

## Appendix F. Enforcement

This appendix provides an overview of the existing regulatory regional and municipal bylaws that are related to walking or bicycling. The relevant content of these bylaws is summarized in the table at the end of this document. This appendix also includes a review of best practices elsewhere in regards to cycling and/or pedestrian-related bylaws and other types of legislation. The analysis of the current bylaws and best practices has and will continue to help the Capital Regional District (CRD) strengthen its role as an advocate for cycling and walking throughout the region.

### Existing Bylaws in the Region

While none of the municipalities in the CRD have enacted regulatory bylaws which purely address cycling or pedestrian activity, the municipalities have incorporated cycling and pedestrian provisions into a number of their other bylaws including the following: parks bylaws, streets, traffic and parking bylaws, and zoning and land use bylaws. There is significant inconsistency across the region regarding how (or even if) cycling and pedestrian provisions are incorporated into municipal regulations. For example, the City of Colwood's Land Use Bylaw provides detailed requirements for the implementation of bicycle parking, including information on rack selection, installation, operation, and maintenance. In contrast, some municipalities have not included any cycling or pedestrian-related provisions in their bylaws, for example, the District of Oak Bay's Zoning Bylaw.

### Relationship with British Columbia Motor Vehicle Act

A number of municipalities have enacted cycling regulations in their streets or traffic bylaws. The specific regulations vary, but generally address bicycle lane/pathway riding, riding on sidewalks or in crosswalks, the cyclist's position on the street, highway/freeway cycling, and required equipment. As in other instances, these types of regulations overlap with provisions in the BC Motor Vehicle Act. For example, the Town of View Royal's Streets and Traffic Regulation Bylaw contains the following:

*A person operating a cycle:*

- *must not, for the purpose of crossing a highway, ride on a crosswalk;*
- *must ride as near as practicable to the right side of the highway;*
- *must not ride a cycle on a highway where signs prohibit the cycle's use.*

These provisions are repeated in the BC Motor Vehicle Act. However, the repetition of Provincial legislation in a municipal bylaw is inconsistent with best practices. A number of municipalities have established cycling regulations that contain content similar to that contained in the Motor Vehicle Act, however; not all of these bylaws replicate provincial regulations.

For example, relevant provisions contained within the District of Saanich's Streets and Traffic Regulation Bylaw build off of the regulations contained in the Motor Vehicle Act. The Town of View Royal's Streets and Traffic Regulation Bylaw is the only bylaw that delves into detailed cycling behaviour prohibitions that are contained within the BC Motor Vehicle Act such as riding abreast, stunting, and transporting excessive loads. As legislation established by the province is already applicable to municipalities within that province, it is generally not necessary for municipalities to repeat the provincial legislation in their municipal bylaws.

Municipal regulations must not contravene MVA provisions. The MVA applies to all of BC and as such, there is no need to repeat the regulations contained in the MVA in any municipal bylaw.

## Bicycle Parking

While most of the municipalities have enacted bylaws that contain some aspect of bicycle parking, none of the bylaws address all four bicycle parking components (short-term parking, long-term parking, design specifications, and end-of-trip facilities). Most bicycle parking regulations include minimum requirements for both short-term and long-term bicycle parking. Requirements for end-of-trip facilities, such as showers and clothing lockers, are only provided by the Town of View Royal and Township of Esquimalt, while only the Village of Sidney, District of Central Saanich, and City of Colwood provide bicycle parking design specifications to ensure that high quality bicycle parking facilities are provided. It should also be noted that there is little consistency between the bylaws that are used to regulate bicycle parking, as bicycle parking is regulated in both parking bylaws and zoning bylaws. In addition, it should be noted that the City of Victoria is currently preparing a comprehensive Bicycle Parking Strategy which will include design specifications and requirements for end-of-trip facilities. The Bicycle Parking Strategy will complement the City's existing bicycle parking requirements.

## Bicycles in Crosswalks or Sidewalks on Multi-Use Trails

The Motor Vehicle Act (Section 183) prohibits cyclists from riding on a crosswalk or sidewalk unless authorized by a municipal bylaw. Victoria and Saanich have bylaws that specifically allow cyclists to ride on a crosswalk or sidewalk if it is along a multi-use trail (Victoria Streets and Traffic Bylaw No. 92-84 and Saanich Streets and Traffic Regulation Bylaw, NO. 8382; Section 8.16, respectively).

## Other Types of Facility Users

The rise of motorized mobility scooters, power-assisted bicycles, and other low-speed forms of transportation indicate a need for clear regulations about which vehicles are appropriate on multi-use paths and in bicycle lanes. The Ontario Ministry of Transportation provides definitions and guidance for all types of mobility devices on their website.<sup>1</sup>

### Definitions

As they are not classified under the Motor Vehicle Act (MVA), motorized scooters are treated in the same manner as pedestrians and are restricted to using sidewalks where they exist. The CRD Parks and Trails Bylaw defines a cycle as, “a device having any number of wheels that is propelled by human power and on which a person may ride and includes a motor assisted cycle, but does not include a skate board, roller skates or in-line roller skates” whereas a motor assisted cycle must meet “the requirements of the Motor Assisted Cycle Regulation, B.C. Reg. 151/2002 made pursuant to the MVA (B.C.).” (Bylaw 3682)

Canada's Motor Vehicle Safety Regulations (MVSr) define power assisted bicycles (PABs) as a two- or three- wheeled bicycle with an attached electric motor of 500W or less and which is capable of being propelled manually. When engaged by



Figure 1. A motor-assisted cycle requires the user to pedal.

Source: [www.lets-getaway.com/bikes.htm](http://www.lets-getaway.com/bikes.htm)

<sup>1</sup> <http://www.mto.gov.on.ca/english/dandv/vehicle/emerging/>

muscular power it must cease assistance, but when muscular power ceases or if powered by an accelerator controller it ceases power when braking and is incapable of providing assistance above 32 km/h. Provincial regulations classify low-powered motorcycles and scooters as *limited speed motorcycles* (LSMs). While a MAC and an LSM may look similar, these vehicles have very different licensing, insurance and operating requirements.

The City of Colwood's Traffic and Highways Bylaw is the only bylaw which includes provisions regarding inline skates, skateboarding, or other such conveyances. The Bylaw states that:

- *No person shall slide, roller, skate, sleigh, ice skate, ski, skateboard, or use any other similar means of conveyance on a roadway.*
- *No person shall in-line skate on a roadway unless the roadway has a separate lane or pathway designated for cycles, in which case a person may in-line skate only on the lane or pathway.*
- *No person shall in-line skate or skateboard on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.*
- *Any in-line skates, skateboard, or cycle operated on a sidewalk in contravention of the provisions of this Bylaw shall be deemed to be unlawfully occupying the sidewalk and may be removed and impounded by a Municipal Enforcement Officer or a Peace Officer.*

### **Speed Regulation**

In November of 2009, a BC coroner recommended that municipal bylaws be passed that would restrict scooter speeds to no more than 12 kilometres per hour. Such a bylaw would be challenging to enforce, but should be pursued in the future if speeds on the regional trails impair user safety.

