



"No one can find what will work for our cities by looking at ... suburban garden cities, manipulating scale models, or inventing dream cities. You've got to get out and walk."

- 'Downtown is for People', 1957

Jane Jacobs

Creating a Walkable Shelbourne Community

*Shelbourne Valley Walkability Group Report
for the District of Saanich, Shelbourne Corridor Action Plan*

Shelbourne Valley
Walkability *'Sharing
Shelbourne'*



May 12th, 2011

Saanich, British Columbia, Canada

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Table of Contents

Acknowledgements.....	iv
Introduction.....	1
Context.....	3
Definition.....	3
Walkability Group Community Engagement in the Shelbourne Valley.....	4
Assessment Walks.....	4
Consultations and Presentations to Educational Institutions.....	5
Issues for Pedestrians in the Shelbourne Valley.....	5
Walkability Assessments Definition of Terms and Methods.....	6
Pedestrians.....	6
Sidewalk Designs And Standards.....	8
Pedestrian Level Of Service.....	9
Walkability Assessments - Methods.....	10
Photographic Assessments of Walkability by Area.....	11
Shelbourne from Feltham to McKenzie.....	11
Shelbourne from McKenzie to Cedar Hill X Road.....	12
Cedar Hill X Road from Cedar Hill Road to Shelbourne.....	16
Cedar Hill X Road from Shelbourne to Iona.....	18
Cedar Hill Road from Feltham to McKenzie.....	19
Cedar Hill Road from McKenzie to Cedar Hill X Road.....	21
Cedar Hill Road from Cedar Hill X Road to North Dairy.....	22
Richmond Road from Cedar Hill X Road to North Dairy.....	24
Saanich Pedestrian Priorities Implementation Plan.....	30
Planning to Improve Walkability.....	32
Conclusions.....	32
Recommendations.....	33
Appendix I – Walkability Checklist for Assessments:.....	34
Appendix II – Public Responses and Comments from the SCAP Open House,.....	38
Jan. 27th, 2011, and the Dan Burden video Presentation, November 18, 2010.....	38
Appendix III – Innovative Urban Planning Concepts: Road Diet.....	40
Arguments For and Against Road Diets.....	40
Appendix IV – Innovative Urban Planning Concepts: Complete Streets.....	41
Appendix V – Example of Research into Urban Design Qualities Related to Walkability.....	42
Appendix VI – Shelbourne Valley Field Work Geography 100 – Camosun College.....	43
Research: by Megan Waring.....	43
Appendix VII – Consultation Reports.....	46
References.....	53

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The inspiration to gather the data and prepare this report came by the example shown by the Greater Victoria Cycling Coalition Report to the Shelbourne Corridor Action Plan (SCAP) Stakeholders Committee in May 2010; mapping the existing cycling routes, the challenges to cycling and recommended solutions.

We thank the staff and residents of the seniors' residences: Berwick House, Dawson Heights, Luther Court, and Highgate Lodge, for their participation in the walkability presentation and consultations, and for their valuable input and insights; the Doncaster Elementary School Parent Advisory Committee, and the students of Dr. Lisa Kadonaga at University of Victoria and Camosun College who are applying their research skills to walkability assessments.

The Shelbourne Valley Walkability Group

Ray Travers, a Gordon Head area walker, and private forestry consultant, started the Walkability initiative, and provides the organization and coordination for the group. Ray drafted the initial outline and helped bring together the content of the report.

Soren Henrich, a Bowker Creek Initiative Steering Committee member, and past director of the North Jubilee Neighbourhood Association, brings his background in community engagement through environmental education, art, and graphic design skills to the group. Soren played a key role in organizing and displaying the report's content.

Jean Newton, a Shelbourne Valley resident and daily walker, is a social worker with a background in mental health, journalism and community activism. Tom Newton has a background in mental health services including program development for the seriously mentally ill, development of supportive housing and community activism. Jean and Tom have undertaken community consultations, completed walkability assessments, and provided many of the photographs included in this report.

Mei Ang, a Cedar Hill area resident and an advocate for a more livable community in the Shelbourne Valley, brings ecological research, organization, writing, and community engagement with seniors and students in the Shelbourne Valley.

Andrea Gleichauf, a Bowker Creek Initiative Steering Committee member, and Camosun Community Association Director-at-large, is an advocate for watershed restoration and Bowker Creek as a form-making feature of the Shelbourne Valley brings community engagement through ecological education and arts events, is organizing a Jane's Walk in May.

Pamela Williams, a Mount Tolmie area resident, brings her research, organization, historical perspective, and mapping skills to the group.

We all share a passion for walkability and its capacity to help make the Shelbourne Valley more livable.



Introduction

The Shelbourne Valley Walkability Group was formed in September 2010. We are citizen volunteers associated with the SCAP Stakeholders Committee of the District of Saanich.

This report is the result of community educational outreach, on-the-ground research, and consultation over a period of six months to community associations, schools, University of Victoria, Camosun College, seniors residences, at the January 27, 2011 SCAP Open House, and from eye-witness accounts and photos from walking assessments in the Shelbourne Valley neighbourhoods.

The purpose of this report is to provide walkability input to the SCAP, so our observations (photos and assessments) and recommendations are available to inform the consultants, District of Saanich staff, and others who live in the Shelbourne Valley.

“Our vision is to be an advocate, through education and community engagement, for walkable streets and neighbourhoods in the Shelbourne Valley.”

There is still much more good work to do by dedicated volunteers in engaging the community. This report covers only a portion of the geographic area in the Shelbourne Valley, and some of the qualities important to a high standard of walkability. More information can be gleaned from everyone who lives, works and plays in the valley; from seniors who remember prior conditions and histories; from children, teenagers, students, and families; from those who walk and the small minority who don't or can't. We sense broad public support for improved walkability.

Factors that affect the quality of the walking experience include time of day and season; daily traffic flow patterns including peak hours; and the legacy of urban sprawl since the end of World War Two.



Tom Newton photographing the pedestrian entrance to Home Depot from Cedar Hill Road on October 20th, 2010; 'Gordon Head Jane's Walk' test.



Shelbourne Valley Walkability Group on the multi-use path at Lambrick Park on October 20th, 2010; 'Gordon Head Jane's Walk' test.

We welcome ongoing walkability research, and the involvement of adjacent neighbourhoods, municipalities and neighbourhoods. Our goal is to transform the Shelbourne Valley into a walkable community in harmony with other modes of transportation with benefits for everyone.

