

2025

Transportation Projects

COMPLETION REPORT



INTRODUCTION

This year's transportation projects are the result of careful planning and ongoing conversations with residents, Council, and the priorities set out in Saanich's main guiding plans. Each project connects directly to the goals found in the Active Transportation Plan, the Official Community Plan, the Road Safety Action Plan, the Climate Action Plan, and our broader work on sustainability. Whether the focus is on safer routes to school or closing gaps for people walking, biking, and taking transit, these improvements fit into a larger vision for Saanich.

The projects featured here connect people to where they live, work, and play by filling key gaps in the transportation network like connecting bike lanes, improving crossings and sidewalks, calming traffic, and enhancing transit access. Whether it's someone biking to work, catching the bus, driving safely through their neighbourhood, or walking to nearby shops, these projects aim to make all modes of travel more reliable.

We're committed to designing Saanich streets that strike a balance and truly work for everyone. This means creating infrastructure that supports walking, cycling, transit, and driving, with each mode having a fair and safe place. The projects completed this year reflect our commitment to building a community where people have real transportation options and can move comfortably and reliably throughout Saanich.



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ALBINA-MADDOCK-ORILLIA ROAD IMPROVEMENTS

Project background

The area around Tillicum Elementary School had outdated infrastructure that no longer met the needs of its growing community. Albina Street, Maddock Avenue, and Orillia Street featured narrow sidewalks, ageing storm drains, and limited safe crossings, challenging safe and comfortable movement for families. Concerns about stormwater runoff and climate impacts called for smarter, greener solutions. Residents sought streets that were safe, connected, and neighbourhood-friendly, with ample trees and green spaces to soften the urban environment. This project transformed the area to support walking, biking, and community life while enhancing environmental resilience.

Project details

Scope: replaced and extended storm drains on Orillia Street and Maddock Avenue; installed new sidewalks and crosswalks on Albina, Maddock, and Orillia streets; integrated rain gardens and boulevard trees; and implemented traffic calming features. All work aligned with Tillicum Elementary Safe Routes to School Plan, Saanich's Active Transportation Plan, Road Safety Action Plan, Urban Forest Strategy, and Climate Plan.

Timeline: design concluded early 2024; construction ran from January 2025 - 2026, with paving completed and roads reopened by November 2025. Landscaping continued through late 2025. Project completed on January 16, 2026.

Budget: \$3,130,000 funding by Saanich, \$151,856 from UBCM Grant, \$500,000 from BC Active Transportation Grant

Project Manager: Ashley Locke

Community benefits and improvements

- New sidewalks and crosswalks create safer pedestrian routes, especially for Tillicum Elementary students and families.
- Stormwater upgrades, including rain gardens, improve water quality, reduce runoff, and support biodiversity.
- Street trees and green infrastructure mitigate urban heat and enhance neighbourhood aesthetics.
- Traffic calming and better crossings address safety concerns raised through the Safe Routes to School program.
- Expanded active transportation options support more accessible, walkable, and bike-friendly streets.
- Collaboration between Engineering, Sustainability, and Parks ensured a climate-focused, equitable approach.

Key partners and contributors

- Saanich Parks, and Sustainability departments
- Alterra Construction Ltd.: construction contractor
- McElhanney Engineering: consulting Engineers
- MDI Landscape Architects: landscaping and rain garden design
- Safe Routes to School Program: safety consultation and community input
- Local residents and Tillicum Elementary School community: feedback and support throughout construction

BRAEFOOT NEIGHBOURHOOD BIKEWAY PROJECT

Project background

Braefoot Road provides a key connection between Cedar Hill Cross Road and McKenzie Avenue, linking residents to safe cycling routes. Recognized as ideal for a Neighbourhood Bikeway, the project aimed to encourage cycling for all ages and abilities by reducing vehicle speeds, calming traffic, and improving parking and sightlines. This aligns with Saanich's goal of creating a connected, low-stress bike network.



Project details

Scope: installed Neighbourhood Bikeway infrastructure on Braefoot Road, including five speed humps, revised parking restrictions near parks, schools, and intersections to improve visibility and vehicle maneuverability, removal of the yellow centerline to allow parking on both sides, pavement markings and signage designating the bikeway, and implementation of a 30 km/h speed limit.

Timeline: construction began in May 2025 and was completed in June 2025

Budget: \$50,000, funded by the District of Saanich.