### **Pedestrian Activities**

Several municipal planning documents address pedestrian design topics ranging from specific physical standards to general policy statements about pedestrian-friendly human-scale streets and developments. In addition to the municipal documents, the 2006 *TravelChoices* strategy identifies several key pedestrian design concepts at a regional level, including safety, connections to transit, and meeting the mobility needs of the elderly and disabled. Techniques that *TravelChoices* includes are:

- Traffic calming measures in neighbourhoods and shopping areas to decrease traffic volume and speed;
- Better lighting to increase pedestrian safety at night;
- Direct and safe access to the closest bus routes; and
- Sidewalk designs that take into account the needs of the region's aging population, including the increasing use of motorized mobility aids.

Table 2 through Table 5 at the end of this memorandum provide a comprehensive list of all policies related to growth centres, access to transit, access to regional parks and pathways, and accessibility, as identified through Phase 1 of the Pedestrian and Cycling Master Plan (PCMP) process.

### **Growth Centres**

The majority of municipalities include language supporting pedestrian travel in growth centres. The *Regional Growth Strategy for the Capital Regional District* (2006) states that the CRD intends to focus new growth primarily in major centres "revitalized as walkable, transit-focused complete communities with a dense mix of businesses, housing, services and public open space."

The *Regional Growth Strategy* also recommends ‘excellent pedestrian cycling facilities’ in both Metropolitan Core Central Areas and Metro Core Secondary Areas.

### **Regional Best Practices**

The following policies encourage the provision of sidewalks and other pedestrian facilities, particularly in central areas of each municipality. Several acknowledge the interactions between land use and transportation, noting the importance of high densities and destinations for bicycle and pedestrian travel.

- Central Saanich: Provide marked crosswalks and sidewalks or walkways in the long-term on both sides of arterial or major municipal roads within Urban Settlement areas. (OCP Bylaw No. 1600, Policy 14 a).
- Colwood/Langford: For development or re-development of large sites, incorporate a pattern of small blocks and an interconnected network of streets and pedestrian and bicycle pathways to provide direct and safe connections, for pedestrians and cyclists as well as drivers, to primary local destinations and centres. (OCP Bylaw No. 999/1200; 20.0 Centres Guidelines; 20.10 Circulation & Access; 20.10.1).
- Esquimalt: In Esquimalt Village, special consideration will be given to the pedestrian environment, ensuring that pedestrians, rather than motor vehicles, are given priority. (OCP; 4.4.2 Walking Policies, d).
- Saanich: Ensure the pedestrian and cycling network in “Centres” and “Villages” is designed to accommodate projected population densities and associated activities such as sidewalk cafes, public art, street furniture, and boulevard plantings. (OCP Bylaw 8940; 4.2.9 Mobility Policies; 15).
- Sooke: Installation of sidewalks and/or trails on a minimum of one side of all roads except in rural areas; The town centre shall have 3m wide sidewalks on both sides of all roads wherever possible. (OCP; Transportation – Policies; 14).

### **Access to Transit**

Safe and convenient pedestrian access is a critical part of an effective transit network. Transit trips often cross jurisdictional lines, have the potential to relieve congestion on the regional road network, reduce transportation costs, and encourage compact development. Improving access to transit requires consideration of local bicycle and pedestrian routes to bus stops and transit exchanges, accessibility within station areas, and bicycle facilities on buses and at transit exchanges.

The *TravelChoices* Strategy states that, “It is also critical that direct and safe access be provided to the closest bus routes, and that sidewalk designs take into account the needs of the region’s aging population, including the increasing use of motorized mobility aids.” In addition, the *TravelChoices* Strategy recommends improving transit exchanges at major or strategic centres to enhance transit as an alternative to driving alone.

### **Regional Best Practices**

- Colwood/Langford: Encourage the development of pedestrian pathways in areas that do not have direct walking links to transit through the road network. Examples include pathways at the end of a cul-de-sac that connect to another street or pedestrian connections through open spaces. (OCP Bylaw No. 999/1200; 5.0 Our Built Environment; Policy 5.5.6).
- Colwood/Langford: Higher density rezonings above the allowable density may be required to upgrade the local bus stop (within 200-400m walking distance) with amenities such as shelters, accessibility features or pedestrian lighting. (OCP Bylaw No. 999/1200; 5.0 Our Built Environment; Policy 5.5.8).

- Esquimalt: Improved integration of networks. Our community will strive to have a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations. (OCP; Appendix G: The Esquimalt Pedestrian Charter; 3).
- Saanich: Integrate transit with other modes of transportation by: ensuring safe accessible pedestrian and cycle routes between transit stops and major local and regional destinations; focusing particularly on sidewalks, corners and intersections, pick-up/drop-off points (for handyDART and the conventional system), pathways and entranceways to buildings. (OCP Bylaw 8940; 4.2.9 Mobility Policies; 18). The District of Saanich developed “Access to Transit Design Guidelines” as part of their OCP’s Development Permit Guidelines which aim to improve the pedestrian links from new development to the nearest transit stop.
- Sooke: Improve and expand public transportation service opportunities, bus shelters and cross walks in cooperation with BC Transit and CRD in Sooke and surrounding area. (OCP 4.13.1 Transportation – Policies; 3).
- Victoria: [B.C. Transit & City should] encourage easy pedestrian access to transit routes when approving new developments. (OCP Section 6: Toward an Accessible and People Friendly Community -Topic C; Transit Alternative- Policies; 10).
- View Royal: Pedestrian access and movement shall be enhanced through the development of a system of sidewalks, multi-use trails and pedestrian paths integrated with public transit in all areas. (OCP Bylaw No. 361; 3.4.1 Transportation – Policies; 14).

### **Access to Regional Parks and Pathways**

Off-street trails (both regional and municipal trails) are an integral element of the pedestrian network and offer continuous travel through multiple municipalities. Where possible, regional trails should conform with all accessibility and universal design standards to ensure that pedestrians of all ages and abilities can use the system. In addition, the regional and/or local bicycle and pedestrian networks should provide accessible routes to trails, so that users do not need to drive to access the facilities.

The CRD *Regional Parks and Trails Master Plan* states that the CRD will generally encourage “access to and use of regional parks and trails by providing parking at trail heads and other convenient locations. The CRD Parks will advocate the use of public transportation and bicycles from communities throughout the region to regional parks and trails.” In addition, the *Regional Parks and Trails Master Plan* aims to “encourage and help facilitate travel to regional parks and trails by foot, bicycle and horse.”

In preparation of the updated *Parks Strategic Plan* (expected completion in early 2011), one of the key themes was interconnectivity.

