most (immediate) attention.

We would like to learn more about whether you support or oppose these priorities.

Overarching Priorities

To what extent do you support or oppose the following priorities?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure/No opinion
Ensure projects include safety improvements that can benefit all users including improvements to crossings, intersections, and lighting	○	○	○	○	○	○
Build connected networks for Active Transportation	○	○	○	○	○	○
Provide residents with clear information about plans, current initiatives, and project timelines	○	○	○	○	○	○

Active Transportation Actions

To what extent do you support or oppose the following actions?

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Unsure/No Opinion
Add amenities like benches and water fountains at key locations in the District.	○	○	○	○	○	○
Implement reduced speed limits and traffic calming measures on local streets to improve safety and comfort in neighbourhoods.	○	○	○	○	○	○
Work with partners in Bylaw and Oak Bay Police for enforcement of laws that support active transportation (ex. speed limit enforcement, vegetation encroachment, etc.)	○	○	○	○	○	○
Work with partners, including the Capital Regional District, on walking and cycling education for schools.	○	○	○	○	○	○

Pedestrian Infrastructure Actions

To what extent do you support or oppose the following actions?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure/No opinion
Improve existing sidewalks and crosswalks including curb returns to ensure accessibility. *Curb return: Where a sidewalk dips at an intersection or crosswalk for mobility device access	○	○	○	○	○	○
Add new sidewalks and crosswalks to fill gaps in the network.	○	○	○	○	○	○

Work with residents to ensure vegetation and shrubs are maintained and not obstructing sidewalks.	○	○	○	○	○	○

Cycling Infrastructure Actions

To what extent do you support or oppose the following actions?

	Strongly oppose	Somewhat oppose	Neutral	Somewhat support	Strongly support	Unsure/No opinion
Prioritize improvements to Routes 4, 5 and 8 (see map)	○	○	○	○	○	○
Start with incremental improvements to the cycling routes. Example: Starting with painted bicycle lanes and working towards protected bicycle lanes on identified routes (3,5,8)	○	○	○	○	○	○
Add additional bike parking throughout the District.	○	○	○	○	○	○

Proposed Cycling Routes - Changes

In March 2024, Council directed staff to proceed with the implementation of active transportation projects on nine priority routes. Following that, Staff presented to Council the Active Transportation Strategy Update. Staff were directed by Council to prioritize the construction of a mix of neighbourhood bikeways, commuter routes, and multi-use trails, which are intended to improve access and connectivity across the District. Feedback on these nine proposed cycling routes coupled with baseline cycling habits, preferences and needs will help to inform the Cycling Implementation Plan.

The Nine Routes

The nine proposed cycling routes identified in the current implementation plan include a mix of commuter routes and local connections, spanning all areas of the District. The proposed cycling routes included in the plan, are:

Oak Bay Avenue – Beach Drive Connection
Bowker Avenue Commuter Route
Cedar Hill Cross Road Multi-Use Trail
Central Oak Bay Neighbourhood Bikeway
Cadboro Bay Road Commuter Route

McNeill Avenue – Beach Drive Connection:

Option 1 – Margate Avenue Beach Connection
Option 2 – Currie Road Beach Connection

Lansdowne Road Commuter Route
Henderson Road/Foul Bay Road Commuter Route
Oak Bay Avenue Commuter Route

The original proposed routes that were discussed in the initial community engagement were as follows:
Based on what we learned from the community feedback, some changes are now being considered to these routes. We are looking for your feedback on these proposed changes before they go to Council for decision in early 2026.

Cycling Facilities Information

Take time to read through these definitions on cycling facilities. This will help you provide feedback on proposed changes to individual routes in the following section.

Route 1 | Oak Bay Ave – Beach Dr Connection

Proposed change: Connect Oak Bay Avenue/Newport Avenue to Beach Drive using Beresford Street. This change would include intersection improvements and be treated as a neighbourhood bikeway.

This project is anticipated to cost $50k and is proposed to be completed in 2027.

To what extent do you support or oppose the updated proposal for Route 1?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 2 | Bowker Ave Commuter Route

Proposed change: Update route to connect to Esplanade. The route would be designed as a neighbourhood bikeway.

This project is anticipated to cost $100k and is proposed to be completed in 2027.

To what extent do you support or oppose the updated proposal for Route 2?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 3 | Cedar Hill Cross Road Multi-Use Trail

No changes to routing proposed. Instead of building a multi-use pathway along the entire corridor, upgrade the existing bike lanes between Gordon Head Road and Henderson Road and construct a multi-use pathway between Henderson Road and Cedar Hill Cross Road with an additional focus on intersection improvements.

Existing bicycle lanes will be upgraded to buffered or protected bicycle lanes.

The initial phase of this project is anticipated to cost $100k to install buffered bicycle lanes between Gordon Head Rd and Henderson Rd and is proposed to be completed in 2027. The portion between Henderson Rd and Cadboro Bay Rd is anticipated to cost $2m and is proposed to be completed in 2028.

To what extent do you support or oppose the updated proposal for Route 3?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 4 | Central Oak Bay Neighbourhood Bikeway

Proposed change: Updated routing would include utilizing the in-progress improvements on McNeill Avenue and rerouting the northern portion along Devon Road, Nottingham Road, Weald Road and Upper Terrace Road to connect to Cedar Hill Cross Road.

Instead of protected bicycle lanes on Monterey Avenue and St. Ann Street, the entire corridor would be treated as a neighbourhood bikeway which includes sharrows, signs, intersection improvements, and a 30km/h speed limit.

This project is anticipated to cost $700k and is proposed to be completed in 2027.

To what extent do you support or oppose the updated proposal for Route 4?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 5 | Cadboro Bay Road Commuter Route

No changes to routing proposed. Implementation will include buffered bicycle lanes (painted lines only) in the short-term with the long-term vision of protected bicycle lanes along the entire corridor.