Project Manager: Jaclin Trstenjak

Community benefits and improvements

- Traffic calming features and a 30 km/h speed limit create a safer, calmer environment for cyclists and pedestrians.
- Updated parking regulations improve visibility and ease navigation for emergency and service vehicles.
- Clear pavement markings and signage enhance awareness of the bikeway, encouraging active transportation.
- The bikeway connects upgraded lanes on McKenzie Avenue with forthcoming improvements on Cedar Hill Cross Road, enhancing network cohesion.
- Supports Saanich's Active Transportation Plan and Official Community Plan goals by promoting low-stress, accessible cycling routes for residents of all ages and skill levels.
- Promotes climate-friendly travel by encouraging cycling as a practical neighbourhood option.

Key partners and contributors

- Local residents and community partners: engagement and feedback shaping parking and calming measures
- Emergency services and waste management providers: coordination on parking and access needs



DURRANCE ROAD BRIDGE REPLACEMENT

Project background

The timber frame bridge over Tod Creek at Durrance Road had reached the end of its service life, posing risks to the 22 rural properties accessed via Wallace Drive. A temporary bridge installed in 2021 maintained access, but the community needed a long-term, safe, and modern replacement. The new bridge aims to improve traffic flow and pedestrian safety while respecting the natural creek environment and minimizing construction impacts.



Project details

Scope: designed and constructed a two-lane, approximately 8.5m wide by 16m long precast concrete bridge with steel pile foundations, including a pedestrian walkway. Removed the old bridge, tied new asphalt to existing roads, protected the creek environment, and restored the riparian habitat. Maintained traffic through a temporary detour bridge during construction.

Timeline: construction began late May 2025, with the new bridge deck completed in December 2025.

Budget: \$1.8 million, funded by the District of Saanich.

Project Manager: Ashley Locke

Community benefits and improvements

- Two-lane bridge supports safer, reliable access to Durrance Road properties.
- Pedestrian walkway enhances foot traffic safety and accessibility.
- Removal of old creosote treated timber frame bridge and contaminated soils in and adjacent to the creek.
- Longer clear span design improves creek flow and reduces ecological disruption.
- Construction phased to keep vehicle and pedestrian access open throughout, minimizing inconvenience.
- Environmental restoration post-construction supports riparian habitat recovery and water quality.
- Communications and coordination with residents and community partners ensure transparency and minimized impacts.

Key partners and contributors

- Knappett Projects: construction contractor
- Corvidae Environmental Consulting Ltd: environmental monitoring and restoration
- Herold Engineering: structural and civil design
- Thurber Engineering: geotechnical consultants and testing
- EDI Environmental Dynamics: environmental consultant
- Northwest Hydraulic Consultants Ltd: hydrotechnical consultant
- Millennia Research Limited: archaeology consultant
- BC Hydro: utility coordination during construction
- Prospect Lake Community Association and residents: valuable input and patience during construction



FELTHAM ROAD SIDEWALK EXTENSION

Project background

The District of Saanich improved infrastructure along the north side of Feltham Road between Shelbourne Street and Cedar Hill Road. This project closed a sidewalk gap by installing a new 2-metre wide concrete sidewalk connecting the existing sidewalks at Feltham Place and Shelbourne Street.

Project details

Scope: removed the existing asphalt sidewalk and installed a continuous 2-metre wide concrete sidewalk connecting Shelbourne Street with Cedar Hill Road.

Timeline: construction began in August 2025 and was completed in October 2025.

Budget: \$270,000, funded by the District of Saanich.

Project Manager: Graeme Galloway/Ben Lv



Community benefits and improvements

- Provides a safe, continuous sidewalk connection that enhances pedestrian mobility.
- Improves safety and accessibility for residents and the community.
- Durable concrete construction ensures long-term reliability.

GRANGE ROAD UPGRADES

Project background

Grange Road connects key neighbourhoods with three schools, and the Galloping Goose Trail, seeing about 2,200 vehicles daily. Residents raised concerns about speeding, narrow and outdated sidewalks, and unsafe crossings—issues especially pressing for students and families walking or biking. The community strongly valued tree preservation and rural character, requiring careful planning and extensive engagement.

Project details

Scope: installed a 2.15m wide concrete sidewalk, protected two-way bike lanes (Regional Trail to Burnside), traffic calming (raised crosswalks, speed tables), all-new intersection crossings, and a 30km/h speed limit. The road was narrowed to calm traffic while preserving green spaces.

Timeline: design and community input completed 2023, construction began in August 2024 and was completed in October 2025.

Budget: \$3.05 million, funded by the District of Saanich and the Capital Regional District.