### **Regional Best Practices**

These policies range from specific recommendations about providing seating along regional trails to more general ‘improve connections’ policies. Sooke’s policy highlights the need for a continuous and integrated pedestrian network, and several municipalities specify that trails should be accessible for users of all ages and abilities.

- Colwood/Langford: Improve connections between the Galloping Goose Trail and Victoria Rail Trail (*commonly referred to as the E&N Rail Trail*) and our community’s pedestrian and cycle networks. (OCP Bylaw No. 999/1200/1200; 8.0 Our Multi-Modal Transportation System; Policy 8.2.3).

- Oak Bay: Improve sitting areas in public parks and along frequently used pedestrian paths. (OCP Bylaw No #3943; Parks and Recreation Objectives; Objective 2).
- Sooke: Develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the Sooke River, waterfront and highway crossings. (OCP; 4.13 Transportation – Objectives; j).
- Sooke: Connect sidewalks to trails and strive for an uninterrupted and integrated pedestrian mobility system. (OCP; 4.12.1 Parks and Trails – Policies; 18).
- Victoria: Improve accessibility to recreational facilities and services for all citizens. (Corporate Strategic Plan 2007-2009; Goal: Social and Cultural Development - Objective 5 – Strategies).
- View Royal: “Recreational greenways” means trails that link parks and other recreational spaces, and shall include support facilities that are integral to recreational use. Recreational trails may be single or multi-use and are intended to provide safe recreational opportunities for persons of all ages and abilities. (Land Use Bylaw, 1990, No. 35; Amendment Bylaw, 2002, No. 470).
- View Royal: The Town shall seek to improve access, including ease of access for the infirm and disabled, to all parks, recreational facilities, public waterfront areas, viewpoints and greenways while remaining sensitive to the preservation of natural habitat areas. (OCPBylaw No. 361; 3.6.2 Parks and Recreation – Policies; 7).

### Accessibility

‘Universal design’ is designed to make places and routes accessible to all people, whether they have a disability or not. Universal design extends to curb ramps, walking and roadway surfaces, push-buttons for signal activation, signage standards, and many other elements of the pedestrian and bicycle environment. Universal design principles are beneficial to all users of the transportation network; curb ramps are essential for pushing strollers or grocery carts, and highly-visible signage can be read by all pedestrians.

The CRD’s *TravelChoices* Strategy recommends improving accessibility from the major centres to the surrounding communities, stating that, “safe and attractive walking, cycling and transit facilities will help maximize use of the priority modes of travel.” One strategy that *TravelChoices* recommends for integrating land use and transportation is to establish “consistent policies for primary corridors to ensure accessibility policies continue to support density and mixed-use developments through a balanced approach for the priority modes.”

Several of the municipalities have policies that promote accessibility guidelines. Colwood has a bylaw encouraging the use of curb-cuts and bulges (curb extensions), while Esquimalt, among others, more generally recommends “multi-modal street design and accessibility for pedestrians, cyclists, transit users and motorists.”

### Regional Best Practices

Municipalities can determine the specificity of recommended accessibility, from facades that provide interest for pedestrians to a minimum of accessible sidewalks and curb ramps. Victoria proposed formally adopting the *Americans with Disabilities Act (ADA)* Guidelines, which contains specific guidelines and recommendations for accessibility.

- Central Saanich: Public streets, sidewalks, and open spaces should be accessible, safe, comfortable and attractive to pedestrian or resident activity. (OCP Bylaw No. 1600; 11.5.14. Public Realm and Pedestrian Environment).

- Colwood/Langford: Make extensive use of regulatory and non-regulatory tools to ensure that all streets in the community are designed to include public and design amenities such as: i. Street trees; ii. Sidewalks or pedestrian trails; iii. Street definition and enclosure defined by a strong street wall that is at a human scale; iv. Transparent storefronts with significant fenestration; v. Weather protection for pedestrians and furniture such as awnings and/or street trees; vi. Street furniture such as seating areas, planters, garbage receptacles, bicycle racks and kiosk stands (for posters). (OCP Bylaw No. 999/1200 [Colwood]; OCP Bylaw No. 1200 [Langford]; 5.0 Our Built Environment).
- Saanich: Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network. (OCP Bylaw 8940; 4.2.9 Mobility Policies; 6).
- Sidney: Increase accessibility and promote pedestrian travel. (Vision 2020 Strategic Plan; Sustainable Infrastructure Initiatives and Commitments).
- Victoria: Enhance pedestrian access and movement, including for disabled persons (e.g., sidewalks, benches, art, safe street crossings, planters) and integrate pedestrian movement with public transit in all developments, particularly in road design. (OCP; Section 6: Toward an Accessible and People Friendly Community - Topic D Cycling and Pedestrian Alternatives; Objectives; C).
- Victoria: Formally adopt the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a minimum standard for accessibility, pending development of either augmented standards specific to the City of Victoria, or Provincial, or National accessibility standards. (Pedestrian Master Plan; Accessibility Standards).
- View Royal: Provide access for disabled persons to all transportation modes, including sidewalks and public transit. (OCP Bylaw No. 361; 3.4.1 Transportation – Policies; 15).

## Best Practices for Bicycle- and Pedestrian-Supportive Bylaws

In addition to reviewing existing pedestrian- and cycling-related bylaws in the CRD, it is also useful to consider best practices and emerging trends in bicycle- and pedestrian-friendly bylaws and legislation from elsewhere in North America.

### Complete Streets

While no Canadian provinces or municipalities have adopted legislation that supports the development of complete streets, over 100 jurisdictions in the U.S. have done so. In 2009, the Toronto Coalition for Active Transportation and the Toronto Cyclists Union formed a Canadian version of the Complete Streets Coalition. Several Canadian communities have adopted the complete streets philosophy with transit-oriented and new urbanist developments. In 2007 and 2008, the Sustainable Alberta Association offered Complete Streets workshops with decision-makers and community health advocates.<sup>2</sup>

This ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including cyclists, transit users, and pedestrians of all ages and abilities. To date, 14 U.S. states have passed Complete Streets legislation and a total of 23 states have some form of Complete Streets policy, be it departmental policies, resolutions, design guidance, or legislation. In addition, over 150 jurisdictions throughout the United States have adopted complete streets laws or ordinances.

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<sup>2</sup> [http://www.calgarycommute.ca/complete\\_streets.html](http://www.calgarycommute.ca/complete_streets.html)

## Green Transportation Hierarchy

The ‘Green Transportation Hierarchy’ is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a strategy for prioritizing transportation investments, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of CRD residents, rather than using level of service standards focused on vehicle movement. Shown in Figure 2, the hierarchy gives precedence to pedestrians, then to bicyclists and public transit. Commercial vehicles and trucks are also recognized as having priority over passenger vehicles.