Our mission is to transform the Shelbourne Valley into a walkable community in harmony with other modes of transportation including bicycles, buses, rapid transit, scooters, strollers and vehicles.

To accomplish our mission, we will:

- Conduct walkability assessments;
- Identify walkability issues, problems and propose solutions;
- Support the development of walkability assessment tools that include both quantitative and qualitative criteria to more effectively characterize the walking experience;
- Build alliances with other community organizations with a similar vision and mission;
- Conduct walkability consultations with community groups seeking their input and support on solving walkability problems and proposing solutions;
- Engage the community in dialogue on the qualities, values and benefits of walking in the Shelbourne Valley;
- Fully recognize the contribution of walking as a significant part of our Saanich quality of life and people of all ages. Everyone walks.
- Encourage transportation planners to elevate the importance of walkability so it has equal status with other modes of transportation;
- Encourage policy makers to fully recognize the economic value of walking so its full economic benefits are accurately recognized in transportation priorities, plans and budgets;
- Promote objective criteria in improve the allocation of funds for investments in walkability infrastructure (e.g. sidewalks) to locations with the greatest need and incremental benefit.
- Promote traffic management concepts that improve walkability while reducing traffic speed and keeping traffic moving, such as traffic circles, road diets, and complete streets;
- Favour urban renewal policies that support increased population density along major roads, mixed land use, and increased connectivity of urban neighbourhoods;
- Favour land use and traffic management practices that reduce the carbon footprint;
- Favour technological innovations that encourage walking while reducing dependence on the automobile, especially where goods and services are accessible and convenient;
- Integrate planning for improved walkability with restoration of natural habitats in the Shelbourne Valley's ecosystem.



A wide boulevard and trees along Cedar Hill Road near Canadian Tire, provide a safe buffer between road traffic and the walkway. Pedestrians feel safer. The walk is more pleasant.

Context

The SCAP Stakeholders Committee recognizes the Shelbourne Corridor (as it is known to traffic engineers) is part of a watershed known as the Shelbourne Valley. Prior to European colonization, this watershed was a local food source for First Peoples. Early settlers farmed the land, drained wetlands, and accelerated the flow of water into Bowker Creek. After World Two, most farms became residential subdivisions, shopping malls, parking lots, churches, schools, and parks. Roads were paved and most of the creek buried in underground pipes. Sidewalks were often secondary to roads required by the automobile that now dominated this pattern of urban development. Much of this can change for the better, if we choose.

Definition

Walkability is a “measure of how friendly an area is to walking.”

Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian right-of-ways, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important concept in sustainable urban design.

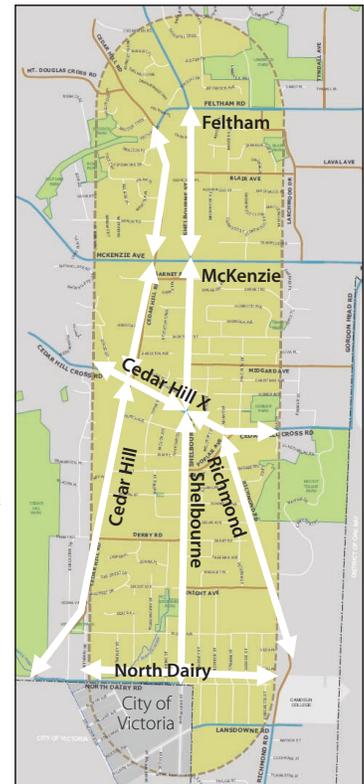
See Appendix I, Walkability Checklist for Assessments

Walkability is: “The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area.”

Dan Burden (www.walkable.org) states:

A walkable community is designed for people, to human scale, emphasizing people over cars, promoting safe, secure, balanced, mixed, vibrant, successful, healthful, enjoyable and comfortable walking, bicycling and human association. It is a community that returns rights to people, looks out especially for children, seniors and people with disabilities and takes aggressive action to reduce the negative impacts of sixty-plus years of auto-centric design and uncivil driving practices. It is also a community that emphasizes economic recovery of central neighborhoods, promotes the concepts of recovering and transforming suburban sprawl into meaningful villages, and especially takes ownership and action to protect and preserving open space.

A walkable community, like a livable community, smart growth community, or sustainable community, makes a neighborhood, hamlet, village, town, city or metropolis into a place where many people walk, ride bicycles and use transit, and where anyone who drives a car moderates



The Shelbourne Corridor walkability study area is in the Shelbourne Valley

their behavior in a way where they take nothing from the rights of those who wish to stay healthy and active by taking part in activities outside the car.

A walkable community is one that is old, historic, well worn, restored sensibly and worthy of protection. A walkable community is one that is compact, new, fresh, invigorating and teeming with people enjoying their streets, parks, plazas, buildings and other physical space.

See the Appendix IV for Dan Burden's *Walkability Performance Indicators*.

Walkability Group Community Engagement in the Shelbourne Valley *Community Consultations and Presentations:*

- Two viewings of Dan Burden's "Active in Action: New Principles for a Sustainable World", that Dan Burden initially presented at Simon Fraser University (April 21, 2010). The first showing of this video was at Saanich Municipal Hall on August 11, 2010, and the second on November 18, 2010 at the Gordon Head Recreation Centre.
- Community engagement at the SCAP Open House at St. Aidan's Church Hall; January 27, 2011
- Quadra Cedar Hill Community Association, January 25, 2011
- Camosun Community Association Directors' Meeting, March 10th, 2011
- District of Saanich Bicycle Pedestrian Safety Advisory Committee Walkability Presentation, February 17, 2011



Absence of dedicated pedestrian walkways into shopping plazas, and dangerous walking conditions in parking lots present safety concerns for pedestrians.

Seniors' residences:

- Highgate Lodge
- Dawson Heights
- Luther Court
- Berwick House

Assessment Walks

- Cedar Hill X Road/Shelbourne/Cedar Hill area with Saanich staff, members of the Walkability Group, and 25 seniors from Luther Court, Highgate Lodge, and Dawson Heights, on April 14, and the Cedar Hill Road area with Jim Hemstock, parents from Doncaster School and members of the Walkability Group, on April 18th, 2011.



For pedestrian safety and convenience, crosswalks need to be located where people want to cross the street.