Project Manager: Graeme Galloway

Community benefits and improvements

- Raised crosswalks, narrowed lanes, and a 30 km/hr limit address years of speeding complaints, especially crucial near schools and for daily walkers.
- The 2.15m-width sidewalk meets current accessibility standards, making it safer and more inviting for parents with strollers, kids, and mobility aids.
- The new two-way bike lanes connecting the Galloping Goose Trail to Burnside Road West align with Saanich's AAA (All Ages and Abilities) network vision
- Intensive coordination and planning preserved all mature trees along the corridor, helping to maintain the unique rural character that residents cherish.
- Shorter, safer pedestrian crossings at Burnside and Interurban, with new flashers and pavement markings.
- Of 123 feedback forms at the 2023 open house, 88% agreed improvements were needed, with over 60% favouring a sidewalk-focused design.
- Supports goals in climate action, accessibility, and Safe Routes to School.



Key partners and contributors

- Capital Regional District (CRD): Funding partner (cash-in-lieu from regional infrastructure)
- Saanich Parks: tree protection strategies
- Consulting arborists & geotechnical engineers: specialized guidance to ensure tree health and project durability
- Local community associations and schools: input, engaged public dialogue, and feedback shaping the final design





LOCHSIDE DRIVE TRAFFIC CALMING UPGRADES

Project background

Lochside Drive between Cordova Bay Road and Claremont Avenue is a well-used corridor for vehicles, pedestrians, and cyclists. While several traffic calming measures, including speed humps and raised crosswalks, existed north of Abbey Road, the remainder of this stretch lacked adequate traffic calming infrastructure. This inconsistent distribution allowed vehicle speeds to remain higher than desired in certain areas, reducing safety and comfort for active road users. Following the removal of stop signs at the Walema Avenue intersection to support trail efficiency and safety, the District moved forward with additional traffic calming upgrades to better manage vehicle speeds and enhance the corridor's suitability for people of all ages and abilities.

Project details

Scope: added speed humps spaced approximately 80–150 metres apart, with new bicycle pavement markings promoting safer cycling. Construction proceeded southward from Cordova Bay Road, maintaining driveway and emergency vehicle access with managed detours. Existing north-of-Abbey Road speed humps and raised crosswalks remained unchanged.

Timeline: construction began in September 2025 and was completed in October 2025.

Budget: \$36,000, funded by the District of Saanich

Project Manager: Jaclin Trstenjak

Key partners and contributors

- Cordova Bay Association for Community Affairs (CBACA) and local residents through survey engagement
- Emergency services maintaining smooth access during construction



Community benefits and improvements

- Improved traffic calming with additional speed humps spaced to effectively reduce vehicle speeds and create a safer, calmer street.
- New bicycle pavement markings improved cycling conditions, promoting active transportation.
- Supports Vision Zero goals by addressing speed and improving survival odds for vulnerable road users.
- Public surveys involving over 150 residents shaped project priorities.

MANN AVENUE PROTECTED BIKE LANES

Project background

Mann Avenue is a key east-west route for cyclists, connecting several existing facilities such as bike lanes on Wilkinson Road and Glanford Avenue, the Glendale Trail to Layritz Park and Camosun College, and the Colquitz River Trail. Identified in Saanich's 2024 Active Transportation Plan as a priority for protected All Ages and Abilities (AAA) cycling infrastructure, this project added new protected bike lanes to close a gap in the cycling network and support the long-term vision for Saanich's bicycle network. The goal was to create a safer, more balanced transportation system that serves everyone.

Project details

Scope: re-laned Mann Avenue (Wilkinson Road to Glanford Avenue) to two vehicle lanes flanked by protected bike lanes separated by concrete curbs. Improvements included raised crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) and improved crosswalk accessibility with Tactile Walking Surface Indicators (TWSIs), enhanced visibility, better lighting, and upgraded traffic signals to accommodate the new bike lanes and bike boxes on Glanford at Wilkinson.

Timeline: construction began in September 2024 and was completed in August 2025.

Budget: \$450,000, funded by the District of Saanich.

Project Manager: Cynthia Williams

Community benefits and improvements

- Protected bike lanes provide physical separation from vehicles, improving safety and comfort for cyclists of all ages and skill levels along a busy collector road.
- Raised crosswalks and RRFBs at key crossings increase pedestrian and cyclist visibility and encourage slower traffic speeds.
- Pavement milling and resurfacing enhance the ride quality for all road users.
- Improved connectivity to major destination points and existing bike networks promotes active transportation use.
- Coordination with Saanich Fire, Solid Waste, and BC Transit ensures the design accommodates emergency and service vehicles without compromising safety.