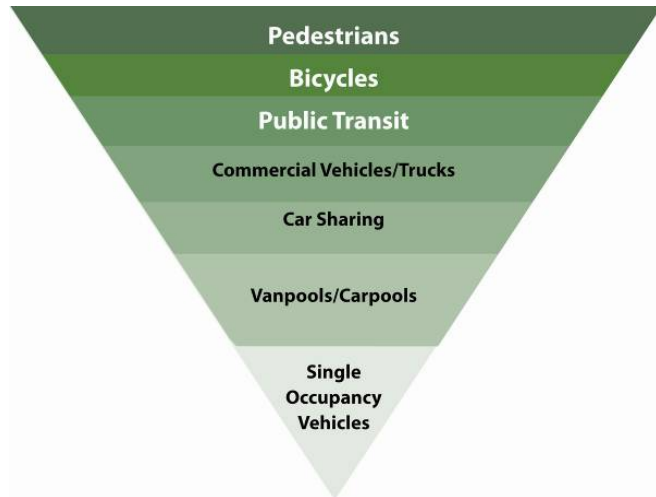


Figure 2. Green Transportation Hierarchy

The guidelines for transit-oriented developments (TODs) that BC Transit is currently developing use a similar ‘mode hierarchy,’ which recognizes the region’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities. The CRD could also adopt this model as a conceptual tool for elevating pedestrians, bicycles and public transit in the planning and design of streets.

## Bicycle Passing Laws/Vulnerable User Laws

At least 17 U.S. states have adopted legislation that establishes a “three foot passing rule,” requiring motorists to provide a minimum one metre (three foot) clearance when passing a cyclist on the left. Implementing the “three foot passing rule” provides a means of educating motorists and making cycling safer in both urban and rural settings. Some legislation also allows motorists to cross a solid yellow centreline to pass cyclists (when it is safe to do so). To date, there is no equivalent legislation in Canada, although a bill was recently introduced to the Ontario legislature which would require motorists to provide at least one metre of space when passing a bicycle, and at least 1.5 metres of space when traveling more than 50 km/h. In addition, Washington State has enacted legislation that prohibits motorists from passing when cyclists, pedestrians, law enforcement, or farm equipment are in view and approaching from the opposite direction.

A potential bylaw might state:

*When overtaking and passing a bicycle proceeding in the same direction, a person driving a motor vehicle shall exercise due care by leaving a safe distance between the motor vehicle and the bicycle of not less than one metre until the motor vehicle is safely past the overtaken bicycle.”*

## Conclusion

The content in this appendix is intended to inform the CRD on what is currently being regulated by municipalities within the CRD, and to present findings on best practices. This memo is intended to promote discussions with CRD and municipal staff, regarding gaps in the current regulations and the ways in which the CRD may help municipalities to develop regulations that not only promote the safety of cyclists and pedestrians, but also ensure regulatory consistency throughout the CRD. While none of the municipalities within the CRD have cycling or pedestrian specific bylaws, many of the municipalities cover potential bylaw content in other types of regulatory bylaws, such as in their land use bylaws, zoning bylaws, traffic bylaws,

and parking bylaws. As such, some municipalities have established regulations that align with the CRD's vision for the PCMP, while some municipalities should be encouraged to make amendments to their existing bylaws or introduce new bylaws that address the safety of pedestrians and cyclists while promoting active modes of transportation throughout the region.

While actual changes to bylaws are a municipal responsibility and must be done by local agencies based on their own due diligence, the information provided in this memo is intended to provide municipalities with examples of successful and innovative tools that they may wish to consider. The next step in this process will be to speak directly with each of the municipalities to discuss potential improvements to their existing regulations based on the content provided in this memo.

## **Pedestrian Bylaw Recommendations**

The regional best practices policies identified contain several good strategies and language that supports the major policy areas related to pedestrian transportation. Many of them promote one piece or focus on a single aspect of the policy area. The following recommended policies utilize language from selected municipal and regional policies, and are a synthesis that addresses all aspects of each policy area. These policies could be considered for adoption in municipalities that do not currently address these pedestrian policy area, or if a municipality wants to expand on their pedestrian policies.

### **Growth Centres**

Policies related to growth centres could be strengthened with specific language about minimum sidewalk widths in commercial areas within growth centres. Other considerations for pedestrian access that could be addressed include curb ramps with detectable warning strips, marked crosswalks, and other accessibility treatments.

A recommended policy might read,

*Ensure that the pedestrian and cycling network in regional centres and villages is designed to accommodate anticipated pedestrian volumes by providing sufficient sidewalk width (minimum of 1.5m in residential areas; 2.3m in commercial areas), accessible curb ramps, marked crossings, and other treatments.*

### **Access to Transit**

Best practices for a policy supporting access to transit include the following: considering off-street facilities, establishing a catchment distance from bus stops or transit exchanges, coordinating with the local transit agency, and ensuring accessibility of the pedestrian network. While many of the above policies include these provisions, none incorporate all elements. A recommended policy might read:

*Work with B.C. Transit to provide pedestrian routes to transit (within 200m of bus stops or 400m of transit exchanges), including sidewalks, curb ramps, marked crossings, trails, accessways, and station areas that are accessible to pedestrians of all ages and abilities.*

### **Access to Regional Parks and Pathways**

The CRD and member municipalities should include clear policies to connect area parks and pathways with local and regional bicycle and pedestrian networks. A recommended policy might read:

*Connect sidewalks to trails and strive for an uninterrupted and integrated pedestrian mobility system that links parks and other recreational spaces and provides safe recreational opportunities for persons of all ages and abilities.*

## **Accessibility**

The CRD and member municipalities would benefit from having a designated source for accessibility guidelines, such as the CRD Bicycle and Pedestrian Design Guidelines, which will be developed as part of the *Pedestrian and Cycling Master Plan* (PCMP) process.