Jane's Walks

The Shelbourne Valley Walkability Group will host three Jane's Walks on May 7, 2011, (north to south) starting and ending at:

- Gordon Head Recreation Centre
- Cedar Hill Cross Road and Shelbourne
- McRae and Shelbourne

Consultations and Presentations to Educational Institutions and Community Associations

- Doncaster Elementary, Doncaster School Parent Advisory Committee (DPAC), March 3, 2011
- University of Victoria, Geography Class (SSM A102), March 11, 2011
- Camosun College, Walkability Presentation, March 16, 2011
- Cedar Hill Middle School Parent Advisory Council (CHILLPAC) April 11th, 2011
- Camosun Community Association, Walkability Presentation, March 10, 2011
- Quadra/Cedar Hill Community Association, Walkability Presentation, January 28, 2011



Walking conditions on sidewalks are hazardous when pavement is broken, littered and uneven, as is the case on most sidewalks in the Shelbourne Corridor.

Issues for Pedestrians in the Shelbourne Valley

- Most sidewalks in the Shelbourne Valley are too narrow for two people walking in opposite directions to comfortably pass one another. This is especially a problem for those riding on motorized scooters or pushing baby carriages. On Cedar Hill Road and Richmond Road, there are long stretches where there are no sidewalks on either side of the street.
- Sidewalks immediately adjacent to the street offer pedestrians no separation from traffic.
- Walking conditions on sidewalks are hazardous when pavement is broken, littered and uneven, and common on most sidewalks in the Shelbourne Valley.
- Sidewalks blocked by utility poles, trees, garbage receptacles and other obstructions impede walking.
- Pedestrian traffic is blocked when buses are loading, and when bus passengers are waiting on the sidewalks. This occurs at most bus stops on Shelbourne Street.

- Walking is less pleasant with few parks and public spaces where people can sit down, talk with friends and enjoy nature.
- For pedestrian safety and convenience, more crosswalks are needed where people frequently cross Shelbourne street. Jaywalking is common.
- At intersections, rounded corners on sidewalks and limited space force pedestrians to stand dangerously close to traffic.
- Speed of traffic on major streets in the Shelbourne Valley is a major disincentive to walkability because pedestrians feel unsafe and vulnerable to a motorist losing control of their vehicle. Pedestrians also quote noise and traffic fumes as barriers to walking on busy streets
- Absence of dedicated pedestrian walkways into shopping plazas, and dangerous walking conditions in parking lots present pedestrian safety concerns.

Walkability Assessments Definition of Terms and Methods

Pedestrians

Major references used in this section are “Designing Sidewalks and Trails For Access, Part 1 and Part 2 ” by the U.S. Department of Transportation Federal Highway Administration (1999, 2001) and “Sidewalk design, construction, and maintenance” by the Federation of Canadian Municipalities and National Research Council (2004).

Pedestrians are defined here as people who travel on foot or who travel with the aid of mobility devices such as wheelchairs, scooters and baby strollers. Rollerskaters and skateboarders are considered by some to be pedestrians.

Pedestrians come in all sizes, shapes and ages. They have different walking characteristics and needs. They can be broadly grouped as follows:

1. Seniors

Aging causes a general deterioration in our physical, sensory and mental abilities. These effects are most pronounced in the later years of our life.

Seniors may have decreased physical endurance and ability to walk. As a result, they may walk more slowly and may need to take more frequent breaks to rest. Negotiating poor quality pavements and obstructions on sidewalks can be a problem for them because of decreased agility, balance and stability. Many walk with the aid of mobility devices such as walkers and scooters. The joints of seniors often have reduced strength and flexibility, especially from arthritis, resulting in reduced skill in performing tasks such as manipulating objects like traffic light buttons. Common walking concerns are insufficient time to cross intersections, poor sidewalk surfaces and insufficient number of rest stops.

Many seniors have vision and hearing problems which make reading signs and watching out for traffic and sidewalk obstructions difficult. They may also be unable to react quickly to dangerous situations due to slower reflexes. Reduced mental abilities may result in poor judgement and decision-making skills.

The Shelbourne Valley has a high concentration of seniors. In 2006, there was a total of 11,014 people living in the Shelbourne Valley. Of this, 2,544 (23.1%) were over the age of 65 which is about 5% higher than for Saanich as a whole. The population of seniors in Saanich is expected to increase over the coming years and we can expect to see more in the Shelbourne Valley.

2. Adults

Adults are the broad group of pedestrians found between the seniors and young adults. They have generally unimpaired physical, sensory and mental abilities and can be considered as the group of pedestrians without “age-specific special needs”. This group does not exhibit a standard pedestrian walking profile but instead has a wide range of variability in walking characteristics.

3. Young Adults

Young adults are in their late teens and twenties. They are usually physically agile and have quick reflexes. They can walk fast and sidewalk obstructions are usually not a problem. They may have a tendency to take risks and make impulsive decisions such as dashing across the road in heavy traffic. Many skateboarders and rollerskaters are young adults.

Many young adults live and study in the Shelbourne Valley. Victoria’s two largest institutions of higher learning, University of Victoria and Camosun College, are located on the eastern edge. St. Michaels University School, Lambrick Park Secondary and Mount Douglas Secondary School are located in or near the Shelbourne Valley.

4. Children

Children are vulnerable pedestrians because of their developmental immaturity and lack of experience. Their peripheral vision is not fully developed. They are less able to judge speed and distance accurately and may not understand road signs, traffic signals and complex traffic situations. Children are also prone to unpredictable and impulsive actions such as suddenly dashing across the road.

Doncaster Elementary School, Campus View Elementary School, Cedar Hill Middle School, Gordon Head Middle School and Lansdowne Middle School are located in or near the Shelbourne Valley. Many children walk to and from school by themselves and road safety is a huge concern of their parents.

5. People With Disabilities

This category encompasses all age groups. Disabilities can be divided into these three types: mobility, sensory and mental.

People with mobility impairments often use wheelchairs, scooters, canes and walkers.

Wheelchairs and scooters require a wider path of travel than other pedestrians. Therefore, sufficient passing space is required to allow these users to pass each other and to turn around on sidewalks. Wheelchairs and scooters can travel much faster than other pedestrians and conflicts can sometimes arise. The stability and control of these devices can be negatively affected by steep grades, poor pavement conditions and sidewalk obstructions such as utility poles and trees. Since they are seated, wheelchair and scooter users may have problems accessing the buttons of user-automated traffic lights and out-of-reach amenities such as public mail boxes and water fountains. All these issues are commonly encountered in the Shelbourne Valley.