Key partners and contributors

- Saanich Engineering - Public Works, and Fire Departments
- BC Transit and Solid Waste Services: input on operational compatibility
- Local residents, cyclists, pedestrians, and the Royal Oak Community Association: for engagement and feedback





SEATON-REGINA SIDEWALK PROJECT

Project background

Seaton Street and Regina Avenue serve as important residential streets connecting neighborhoods, parks, and schools, including Hampton Park and Tillicum Elementary. These corridors lacked consistent pedestrian infrastructure and safe cycling connections. Sidewalks varied in condition, and many lacked proper curbs or separation from traffic. The project responds to these needs by upgrading sidewalks and roadways to current standards, improving safety and accessibility for pedestrians and cyclists, and supporting active transportation networks that link to regional trails.

Project details

Scope: installed approximately 1.2 km of new separated sidewalks with concrete curbs and gutters on Seaton Street and Regina Avenue over three phases. Upgrades included curb return improvements; stormwater catch basin replacements; traffic calming measures such as a small roundabout; cycling connectivity improvements near Hampton Park; and pedestrian signal enhancements. Boulevard tree plantings and stormwater management features complemented the infrastructure work.

Timeline: Phase 1 (Burnside Rd West to Hampton Rd) and Phase 2 (Hampton Rd to Regina Ave) completed by early 2025. Phase 3 (Regina Ave from Seaton St to Tillicum Rd) commenced construction in March 2025; project completed in June 2025.

Project Budget: \$3,400,000, funded by the District of Saanich.

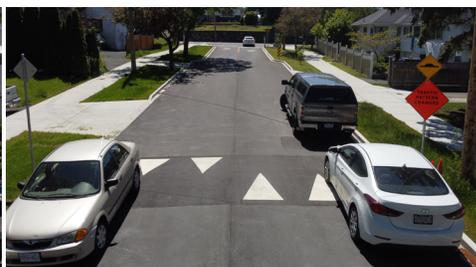
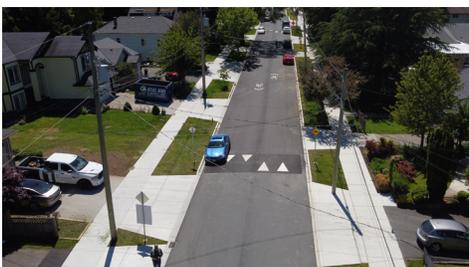
Project Manager: Graeme Galloway

Community benefits & improvements

- Broader sidewalks create safer, more accessible pedestrian corridors for families and commuters.
- Improved cycling infrastructure enhances connectivity to the Galloping Goose Trail and higher-order bike routes.
- Traffic calming features, including a new roundabout, reduce vehicle speeds and improve neighbourhood safety.
- Stormwater infrastructure renewals protect road integrity and help manage runoff sustainably.
- Enhanced streetscape with tree plantings and boulevard improvements boosts neighbourhood character.
- Driveway and park access maintained with minimal disruption throughout construction.
- Supports Official Community Plan goals for walkability, connectivity, and safe routes to school.

Key partners and contributors

- Saanich Parks
- Local residents and community groups: engagement and adaptable cooperation during phased construction
- Cycling groups and safety advocates: input on active transportation elements



SINCLAIR ROAD UPGRADES

Project background

Sinclair Road is a busy gateway corridor into Cadboro Bay Village, serving roughly 6,500 vehicles daily, including transit and delivery trucks. The road connects key destinations like the University of Victoria, Frank Hobbs Elementary, and local businesses, but narrow lanes, challenging topography, and aging underground utilities have made it less safe and accessible than desired. This project transformed Sinclair Road by installing protected cycling facilities, separated sidewalks, upgraded crossings, and replacing critical underground infrastructure to create a safer, more welcoming route for all users.

Project details

Scope: replaced 1,100 metres of watermain, 500 metres of storm drain, and 300 metres of sanitary sewer. Installed separated sidewalks and protected cycling lanes on both sides of the road. Added three pedestrian-activated rapid flashing beacon crossings with tactile walking indicators for accessibility. Constructed a mini roundabout at the intersection of Sinclair Road and Cadboro Bay Road to reduce vehicle speeds while maintaining smooth traffic flow, including larger vehicles. Included landscaping, street lighting upgrades, speed reductions, utility relocations (Fortis, Hydro, Telus), and bus stop relocations to improve transit efficiency.

Timeline: construction began in May 2024 and was completed in January 2026.

Project Budget: \$18,100,000, funded by the District of Saanich, a grant from ICBC (\$103,900) and a grant from BC Active Transportation (\$500,000).