A recommended policy might read:

*Enhance pedestrian access and movement, including for disabled persons by providing sidewalks, curb ramps, marked crossings, benches, and restrooms where applicable as recommended in the Americans with Disabilities Act Accessibility Guidelines (ADAAG) (To be confirmed with Disability Resource Centre) and the CRD Pedestrian and Cycling Master Plan Design Guidelines.*

Table 1. Bylaws Related to Walking and Bicycling in the CRD

	Jurisdiction	Legislation	Cycling Prohibitions				Cycling Regulations						Bicycle Parking				Pedestrian				Parks	Other	
			Where to Cycle	Riding Abreast	Stunting/Handlebars	Loads	Bicycle Lanes/Paths	Sidewalk/Crosswalk Riding	Position on Street	Highway/Freeway	Lights/Reflectors	Helmet	Short Term	Long Term	Design Specifications	End-of-trip Facilities	Pedestrian Access	Ped. Supportive Dev't	Stunting	Jay-walking	Street Crossing/Crosswalks	Establishing Parks	Inline Skates/ Skateboards
<b>Prov.</b>	Province of BC	Province of BC Motor Vehicle Act	x	✓	✓	✓	x	✓	✓	✓	✓	✓	x	x	x	x	x	x	x	x	✓	x	x
<b>Parks</b>	CRD	Parks Regulation Bylaw No. 3682. 2010	✓	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
	Sooke	Park Land Reserve Fund Bylaw No. 47 . 2001	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x
<b>Streets, Traffic and Parking</b>	Colwood	Traffic and Highways Bylaw No. 1134. 2010	x	x	x	x	✓	✓	x	x	✓	✓	x	x	x	x	✓	x	✓	✓	✓	x	✓
	Esquimalt	Parking Bylaw No. 2011. 2003	x	x	x	x	x	x	x	x	x	✓	✓	x	✓	x	x	x	x	x	x	x	x
	Oak Bay	Streets and Traffic Bylaw No. 4100. 2000	x	x	x	x	✓	x	x	x	x	x	x	x	x	✓	x	x	x	x	x	x	x
	Saanich	Streets and Traffic Regulation Bylaw No. 8382. 2002	x	x	x	x	✓	✓	x	✓	x	x	x	x	x	✓	x	x	x	✓	x	x	x
	Sidney	Off-Street Parking and Loading Bylaw No. 1661. 2001	x	x	x	x	x	x	x	x	x	✓	✓	✓	x	x	x	x	x	x	x	x	x

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			Where to Cycle	Riding Abreast	Stunting/Handlebars	Loads	Bicycle Lanes/Paths	Sidewalk /Crosswalk Riding	Position on Street	Highway/Freeway	Lights/Reflectors	Helmet	Short Term	Long Term	Design Specifications	End-of-trip Facilities	Pedestrian Access	Ped. Supportive Dev't	Stunting	Jay- walking	Street Crossing/Crosswalks	Establishing Parks	Inline Skates/ Skateboards
Zoning and Land Use	Sooke	Traffic and Highways Regulation Bylaw No. 67. 2008	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x	✓	✓	✓	x	x
	View Royal	Streets and Traffic Regulation Bylaw No. 609. 2005	x	✓	✓	✓	x	✓	✓	✓	x	x	x	x	x	x	x	x	✓	x	✓	x	x
	Central Saanich	Land Use Bylaw No. 1309. 1999	x	x	x	x	x	x	x	x	x	✓	✓	✓	x	✓	x	x	x	x	x	x	x
	Colwood	Land Use Bylaw No. 151. 1989	x	x	x	x	x	x	x	x	x	✓	✓	✓	x	✓	✓	x	x	x	✓	x	x
	Esquimalt	Zoning Bylaw No. 2050. 1992	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x
	Highlands	Zoning Bylaw No. 100. 1998	x	x	x	x	x	x	x	x	x	✓	x	x	x	✓	x	x	x	x	✓	x	x
	Langford	Zoning Bylaw No. 300 . 1999	x	x	x	x	x	x	x	x	x	✓	✓	x	x	✓	✓	x	x	✓	✓	x	x
	Metchosin	Land Use Bylaw No. 259. 2008	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	✓	x	x	x	x	x	x
	North Saanich	Zoning By-law No. 750. 1993	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x	x	x	x	x	x	x
	Oak Bay	Zoning Bylaw No. 3531. 2010	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

	Jurisdiction	Legislation	Cycling Prohibitions				Cycling Regulations						Bicycle Parking				Pedestrian				Parks	Other	
			Where to Cycle	Riding Abreast	Stunting/Handlebars	Loads	Bicycle Lanes/Paths	Sidewalk /Crosswalk Riding	Position on Street	Highway/Freeway	Lights/Reflectors	Helmet	Short Term	Long Term	Design Specifications	End-of-trip Facilities	Pedestrian Access	Ped. Supportive Dev't	Stunting	Jay- walking	Street Crossing/Crosswalks	Establishing Parks	Inline Skates/ Skateboards
Zoning and Land Use	Saanich	Zoning Bylaw No. 8200. 2003	x	x	x	x	x	x	x	x	x	x	✓	✓	x	x	✓	x	x	x	x	x	x
	Sidney	Zoning Bylaw No. 1660. 2001	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x	x	x	x	x	x
	Sooke	Zoning Bylaw No. 270. 2006	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x	x	x	✓	x	x
	Victoria	Zoning Regulation By-law No. 80-159. 1980	x	x	x	x	x	x	x	x	x	✓	✓	x	x	✓	x	x	x	x	x	x	x
	View Royal	Land Use Bylaw No. 35. 1990	x	x	x	x	x	x	x	x	x	✓	x	x	✓	✓	x	x	x	x	✓	x	x
Other	Sooke	Town Centre Revitalization Bylaw No. 408. 2010	x	x	x	x	x	x	x	x	x	x	x	x	x	x	✓	x	x	x	x	x	x

Table 2. All Municipal and Regional Policies Addressing Pedestrian Travel in Growth Centres

Jurisdiction	Source	Policy	Policy Language
Capital Regional District	Regional Growth Strategy	Metropolitan Core and Major Centre Performance Guidelines	Metro Core – Major Centres Central Area: Primary regional public transit exchange with strong express bus connections to major centres and regional points of entry. "Fare-less square" free transit service during business day. Excellent pedestrian cycling facilities.
Capital Regional District	Regional Growth Strategy	Metropolitan Core and Major Centre Performance Guidelines	Metro Core - Secondary Area: Excellent local transit connections to express routes and, excellent pedestrian cycling facilities.
Capital Regional District	Travel Choices	Enhancing Alternatives to Driving Alone	Enhancing Alternatives to Driving Alone: Walking - Strategies: <ul style="list-style-type: none"> <li>• providing a more comfortable and interesting pedestrian environment with the inclusion of amenities such as shops, benches, lighting, architectural features and landscaping.</li> <li>• providing direct, continuous and safe pedestrian routes to connect surrounding communities to local major centres.</li> </ul>
Central Saanich	OCP Bylaw No. 1600	9.2.3. Transportation Choice	Policy 14 a) Provide marked crosswalks and sidewalks or walkways in the long-term on both sides of arterial or major municipal roads within Urban Settlement areas.
Central Saanich	OCP Bylaw No. 1600	9.2.3. Transportation Choice	Policy 14 b) Sidewalks or walkways are recommended for one side of other roads within Urban Settlement areas, and on arterial routes and major municipal roads in agricultural areas of the municipality.
Colwood/Langford	OCP Bylaw No. 999/1200	20.0 Centres Guidelines; 20.10 Circulation & Access	20.10.1 For development or re-development of large sites, incorporate a pattern of small blocks and an interconnected network of streets and pedestrian and bicycle pathways to provide direct and safe connections, for pedestrians and cyclists as well as drivers, to primary local destinations and centres.
Colwood/Langford	OCP Bylaw No. 999/1200	20.0 Centres Guidelines; 20.10 Circulation & Access	20.10.3 Where possible, create blocks to be between 100 metres to 150 metres in length and should not exceed 180 metres in length. Break up large blocks into small blocks by incorporating new streets and pedestrian/cyclist pathways that connect with existing streets and pedestrian/cyclist pathways in surrounding areas. Where large blocks are unavoidable, provide publicly accessible mid-block pedestrian and bicycle pathways.
Esquimalt	OCP	4.4.2 Walking Policies	d) In Esquimalt Village, special consideration will be given to the pedestrian environment, ensuring that pedestrians, rather than motor vehicles, are given priority.
Esquimalt	OCP	2.3.2 General Commercial – Mixed Use Policies	c) The Township encourages public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.