People who use canes and walkers tend to move slowly, have reduced endurance, have difficulty negotiating steep grades and react more slowly to dangerous situations. It is also more difficult for them to bend down to pick up things from the floor. The quality of sidewalk surfaces can significantly affect their ease and safety of travel. Cracks, uneven surfaces and steep cross grades on sidewalks can cause tripping and serious injuries. It is difficult to push walkers over debris and grass on the edges of sidewalks.

People with visual impairments usually use white canes, and sometimes guide dogs. They can be assisted through the provision of wayfinding information such as audible traffic signals and tactile sidewalk surfaces with grooves or raised structures which can be felt with a cane. Older pedestrians sometimes have both visual and hearing impairments so audible traffic signals need to be loud enough to be heard over traffic noise.

People with mental impairment may have problems understanding traffic signs and complex traffic situations. Some find traffic signals at intersections confusing.

In the Shelbourne Valley, seniors are the largest group of pedestrians with walking disabilities.

Sidewalk Designs And Standards

Assessing the technical and engineering aspects of sidewalks is outside the scope of the Shelbourne Valley Walkability Group's work. Instead, the Group's focus is on collecting general sidewalk information such as width, surface conditions, obstructions and conditions of amenities.

With the enactment of the Americans with Disabilities Act (ADA) of 1990, the U.S. Department of Transportation was required to develop and legislate national sidewalk design standards to accommodate people with disabilities. Canada does not have a similar Canadian with Disabilities Act. However, the Federation of Canadian Municipalities and the National Research Council

(2004) have jointly issued a manual on sidewalk design and construction guidelines. Based on recommendations from these two bodies, the Group is adopting the following sidewalk width standards:

1. The recommended minimum width for buffered sidewalks is 1.5m (almost 5 feet). This width provides just enough space for wheelchair and scooter users to pass each other and to turn around. A buffer is the strip of land separating the sidewalk from road traffic. It is often planted with shrubs and trees. The buffer is often referred to as a boulevard in Saanich. Utility poles, newspaper boxes, bus-stop signs, street signs and benches are some of the items which are often located in the buffer zone.
2. The recommended minimum width for unbuffered sidewalks is 1.8m (almost 6 feet). The extra width is needed to provide pedestrians with some separation from the traffic and to ensure that wheelchairs and scooters can safely pass each other without tripping over the edge of the curb..
3. The minimum clear width is 0.915m (36 inches). This is the minimum width that is required to provide enough space for people who use mobility devices such as wheelchairs, walkers and crutches to safely manoeuvre along the sidewalk. Widened sidewalk space (this can include driveways) of at least 1.5 m wide should be provided at regular intervals in order to allow wheelchairs and scooters to pass each other.

On busy roads with high numbers of pedestrian, sidewalks should be wider than the recommended minimum widths in order to accommodate pedestrians walking more than two abreast. Wider sidewalks are also needed in busy shopping areas to accommodate street furniture.

In Saanich, the Pedestrian Priorities Implementation Plan (2006) specifies that, in the urban area, major roads are required to have two sidewalks, collector roads to have at least a sidewalk on one side and local roads to have none. Sidewalks are to have a width of 1.5m.

Pedestrian Level Of Service

Saanich's existing method for evaluating the Pedestrian Level of Service (PLOS) is defined in its 2006 Pedestrian Priorities Implementation Plan as:

“The pedestrian level of service model – or pedestrian safety index (PSI) – is a quantitative measure of the perceived comfort and safety of current conditions on all major and collector roadways in Saanich. It compares (using a mathematical formula) the pedestrian comfort and safety of roadways with a numerical rating. The factors include lane width, facility width, vehicle speed and vehicle volume. The posted speed, width of sidewalk and a buffer area between the sidewalk and roadway are the primary factors that influence the PSI for a particular segment of road”

In the April 2011 Status Report for the Shelbourne Corridor Action Plan, traffic consultant Urban Systems, rated the Shelbourne Pedestrian Level of Service (PLOS) as “C” on the basis of this model.

In the 2006 Pedestrian Priorities Implementation Plan, PSI is calculated using a mathematical formula that considers only the physical factors of sidewalks, roads and traffic. Although measuring “perceived comfort and safety” is the objective, this model is deficient since it does not include measures of the quality of the pedestrian experience (human perceptions) or sidewalk conditions (sidewalks may exist but be in poor, unsafe conditions).

One of the Shelbourne Valley Walkability Group’s main objectives is to obtain feedback from Shelbourne Valley residents about their walking experiences. In this way, we hope to provide a human perspective on “pedestrian level of service”. Walkable communities can only be created if pedestrians feel safe and comfortable about walking in the Shelbourne Valley.

Walkability Assessments - Methods

Saanich’s urban roads are classified under three categories : major roads, collector roads and local roads.

The roads of the Shelbourne Valley are systematically assessed starting with the major and collector roads: the North-South roads (Shelbourne Street, Cedar Hill Rd, Richmond Road) and the East-West roads (Feltham, McKenzie, Cedar Hill X Rd, north side of North Dairy Rd). For ease of assessment, these roads are divided into segments with the boundaries determined by their intersections with other major or collector roads. The local roads are assessed with priority being placed on connector roads which carry more pedestrians.

Walkability information is obtained in these ways:

1. Assessments by Walkability Group members with the aid of a Walkability Checklist (Appendix I).
2. Consultations with schools and senior residences.
3. Conversations with pedestrians on the road, and with neighbours and friends.
4. Student assignments and assessments by volunteers.

Photographic Assessments of Walkability by Area

Shelbourne from Feltham to McKenzie



Pedestrians walk along the inside edge of sidewalk because there is no buffer from traffic. Note the path in the grass worn by walkers seeking greater distance from the street.



The walkway to medical offices near Feltham and Shelbourne offers safe access for pedestrians.



Sidewalks on Shelbourne near Feltham are obstructed by utility poles that create barriers for pedestrians, especially those using walkers and scooters.



The rounded corner at Feltham and Shelbourne encourages traffic to turn without stopping and is dangerous for pedestrians, who have little space on the sidewalk to stand back from traffic.



Benches in the area of Home Depot are placed directly facing Shelbourne Street and are seldom used because of the proximity of traffic.



Sidewalk on Shelbourne in front of Home Depot meets criteria of 1.5m width with a narrow barrier from street traffic.



The multi-lane entrance/exit to the Esso car wash at Shelbourne near McKenzie poses a risk to pedestrians because motorists pulling out of the car wash are paying attention to traffic, not walkers.