Project Manager: Nathan Robertson/Lexi Ramsay

Community benefits & improvements

- Protected bike lanes and widened sidewalks promote active transportation and accessibility for all ages.
- New pedestrian crossings with rapid flashing beacons improve safety, especially near schools and community hubs.
- The mini roundabout calms traffic and reduces delays, supporting smoother movement for drivers, transit, and emergency vehicles.
- Replacement of aging water, sewer, and storm infrastructure reduces maintenance disruptions and ensures reliable services.
- Streetscape enhancements with landscaping and lighting create a pleasant environment.
- Transit improvements promote better service and ridership through relocated stops and route adjustments.
- Construction teams minimized disruptions by maintaining local access and business operations during this lengthy but essential project.

Key partners and contributors

- BC Transit for transit service coordination
- Utility providers Fortis, Hydro, Telus for relocations
- Local residents, businesses, and schools for engagement and patience





TRENT STREET PARKING LOT UPGRADE

Project background

The District of Saanich completed pavement rehabilitation on the parking lot at 2368 Trent Street, located within the District’s right-of-way. The existing asphalt was removed and replaced to improve drainage and extend the life of the parking lot surface. The project also enhanced the adjacent multi-use pathway and updated signage to support safe active transportation near the Bowker Creek pedestrian bridge.

Project details

Scope: removed and replaced asphalt pavement with improved grading for drainage, widened adjacent multi-use pathway from 1.5 to 3 metres, installed No Parking and Dismount and Walk signage near the pedestrian bridge, and established a Statutory Right-of-Way along Bowker Creek’s north side. Restored all parking lot line painting.

Timeline: construction began in August 2025 and was completed after two weeks.

Budget: \$89,603, funded by the District of Saanich

Project Manager: Eric Groeneveld

Key partners and contributors

- Saanich Engineering - Public Works
- St. Patrick’s Elementary School
- Adjacent business owners and local residents



Community benefits and improvements

- Improved parking lot surface and drainage enhance usability and longevity.
- Widened multi-use pathway supports safer pedestrian and cyclist movements.
- New signage promotes safety near a key pedestrian crossing.
- Statutory Right-of-Way established to protect public access and corridor management.

TRAFFIC CALMING POLICY ADOPTION

Project background

On August 18, 2025, Saanich Council adopted the Traffic Calming Policy, establishing a consistent and transparent framework to prioritize and implement traffic calming projects in Saanich. The policy was developed through a process that considered feedback received by the district over the past decades. Community workshops, advisory committee consultations, a public survey and pop-up events took place to collect input on the draft policy and suggestions were incorporated into the final version. This policy supports Saanich's Vision Zero commitment to eliminate traffic fatalities and serious injuries, enhancing safety and livability for residents and visitors alike.

Traffic Calming overview

Traffic calming uses physical design changes, education, and sometimes enforcement to encourage safety and discourage undesirable driver behaviour. Common traffic calming tools include speed humps, curb extensions, chicanes, and traffic circles. The district uses traffic calming to:

- Improve liveability in neighbourhoods
- Increase active transportation
- Improve safety and the perception of safety for people travelling by all modes
- Align driver behaviour with surrounding land uses
- Plan and implement fiscally prudent infrastructure

Policy summary

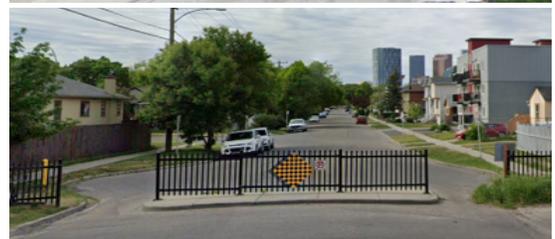
The policy defines two categories of traffic calming projects:

1. Residential Roads and Neighbourhood Bikeways — Traffic calming on a single local street inside the Urban Containment Boundary or on a road to be designed as a neighbourhood bikeway.
2. Special Project Areas — more complex or those that involve a larger scale projects spanning multiple streets including major, collector roads, or projects located outside the Urban Containment Boundary

Projects will be prioritized based on criteria such as vehicle speeds, vehicle volumes, vulnerable user volumes, collision data, proximity to sensitive land uses, lack of existing infrastructure, and opportunities to coordinate with other projects.

The Traffic Calming Policy is a key step forward in creating safer, more comfortable neighbourhood streets that encourage active transportation and enhance overall quality of life. It embodies Saanich's vision for roads that protect and serve all users equitably.

Project Manager: Kathleen Gallagher





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