## CAPITAL REGIONAL DISTRICT

Jurisdiction	Source	Policy	Policy Language
Esquimalt	OCP	2.3.2 General Commercial – Mixed Use Policies	<p>2.3.3.2 Esquimalt Village Policies</p> <p>e) Improvements to the Esquimalt Road frontage within Esquimalt Village should encourage pedestrian use and facilitate connections to nearby public buildings and spaces.</p> <p>f) Thornton Walk, which is aligned to magnetic north and has historic significance as one of the region’s earliest survey lines, will continue to form the major internal north/south pedestrian link and organizing axis of Esquimalt Village.</p> <p>g) It is the Township’s intention to create a clearly defined, well-landscaped, and well lit pedestrian network throughout the Esquimalt Village.</p>
Esquimalt	OCP	2.3.6 Commercial Area 4: West Bay Harbour Policies	It is strongly encouraged that this marine commercial area be oriented to pedestrians and boat traffic.
Esquimalt	OCP	4.1.2 Roads Policies	<p>c) Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users and motorists.</p> <p>g) Pedestrians’ and cyclists’ needs and neighbourhood amenities will be taken into consideration in designing road improvements. There is minimal additional cost to construct a road to “bicycle friendly” and “pedestrian friendly” standards.</p> <p>h) As the Township rebuilds or improves roads, consideration will be given to accommodating cyclists, pedestrians and motor vehicles in the interests of road safety.</p>
Esquimalt	OCP	4.4.2 Walking Policies	<p>a) The Township encourages pathways and laneways that promote safe pedestrian travel, in new private developments and in the public realm.</p> <p>b) As resources allow, the Township commits to improvements to existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer choice for people of all ages and abilities.</p> <p>e) The Township will undertake a study of pedestrian use in residential neighbourhoods to determine what improvements may be needed to encourage more walking. Ideally, residents should be able to walk safely to commercial areas within 10 minutes.</p>
Oak Bay	OCP Bylaw No #3943	Village Business and Shopping Area	17. (3) The Village is an area of considerable pedestrian activity; many people walk to and through the Village. There is a feeling of life on the street, and its compact size of two short blocks encourages walking between shops and services, along with the idea of window shopping as a recreational activity. A high value is attached to the preservation and enhancement of this pedestrian orientation.

Jurisdiction	Source	Policy	Policy Language
Saanich	OCP Bylaw 8940	4.2.9 Mobility Policies	15. Ensure the pedestrian and cycling network in “Centres” and “Villages” is designed to accommodate projected population densities and associated activities such as, sidewalk cafes, public art, street furniture, and boulevard plantings.
Sooke	OCP	4.13.1 Transportation - Policies	14. Installation of sidewalks and/or trails on a minimum of one side of all roads except in rural areas; The town centre shall have 3m wide sidewalks on both sides of all roads wherever possible.
Sooke	OCP	Permit Development Areas (Section 7.0)	This Plan contains details of pedestrian friendly design strategies consistent with the goals, policies, objectives and action items contained in this plan.
Sooke	OCP	4.4 Economic Development - Objectives	3.2.1 Sooke’s “Thriveability” - Sooke promotes its “thriveability”, safety and healthy community status through the following: To develop the town centre, providing a variety of public access routes and pedestrian networks from residential neighbourhoods to the town centre.
Sooke	OCP	4.6 Health and Quality of Life - Policies	22. Support and pursue the development of a medical and health related facility in centrally located area of Sooke (to foster pedestrian access to other town centre services).
Sooke	OCP	4.13 Transportation - Objectives	I. To promote the town centre as pedestrian friendly;
Sooke	OCP	3.1 Community Vision	Sooke has a vibrant, sustainable, well defined commercial core with pedestrian linkages, mixed land uses, higher densities and an appealing town centre character and design.
Sooke	Sustainable Development Strategy	Strategy #2 - Action Items	People-friendly streets – Change local roadway standards and procedures to promote non-motorized modes of transport. Focus these efforts in Sooke’s core.
Sooke	Transportation Plan	Pedestrian Network	Pedestrian facilities are described and proposed. Key areas for improvement are the centre city (Sooke Road, Church Road and Otter Point Road).
View Royal	OCP Bylaw No. 361	3.4.1 Transportation - Policies	16. Sidewalk construction will be required only in areas of high pedestrian traffic, such as near schools and commercial centres, and will be consistent with accepted traffic calming strategies.

Table 3. All Municipal and Regional Policies Related to Access to Transit

Jurisdiction	Source	Policy	Policy Language
Capital Regional District	TravelChoices	Enhancing Alternatives to Driving Alone: Walking - Strategies	Improving pedestrian safety using a variety of design approaches... It is also critical that direct and safe access be provided to the closest bus routes, and that sidewalk designs take into account the needs of the region's aging population, including the increasing use of motorized mobility aids.
Capital Regional District	TravelChoices	Enhancing Alternatives to Driving Alone: Transit - Strategies	Improving transit exchanges at major or strategic centres. This will facilitate connections between transit routes and enhance the transit experience. It will be necessary to ensure that the transit exchanges are bike and pedestrian-friendly.
Colwood/Langford	OCP Bylaw No. 999/1200	5.0 Our Built Environment	Policy 5.5.6 Encourage the development of pedestrian pathways in areas that do not have direct walking links to transit through the road network. Examples include pathways at the end of a cul-de-sac that connects to another street or pedestrian connections through open spaces.
Colwood/Langford	OCP Bylaw No. 999/1200	5.0 Our Built Environment	Policy 5.5.8 Higher density rezonings above the allowable density (see page 36) may be required to upgrade the local bus stop (within 200-400m walking distance) with amenities such as shelters, accessibility features or pedestrian lighting.
Esquimalt	OCP	4.2.2 Public Transit Policies	<p>a) The Township strongly supports the enhancement of the public transit system, especially bus transportation.</p> <p>c) The Township supports expanding public transit through the use of mini-bus service to areas that have a high proportion of seniors.</p> <p>d) The Township supports further discussion and study of a publicly-funded passenger ferry between West Bay and Victoria's Inner Harbour. This ferry should also provide for the opportunity to transport bicycles, child strollers and wheelchairs.</p>
Esquimalt	OCP Appendix G (2006)	The Esquimalt Pedestrian Charter	3. Improved integration of networks. Our community will strive to have a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.
Highlands	OCP Bylaw No. 282	5.4 Public Transit	28. Design should support transit opportunities, such as locating close to transit use, walkways to transit, bus shelters, bike lockers, and provision of park and ride facilities.
Saanich	OCP Bylaw 8940	4.2.9 Mobility Policies	18. Integrate transit with other modes of transportation by: ensuring safe accessible pedestrian and cycle routes between transit stops and major local and regional destinations; focusing particularly on sidewalks, corners and intersections, pick-up/drop-off points (for HandyDART and the conventional system), pathways and entrances to buildings.
Sooke	OCP	4.13.1 Transportation - Policies	3. Improve and expand public transportation service opportunities, bus shelters and cross walks in cooperation with BC Transit and CRD in Sooke and surrounding area. Utilize the Let's Get Moving,