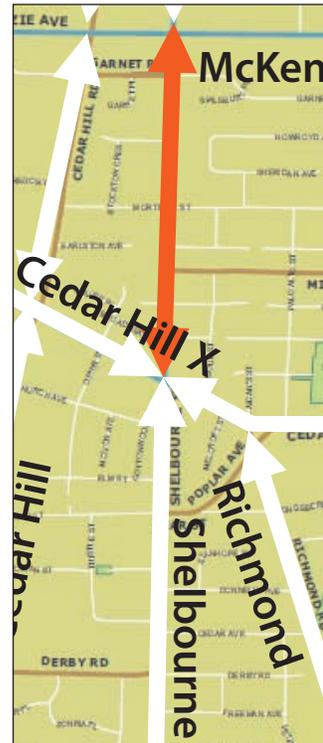
Proposed Improvements

- All sidewalks on both sides of the street in this segment of Shelbourne need to be reconstructed with buffers to traffic.
- Benches need to be placed away from the street in a setting that offers comfort and facilitates the opportunity for people to sit and talk.
- Rounded corners at intersections need to be re-evaluated and options considered that will meet the requirements of safety vehicles (such as fire engines) and the safety needs of pedestrians waiting to cross the street.

Shelbourne from McKenzie to Cedar Hill X Road



Intersections at Shelbourne and Cedar Hill X Road are dangerous for pedestrians because of heavy traffic and rounded corners, which encourage motorists to turn without stopping.





Pedestrians enter Shelbourne Village through the Petro-Can gas bays.



The bus stop at Shelbourne near Cedar Hill X Road has extremely limited space for people to wait for the bus/exit the bus. There is no shelter and only one small bench. Frequently this bus stop is crowded with students.



Sidewalks are directly next to the street with no boulevards, bike lanes or parking to provide separation from traffic.



There are four vehicle entrances to the parking lot at Coast Capital on Shelbourne and Cedar Hill X Road and no pedestrian dedicated entrances. Pedestrians have created mud paths into the parking lot, which is usually blocked by a parked vehicle and occasionally by snow.

Proposed Improvements

- The municipality should require developers to provide dedicated pedestrian access to shopping centres in new development and encourage such access in existing plazas.
- Green spaces with benches need to be added to this segment of the street.
- The bus stops need to be set back to prevent congestion that blocks pedestrian traffic on the sidewalk.

Shelbourne from Cedar Hill X Road to North Dairy



There is no crosswalk at Shelbourne and Church Street, where pedestrians frequently cross at their own peril!



"Sidewalk" on Shelbourne near North Dairy measures less than one metre in width.



Utility poles obstruct sidewalk.



Sidewalk is too narrow for people walking in opposite directions to pass one another.



A broken asphalt path serves as sidewalk on the west side of Shelbourne from Rowan Street to North Dairy. Pavement is barely wide enough for a baby stroller.



Gore Park and the sidewalk in front of McDonalds is ideal with wide sidewalks, clean, unbroken pavement and a grass boulevard that provides pedestrians with safe space from traffic.



A pedestrian is forced to walk into Shelbourne Street to get around a deep pool of water that stands on the sidewalk whenever it rains.



West side of Shelbourne near McRae facing south with a narrow asphalt path around utility pole. The proximity to fast-moving vehicle traffic is a hazard.



East side of Shelbourne near McRae facing north. The bus shelter provides a protected refuge for commuters. The starkly unused sidewalk is typical. Loud traffic noise makes it unpleasant to walk.

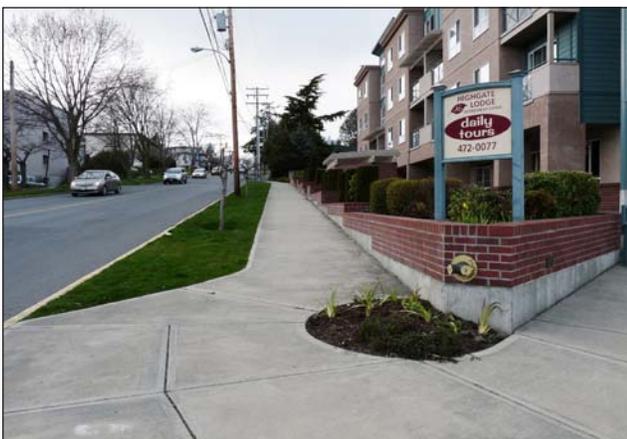
Proposed Improvements

- The sidewalk by Gore Park and McDonald's serves as a model for sidewalk on this segment of Shelbourne.
- There needs to be a crosswalk at Shelbourne and Church Street and also at Knight Street and Shelbourne. Presently there are too few crosswalks along this stretch of the street.
- On the west side of this segment of Shelbourne, there are several undeveloped lots which, if purchased by Saanich, could be developed as pocket parks with benches, trees and greenery.
- This segment of Shelbourne Street would be a good place to build a seniors' centre.
- Walkability all along Shelbourne would be improved if utility poles were placed underground.
- Residents in the Shelbourne Valley have indicated they would like a community feeling in the shopping/service areas. Better sidewalks, more greenery and the creation of public meeting spaces would help build community.

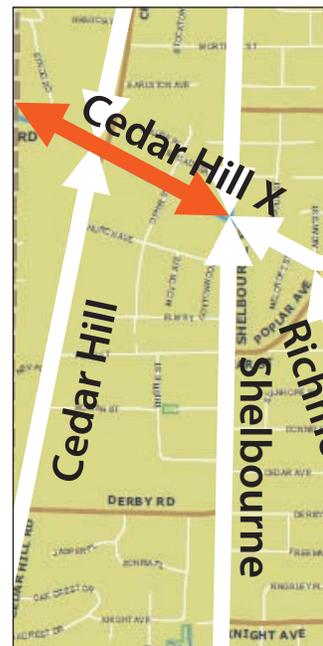


Browning Park offers an oasis on this otherwise inhospitable stretch of sidewalk. This is the only playground for children (other than McDonald's Play Land) in the area.

Cedar Hill X Road from Cedar Hill Road to Shelbourne



Good sidewalks in front of Highgate Lodge are smooth with unbroken pavement and a boulevard providing separation from traffic.





Crowded, narrow sidewalk forces a pedestrian walking in the opposite direction to step into the street.



Crossing buttons on utility poles at crosswalks are not positioned where seniors on scooters or in wheelchairs can access them without difficulty.



This narrow, mud path is the only pedestrian entrance on Cedar Hill X Road into the Coast Capital plaza. Many seniors, including those who use scooters and walkers, and those with impaired vision go to the optometrist whose office is located at this centre.