The area around the Cadboro Bay Road/Estevan Avenue Village to be reviewed through the Village Area Planning Project.

Existing bike lanes will be upgraded to buffered or protected bicycle lanes.

The initial phase of this project is anticipated to cost $300k to install bicycle lanes and buffered bicycle lanes and is proposed to be completed in 2027. The longterm goal of protected bicycle lanes is anticipated to cost $3m and is proposed to be completed in a phased approach after 2030.

To what extent do you support or oppose the updated proposal for Route 5?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 6 | McNeill Avenue – Beach Drive Connection

Move ahead with the Currie Road route, as this is the more favoured of the options (over Margate

Avenue). This would provide a connection to Windsor Park and directly to the Oak Bay Marina. This route would be designed as a neighbourhood bikeway.

This project is anticipated to cost $25k and is proposed to be completed in 2027.

To what extent do you support or oppose the updated proposal for Route 6?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 7 | Lansdowne Road Commuter Route

No changes to routing proposed. The route is proposed to remain as a combination of a multi-use pathway and a neighbourhood bikeway.

The portion between Beach Drive and Cadboro Bay Rd is anticipated to cost $25k and is proposed to be completed in 2027. The portion between Cadboro Bay Rd and Foul Bay Rd is anticipated to cost $1.5m and is proposed to be completed in 2029.

To what extent do you support or oppose keeping the proposed Route 7 as-is?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 8 | Henderson/ Foul Bay Road Commuter Route

Proposed change: Extend the proposed route on Foul Bay Road from Milton Street south to the City of Victoria border. Upgrades to existing facilities along the existing corridor would include buffered bicycle lanes (painted lines only) in the short-term with the long-term vision of protected bicycle lanes along the entire corridor.

Existing bike lanes will be upgraded to buffered or protected bicycle lanes.

Upgrades to buffered bike lanes on Henderson Rd is anticipated to cost $100k and is proposed to be completed in 2027. Upgrades to buffered bike lanes on Foul Bay Rd and intersection and crosswalk upgrades is anticipated to cost $2m and is proposed to be completed in 2028 due to the need to replace aging underground infrastructure prior to surface improvements.

To what extent do you support or oppose the updated proposal for Route 8?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 9 | Oak Bay Avenue Commuter Route

Proposed change: Extend the route to Currie Road. This project would not be designed or constructed until after the Village Area Planning Project is completed to ensure that businesses and their interests are represented in the project.

The cost for this project will be determined once a design has been identified. The project is anticipated to be completed after 2030.

To what extent do you support or oppose the updated proposal for Route 9?

- ○ Strongly oppose
- ○ Somewhat oppose
- ○ Neutral
- ○ Somewhat Support
- ○ Strongly Support
- ○ Unsure/No Opinion

Route 10 | Beach Drive

This is an additional route that was not part of the initial priorities and has been added in response to community feedback. This would be a long-term project to be worked on post-2030.

The cost for this project will be determined once a design has been identified. We anticipate this to be a long-term project starting sometime after 2030.

To what extent do you support or oppose the addition of Route 10?

○ Strongly oppose

○ Somewhat oppose

○ Neutral

○ Somewhat Support

○ Strongly Support

○ Unsure/No Opinion

Please briefly share anything else you'd like to add about the priorities, actions and revised cycle route proposals.
If the feedback is route specific, please be sure to identify which route (by number) you are providing feedback on (map below).

About You

We now have a few final questions about you. This will help us understand who we heard from and who may be underrepresented in our feedback. We want to remind you that all information you share is confidential and anonymous.

Do you live directly on one of the proposed nine routes?

○ Yes

○ No

○ Unsure

How did you hear about this questionnaire?
Please select all that apply

☐ Other (please specify)

☐ Social media (Facebook, Instagram, etc.)

☐ Poster or signage in the community

☐ Email or newsletter from the District of Oak Bay

☐ Newspaper or other media coverage

☐ Connect Oak Bay

☐ Community event or open house

☐ Word of mouth (family, friend, neighbour)

☐ District of Oak Bay website

Which of the following age groups do you belong to?

○ Under 18

○ 18-24

○ 25-34

○ 35-44

○ 45-54

○ 55-64

○ 65-74

○ 75+

○ Prefer not to say

Do you identify as:

○ Woman

○ Man

○ Other (please specify)

○ Prefer not to say

Do you have any children under the age of 18 in your household?

○ Yes

○ No

○ Prefer not to say

Do you own or rent the home you live in?

○ Own

○ Rent

○ Prefer not to say

Do you experience any of the following barriers that make it difficult to use active transportation? Please select all that apply.

☐ Mobility issues

☐ Hard of hearing / deaf

☐ Low vision / blind

☐ Other (chronic) health issues (Please specify)

☐ None of the above

☐ Prefer not to say

What is your relationship to the District of Oak Bay? Please select all that apply:

☐ I own a business in Oak Bay

☐ I live in Oak Bay

☐ I work in Oak Bay

☐ I, or my child, go to school in Oak Bay

☐ None of the above

☐ Other (Please specify)

Which neighbourhood do you live in?

○ Henderson

○ Uplands

○ Estevan

○ North Oak Bay

○ Oak Bay Ave.

○ South Oak Bay

○ Harling Point

○ Prefer not to say

Thank you very much for your participation in this questionnaire.

Stay Engaged!

After you submit your answers below, you will be redirected to our Connect Oak Bay engagement website. If you haven't yet done so, we encourage you to click on "Log in / Join" in the right top corner

of the landing page. Here, you can quickly create an account to sign up to receive emails about future engagement opportunities. We would love for you to stay engaged!