			Capital Regional District, Transportation and Health Initiative, Final Report for Juan de Fuca Electoral Area and District of Sooke(2007) recommendations and improvements to guide improvements.
Sooke	OCP	4.13.1 Transportation - Policies	10. Promote Sooke as a pedestrian friendly community in which pedestrian facilities are established and integrated with planning for transit service;
Victoria	OCP	Section 6	Section 6: Toward an Accessible and People Friendly Community -Topic C Transit Alternative- Policies: (ii) Encourage easy pedestrian access to transit routes when approving new developments.
View Royal	OCP Bylaw No. 361	3.4.1 Transportation - Policies	14. Pedestrian access and movement shall be enhanced through the development of a system of sidewalks, multi-use trails and pedestrian paths integrated with public transit in all areas.
View Royal	OCP Bylaw No. 361	Implementation Action Short Term – 2000-2002	18. Develop a system of sidewalks, multi-use trails and pedestrian paths integrated with public transit: * Establish a 10-year sidewalk construction plan, to be reviewed annually.

Table 4. All Municipal and Regional Policies Related to Access to Parks and Trails

Jurisdiction	Source	Policy	Policy Language
CRD	Regional Parks and Trails Master Plan	Public Access/ Transportation	CRD Parks has encouraged access to and use of regional parks and trails by providing parking at trail heads and other convenient locations. The CRD Parks will advocate the use of public transportation and bicycles from communities throughout the region to regional parks and trails.
CRD	Regional Parks and Trails Master Plan	Public-access Guidelines	Encourage and help facilitate travel to regional parks and trails by foot, bicycle and horse.
Colwood/ Langford	OCP Bylaw No. 999/1200/1200	8.0 Our Multi-Modal Transportation System	Policy 8.2.3 Improve connections between the Galloping Goose Trail and Victoria Rail Trail and our community's pedestrian and cycle networks.
Esquimalt	OCP Appendix G (2006)	The Esquimalt Pedestrian Charter	3. Improved integration of networks Our community will strive to have a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.
Oak Bay	OCP Bylaw No #3943	Parks and Recreation Objectives	(5) Objective 5: Maintain and enhance public access to the waterfront
Oak Bay	OCP Bylaw No #3943	Parks and Recreation Objectives	(2) Objective 2: Improve sitting areas in public parks and along frequently used pedestrian paths.
Sidney	OCP Bylaw No. 1920	Harbour Road Marine Lands	10.2.3 To provide safe, secure, full-service and publicly accessible marine facilities to boaters and pedestrians;
Sooke	OCP	4.12 Parks and Trails - Goals	To create a strong pedestrian presence around Sooke Harbour and Basin.
Sooke	OCP	4.13 Transportation - Objectives	j. To develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the Sooke River, waterfront and highway crossings;
Sooke	OCP	4.12.1 Parks and Trails - Policies	18. Connect sidewalks to trails and strive for an uninterrupted and integrated pedestrian mobility system;
Victoria	Corporate Strategic Plan 2007-2009	Goal: Social and Cultural Development - Objective 5 - Strategies	Improve accessibility to recreational facilities and services for all citizens
Victoria	Victoria West Transportation Plan	3.1.6 William Street Greenway	The William Street Greenway concept design proposes replacing posts and chains at either end of the corridor with removable bollards, and building curb letdowns to increase accessibility for users. There are considerable opportunities for landscaping, street furniture and/or public art through the greenway, which connects Esquimalt Road and Craigflower Road.

Jurisdiction	Source	Policy	Policy Language
View Royal	Land Use Bylaw, 1990, No. 35	Definitions	"Recreational greenways" means trails that link parks and other recreational spaces, and shall include support facilities that are integral to recreational use. Recreational trails may be single or multi-use and are intended to provide safe recreational opportunities for persons of all ages and abilities. (Amendment Bylaw, 2002, No. 470),
View Royal	OCP Bylaw No. 361	Implementation Action Short Term – 2000-2002	12. Improve access, including ease of access for the infirm and disabled, to all parks, recreational facilities, public waterfront areas, viewpoints and greenways while remaining sensitive to the preservation of natural habitat.
View Royal	OCP Bylaw No. 361	3.6.2 Parks and Recreation - Policies	6. Emphasis will be placed on connecting parks and green spaces via linear parks and public walking routes. In addition, the establishment of groomed multiple-use greenway corridors connecting neighbourhoods with regional greenways systems will be supported. View Royal will support the implementation of identified regional trail corridors as approved-in-principle by the Town and undertake a more detailed Greenways study to assess linkages between parks and green space, regional trails and local neighbourhoods.
View Royal	OCP Bylaw No. 361	3.6.2 Parks and Recreation - Policies	7. The Town shall seek to improve access, including ease of access for the infirm and disabled, to all parks, recreational facilities, public waterfront areas, viewpoints and greenways while remaining sensitive to the preservation of natural habitat areas.