Seniors living at Luther Court and at Highgate Lodge presently have no safe way to cross Cedar Hill X Road between Cedar Hill Road and Shelbourne. Many dangerously jaywalk across Cedar Hill X Road at Ophir.



Sidewalk on Cedar Hill X Road near Luther Court is uneven and broken by tree roots. This is especially hazardous for the many seniors who walk in this area.



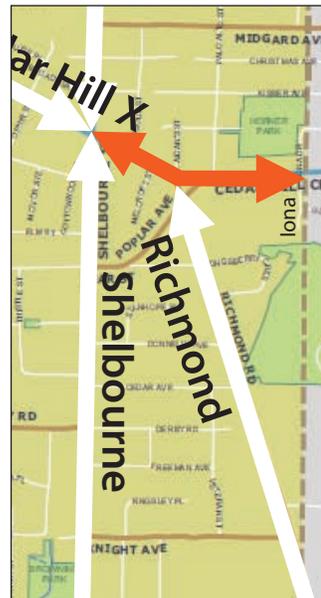
Proposed Improvements

- Sidewalks on both sides of this segment of Cedar Hill X Road need to be constructed like those in front of Highgate Lodge. Wide, smooth sidewalks are especially important in this neighbourhood where more than 400 seniors reside in the Highgate, Luther Court and Dawson Heights residences.
- There needs to be a lighted crosswalk at Cedar Hill X Road and Ophir. The distance between existing crosswalks is too great for seniors with limited mobility and limited energy.
- Several benches, on paved pads and set back from traffic, need to be installed on both sides of the street. Benches need to be well maintained.
- Crossing buttons need to be repositioned so they can be easily reached by those using wheelchairs and scooters. Traffic lights need to be set to allow sufficient time for seniors to cross the road safely.

Cedar Hill X Road from Shelbourne to Iona



Pedestrians walking on the south side of Cedar Hill X Road must cross two expansive, multi-lane driveways where motorists enter Shelbourne Plaza. Motorists frequently block the sidewalk and pay more attention to traffic than to pedestrians.



Sidewalk is obstructed by utility poles. There is no buffer to street traffic.



Horner Park, located just off Cedar Hill X Road at Iona, is a pretty, multi-use park that provides green space for this area.



The sidewalk on Cedar Hill X Road by Mt. Tolmie Care Facility is less than one metre wide at a point where the street curves, creating a risk for pedestrians.



There is no crosswalk on the south side of Cedar Hill X Road at Richmond. For pedestrians to cross in dedicated crosswalks, they must cross four segments of road to get from the south to the north side of Cedar Hill X Road. Almost everyone jaywalks.

Proposed Improvements

- Traffic engineers need to reconstruct the chaotic Richmond/Cedar Hill X Road/Poplar Street intersection to create safety for cyclists and pedestrians.
- Sidewalks in this segment of road need to be widened to meet minimum criteria of 1.8 metres for unbuffered sidewalk or 1.5 metres for buffered sidewalk.
- Utility poles need to be placed underground.

Cedar Hill Road from Feltham to McKenzie



From Feltham to Arrow, there is no sidewalk at all on the west side of the street. A care aid pushes a man in a wheelchair up Cedar Hill Road in the bike lane because sidewalk on the east side of the street is too slanted to navigate due to broken, uneven pavement.





Slanted sidewalk on the east side of Cedar Hill Road near Feltham. There is no crosswalk at Feltham and Cedar Hill Road, though there is a sign for pedestrian crossing.



There is no pedestrian access to the Canadian Tire Mall off Cedar Hill Road other than a driveway for autos.

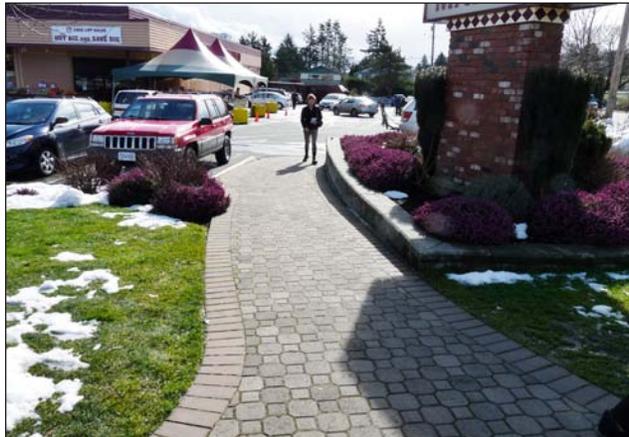


A short stretch of smooth sidewalk with grass buffer on the east side of Cedar Hill Road near McKenzie.

Proposed Improvements

- There needs to be a traffic light and crosswalks installed at Cedar Hill Road and Feltham.
- New sidewalk with buffers needs to be constructed on both sides of the street.
- There needs to be a dedicated pedestrian entrance to the Canadian Tire shopping centre.

Cedar Hill Road from McKenzie to Cedar Hill X Road



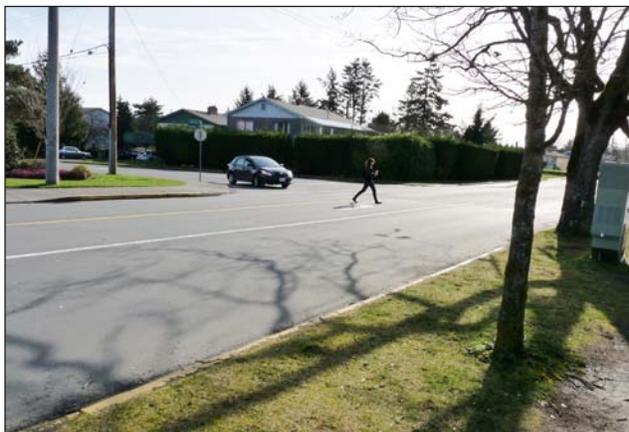
There is a good pedestrian pathway into the Fairway store at the corner of McKenzie and Cedar Hill Road. This is one of the few dedicated pedestrian entrances to any shopping plaza in the Shelbourne Valley.



The pedestrian crosswalk across Cedar Hill Road at Gregory ends on the east side in a concrete hole and muddy lawn.



The sidewalk at the intersection on Gregory Street is a broken, muddy mess during even mildly wet weather. Parents and teachers at Cedar Hill Middle School are concerned about safety of children because of high traffic volume in this drop off area.