Table 5. All Municipal and Regional Policies Related to Accessibility

Jurisdiction Source	Policy	Policy Language
Capital Regional District	Enhancing Alternatives to Driving Alone: TravelChoices Walking - Strategies	<ul style="list-style-type: none"> <li>improving the design of pedestrian crossings to focus on “what the driver sees”. This is another area that is important because of the aging population. For every 10 years of age a driver is over the age of 25, twice the amount of light at night is required to provide the same amount of visual information. Crosswalks should be designed with special attention to improving pedestrian visibility for drivers.</li> </ul>
Capital Regional District	Integrating Land Use and Transportation - TravelChoices Strategies	<ul style="list-style-type: none"> <li>improving accessibility within the urban containment area for all priority modes. This is especially important for travel between major suburban and rural centres, as well as between downtown Victoria and the regional gateways: ferry terminals, the airport, harbours and the Malahat Highway. The public’s choice of travel mode can be influenced by providing safe access to direct and frequent express bus routes, a network of safe bicycle routes, and good inter-modal connectivity.</li> </ul>
Capital Regional District	Integrating Land Use and Transportation - TravelChoices Strategies	<ul style="list-style-type: none"> <li>improving accessibility from the major centres to the surrounding communities. Safe and attractive walking, cycling and transit facilities will help maximize use of the priority modes of travel.</li> </ul>
Capital Regional District	Integrating Land Use and Transportation - TravelChoices Strategies	<ul style="list-style-type: none"> <li>establishing consistent policies for primary corridors to ensure accessibility policies continue to support density and mixed-use developments through a balanced approach for the priority modes. These corridors need to be developed in a way that supports successful high capacity transit systems in the future.</li> </ul>
Central Saanich	OCP Bylaw No. 1600 11.5.14. Public Realm and Pedestrian Environment	Public streets, sidewalks, and open spaces should be accessible, safe, comfortable and attractive to pedestrian or resident activity.
Colwood	OCP Bylaw No. 999/1200 5.0 Our Built Environment	<p>Policy 5.4.2 Make extensive use of regulatory and non-regulatory tools to ensure that all streets in the community are designed to include public and design amenities such as:</p> <ul style="list-style-type: none"> <li>i. Street trees</li> <li>ii. Sidewalks or pedestrian trails</li> <li>iii. Street definition and enclosure defined by a strong street wall that is at a human scale</li> <li>iv. Transparent storefronts with significant fenestration</li> <li>v. Weather protection for pedestrians and furniture such as awnings and/or street trees</li> <li>vi. Street furniture such as seating areas, planters, garbage receptacles, bicycle racks and kiosk stands (for posters).</li> </ul>
Colwood	OCP Bylaw No. 999/1200 Development Permit Areas & Guidelines (Pedestrian & Non-Motorized Vehicle Environment)	19.14.6 Encourage the use of non-mountable concrete curbs with curb-cuts for wheelchairs, walkers, and strollers where appropriate.
Colwood	OCP Bylaw No. 999/1200 Development Permit Areas & Guidelines (Pedestrian & Non-	19.14.4 Incorporate bulges into the streetscape design (corner, parking scallop, bus stop) to reduce pedestrian crossings distances and provide space for landscaping, seating, and public art.

Jurisdiction Source		Policy	Policy Language
		Motorized Vehicle Environment)	
Esquimalt	OCP	4.4.2 Walking Policies	b) As resources allow, the Township commits to improvements to existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer choice for people of all ages and abilities.
Esquimalt	OCP	4.1.2 Roads Policies	c) Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users and motorists.
Esquimalt	OCP Appendix G (2006)	The Esquimalt Pedestrian Charter	5. Reduced road danger. Residents of Esquimalt have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities
Esquimalt	OCP Appendix G (2006)	The Esquimalt Pedestrian Charter	8. A culture of walking Our community has a right to up to date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.
Esquimalt	OCP Appendix G (2006)	The Esquimalt Pedestrian Charter	1. Increased inclusive mobility. People in our community have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.
Langford	OCP Bylaw No. 1200	Objective 5.4 Create liveable streets through scale, form, building orientation and character elements.	Make extensive use of regulatory and non-regulatory tools to ensure that all streets in the community are designed to include public and design amenities such as: i. Street trees ii. Sidewalks or pedestrian trails iii. Street definition and enclosure defined by a strong street wall that is at a human scale iv. Transparent storefronts with significant fenestration v. Weather protection for pedestrians and furniture such as awnings and/or street trees. vi. Street furniture such as seating areas, planters, garbage receptacles, bicycle racks and kiosk stands (for posters).
Metchosin	Bylaw No. 259	Commercial, Commercial Recreation, Industrial or Institutional Zones	(7) In a Commercial, Commercial Recreation, Industrial or Institutional Zone: (g) Pedestrian sidewalk ramps shall be provided for disabled persons giving access from off-street parking areas to the building served.
Saanich	OCP Bylaw 8940	4.2.9 Mobility Policies	6. Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network.
Sidney	OCP Bylaw No. 1920	Harbour Road Marine Lands	10.3.7 A combination of hard and soft landscaping will be used to create a safer, more lively, and publicly accessible pedestrian environment.
Sidney	Vision 2020 Strategic Plan	Sustainable Infrastructure Initiatives and Commitments	Increase accessibility and promote pedestrian travel

## CAPTIAL REGIONAL DISTRICT

Jurisdiction Source		Policy	Policy Language
Sooke	OCP	4.13.2 Transportation - Action Items	i. Create Pedestrian Network (Mobility) Master Plan or equivalent for Sooke and area, utilizing long range visioning and planning for a variety of transportation modes, including bikes, golf carts, special needs carts, skateboards, rollerblades, strollers, running and walking. The Pedestrian Network Plan shall include a section on senior's mobility and it must be linked to the budget plan and the DCC bylaw for fixing, creating and replacing infrastructure.
Sooke	OCP	5.1 Community Residential - Objectives	g. To require safe and formalized pedestrian access to services from all residential areas, including connections to amenities and commercial service areas;
Victoria	OCP	Section 7: Toward an environmentally sound community - A. General	Reduced dependence on the automobile is encouraged by advocating more human-scale development, with accessible community services and facilities within walking distance on streets that are pedestrian and cyclist friendly...They are implicit in the development of a healthy and efficient urban structure and in the concept of mixed use development with a neighbourhood clustering of services.
Victoria	OCP	Section 6: Toward an Accessible and People Friendly Community - Topic D Cycling and Pedestrian Alternatives	Objectives - (c) To enhance pedestrian access and movement, including for disabled persons (e.g., sidewalks, benches, art, safe street crossings, planters) and integrate pedestrian movement with public transit in all developments, particularly in road design.
Victoria	Pedestrian Master Plan	Accessibility Standards	Formally adopt the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a minimum standard for accessibility, pending development of either augmented standards specific to the City of Victoria, or Provincial, or National accessibility standards.
Victoria	Pedestrian Master Plan	Curb Extensions	Consider curb extensions at the time of development approvals, particularly for new developments that may generate a greater number of street crossings.
Victoria	Pedestrian Master Plan	Refuge Medians	Adopt official design guidelines for centre / refuge medians to ensure that they incorporate both safety and accessibility features.
View Royal	OCP Bylaw No. 361	3.4.1 Transportation - Objectives	7. To provide access for disabled persons to all transportation modes, including sidewalks and public transit.
View Royal	OCP Bylaw No. 361	3.4.1 Transportation - Policies	15. A 10-year sidewalk construction plan should be established and reviewed annually. The annual Public Works maintenance plan should include sidewalk maintenance. All sidewalks shall be accessible for the disabled (wheelchairs and handi-carts).