Pedestrians frequently jaywalk across Cedar Hill Road at Garnet.



Sidewalk by Cedar Hill Middle School is often muddy and sometimes blocked by vehicles that park along this side of the street.

Proposed Improvements

- A pedestrian crosswalk at Cedar Hill Road and Garnet would provide safety for walkers who cross there to go to the library, catch the bus and walk to their homes in this fairly densely populated area.
- The sidewalk by Cedar Hill Middle School needs a barrier to separate pedestrians from the cars that park along the street.
- Consultation by Saanich traffic engineers with parents and teachers at Cedar Hill Middle School is necessary to address the safety concerns for school children on Gregory Street.
- The muddy areas and the hole in the lawn at the crosswalk at Cedar Hill Road and Gregory needs to be repaired and paved.

Cedar Hill Road from Cedar Hill X Road to North Dairy



There is no crosswalk at Cedar Hill Road and Church Street. The traffic island is not helpful to those using a walker, scooter, cane or who have unsteady footing.



Sidewalk on the east side of the street by the condo development at 3633 Cedar Hill Road is in good condition with a buffer providing separation from traffic.



Deteriorated, broken asphalt sidewalk is typical of that on most of the east side of Cedar Hill Road.



Busy intersection at the corner of McRae/Doncaster and Cedar Hill Road has no crosswalk. This is a major pedestrian thoroughfare.



There is no sidewalk from Church Street to Doncaster Street on the west side of Cedar Hill Road. Pedestrians have created pathways on lawns.



Rowan Street by Doncaster School is the area where parents drop off/pick up school children. It is dangerous because there are no sidewalks and children dart in and out between cars during heavy traffic before and after school.



Doncaster parents are concerned that the bus stop by the store across from the school is a dangerous place for children due to the speed at which some motorists pull up in front of the store.



Bus stop on the west side of Cedar Hill Road at Doncaster where there is no sidewalk and those waiting for the bus stand in the street.

Proposed Improvements

- A lighted crosswalk needs to be constructed at Church and Cedar Hill Road to assist seniors in crossing there.
- Sidewalks and bike lanes should be constructed on both sides of Cedar Hill Road from Feltham to North Dairy. At a consultation with parents at Doncaster School, a proposal was made to use Henderson Street as a model for building sidewalks and bike lanes on Cedar Hill Road.
- Parents and seniors would like the speed limit on Cedar Hill Road to be decreased to 40 kmh with a speed limit of 30 kmh in the section between Doncaster School and Cedar Hill Middle School.
- There needs to be a traffic light and crosswalk at McRae/Doncaster and Cedar Hill Road.
- Sidewalk needs to be constructed on Rowan Street by Doncaster School.
- There needs to be a dedicated pedestrian entrance on Cedar Hill Road into the Cedar Hill Rec Centre.

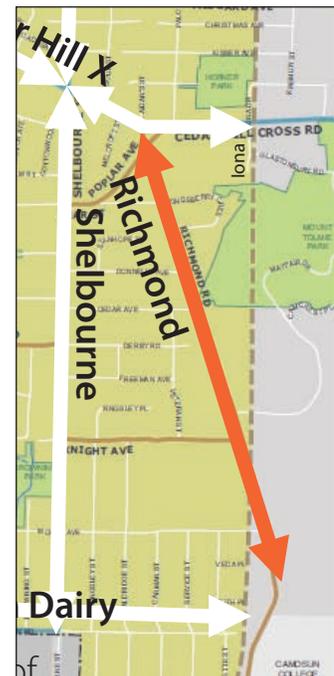


There is no pedestrian walkway into Cedar Hill Rec Centre from Cedar Hill Road. Pedestrians enter via a busy driveway.

Richmond Road from Cedar Hill X Road to North Dairy

Richmond Road is about 1.6 km long and is a two-lane road. It starts in the North at the intersection with Cedar Hill X Road and traverses the Shelbourne Valley in a south-easterly direction. Its Shelbourne Valley boundary is at Lansdowne Road. High density housing (apartments and townhouses) is found around the intersection with Cedar Hill X Road together with the Mt Tolmie Extended Care Hospital. St Michaels University School is located on the west side between Knight Ave and McRae Avenue. It has 778 students from Grade 6-12 of which 250 live on campus as boarders. Camosun College is located on the east side near the Lansdowne intersection. Student enrolment for the Winter 2011 session is 9381. Single family houses are found along the rest of the road.

This assessment incorporates feedback from 11 Camosun College students who did walkability assessments for their Geography 100 project.



East Side Of Richmond Road

Number	Section	Length	Width	Buffer	Condition
1	Cedar Hill X to Kingsberry	140m	1.6m	No	Good condition
2	Kingsberry to Mayfair	560m	na	na	No sidewalk, just dirt paths
3	Mayfair to Waterloo	265m	1.2m	No	Old, except for new stretch at Barefoot yoga place; serviceable
4	Waterloo to Argyle	215m	na	na	No sidewalk, just dirt paths
5	Argyle to Lansdowne	260m	2.0m	Yes	Good condition
	Total sidewalk length	1440m			

- The sidewalk from Cedar Hill X Road to Kingsberry Crescent is in good condition. At 1.6m wide, it does not meet the recommended 1.8m minimum standard for unbuffered sidewalks. It has a sheltered bus stop but space on the sidewalk is tight. A short distance from the Kingsberry Crescent intersection, the sidewalk ends abruptly with a tree in the way. A short dirt track connects it to Kingsberry Crescent.
 - The long stretch from Kingsberry Crescent to Mayfair Drive does not have a sidewalk. Dirt tracks form messy pedestrian walkways which are sometimes located right next to the road. Passage is blocked by parked cars in many places forcing pedestrians to wait for a break in traffic in order to go around the cars. An odd island at the Mayfair Drive intersection separates the two out-bound lanes. The north lane is a hazard to pedestrians because of the blind corner. Mayfair Drive provides access to Mt Tolmie Park.
-
- Dirt track on east side of the road blocked by a car.*
- The sidewalk from Mayfair Dr to Waterloo Road does not meet the recommended minimum unbuffered standard. It is old but in serviceable condition. The stretch at 3517A Richmond Road (Barefoot at Heart yoga place) is new but unbuffered. At 1.7m, it almost meets the minimum width standard. A nice, dedicated pedestrian path connects the sidewalk to the shop.
 - The stretch between Waterloo Road and Argyle Avenue does not have sidewalks. An odd pedestrian crossing sign is located among overgrown vegetation north of Ernest Avenue. There are no markings on the road to indicate the presence of a pedestrian crossing.
 - The sidewalk from Argyle Avenue to Lansdowne Road is mostly buffered and runs adjacent to Camosun College. At 2m, it exceeds minimum width standards. A new bus shelter is found on this stretch. People were observed jaywalking across the road to get to the bus stop on the west side.
- In total, about half of the east side has no sidewalks.

West Side of Richmond Road

Number	Section	Length	Width	Buffer	Condition
1	Cedar Hill X to Poplar	40m	1.3m	No	Old but serviceable
2	Poplar to Pear	110m	2.0m	Yes	New, landscaped
3	Pear to Knight	590m	1.3m	No	Old, poor condition, cracked, patched, steep cross grades across driveways
4	Knight to McRae	230m	1.3m	Yes	Old, cracked
5	McRae to Argyle	205m	1.3m	Yes	Old but serviceable
6	Argyle to Lansdowne	280m	2.0m	Some	Good condition
	Total sidewalk length	1455m			

- The short stretch of old sidewalk from Cedar Hill X Road to Poplar Avenue does not meet the recommended minimum unbuffered standard of 1.8m. It is a very unpleasant place to walk being located at the intersection of five roads with pedestrian-hostile crossings.

- The sidewalk adjacent to Richmond Gate between Poplar Avenue and Pear St is the best stretch on Richmond Road. It is wide and exceeds recommended minimum standard, has a pleasant, meandering passageway and the buffer zone is spacious and nicely landscaped. A bench is provided in a spacious, paved corner at the intersection with Pear St. A good bus shelter is located on this stretch.



New sidewalk at Richmond Gate.

- The sidewalk between Pear St and Knight Avenue is very old, haphazardly patched and repaired, cracked and uneven. The cross grade is so steep across some driveways that it is a hazard for pedestrians with mobility aids and strollers to use. A detailed listing of the many problems along this stretch (and other stretches) can be found in the student report (Appendix VII). This sidewalk is beyond fixing and repair; it needs to be replaced. This sidewalk is often obstructed by parked cars. Cedar Avenue is very steep and drivers entering Richmond Road have poor sightlines.



Pedestrian crossing sign with no road markings.

- There is a narrow buffer of grass beside the sidewalk from Knight Avenue to McRae Avenue. A large section of the sidewalk has long cracks running along its length. The location of the pedestrian crossing just to the south of the Knight Avenue is not safe. Knight Avenue is very steep and visibility

is poor for drivers entering Richmond Road. There are no street lighting and pedestrian crossing lights; and the pedestrian markings on the road are faded.

- The McRae Avenue to Argyle Avenue sidewalk is old and buffered. It is narrow and does not meet the 1.5 m recommended standard. However, compared to the previous stretch, it is a huge relief to walk on this serviceable sidewalk! McRae Avenue is very steep and drivers coming up the slope towards Richmond Road have poor visibility of pedestrians.



Sidewalk on west side of the road completely blocked by a big truck and van.

- The north portion of the Argyle Avenue to Lansdowne Road is buffered. It is in good condition and meets the minimum width standards. A new bus shelter is located here. The absence of a pedestrian crossing for students to use to get to and from Camosun College is a big safety issue, especially during rush hours. Jaywalking is the preferred way of crossing the road since a person walking south to the Lansdowne Road intersection has to wait for the traffic lights to change and then has to walk back up north again to reach the classrooms. This takes several more minutes and time is important when students are late for class. Sidewalk space is very tight at the corner of the Richmond Road/Lansdowne Road intersection as the fence of the corner property is almost next to the sidewalk.



Pedestrian crossing near the Knight Ave intersection.

General Issues

- Richmond Road is a very unpleasant and unsafe road for pedestrians. It is a road that is designed to ensure unimpeded traffic flow for cars. There are no bike lanes except for a short stretch from Argyle Avenue to Lansdowne Road and the pedestrian environment can generally be described as hostile.
- There is no safe and comfortable place to walk between Kingsberry Crescent and Mayfair Dr because of dirt tracks on the east side of the road and a dilapidated sidewalk on the west side. It is impossible for pedestrians with mobility issues to walk the length of the road and pushing baby strollers is a struggle.
- Heavy rush hour traffic and speeding cars create safety issues. Cars get backed up when the buses stop to pick up passengers and impatient drivers by-pass the buses by crossing over to the opposite lane.

- There is only one pedestrian crossing (south of Knight Avenue) in the whole 1.6 km stretch between Cedar Hill X Road and Lansdowne Road . Pedestrians are forced to jaywalk across the road. There is no crosswalk near the two heavily used Camosun College bus stops. Students from Doncaster Elementary School have no place to cross safely to and from school.
- There are a total of 14 bus stops. Five have shelters (two near Cedar Hill X Road, two near Lansdowne Road and one outside 3500 Richmond Road). All the others have a sign post standing in either a small patch of dirt or crude concrete pad. Bus stops along the road are well-used as many students from University of Victoria and Camosun College live in the surrounding area. The absence of pull-in areas for buses create unsafe driving and walking conditions.
- There is no public space along the road for people to meet and play. Mt Tolmie requires a hike up Mayfair Dr to access and the green space at St Michaels School is off-limits.
- A short stretch of dedicated bike lane next to Camosun College ends abruptly.
- Street lights are too far apart in places resulting in long stretches that are very dark and unsafe for walking.
- Trees, utility poles and overgrown shrubbery block sidewalks in many places.
- Many houses are located down very steep driveways resulting in poor visibility when cars pull out into Richmond Road. Thick vegetation around the driveways add to the danger.
- Students compare Richmond Road unfavourably with other places such as Cook St and Oak Bay villages, Langford and Colwood. Along Dunsmuir St in Esquimalt, the buffer zone is used by residents to create gardens.

Proposed Solutions

- At a minimum, the old sidewalk on the west side of Richmond Road needs to be replaced as it is beyond repair. This will provide pedestrians with one continuous sidewalk for walking. Because many houses are located on steep slopes below road level, attention needs to be paid to the design of the cross grades across driveways in order to ensure a level surface that is safe for people with mobility devices and strollers to use.
- Some re-thinking needs to be done regarding on-street parking policy. Is on-street parking a good policy in making the best use of limited road space? It is catering to the needs of a few car owners at the expense of pedestrians and cyclists. Cars obstructing pedestrian routes should be banned as it is unsafe for pedestrians to have to walk around them.
- Many bus stops along the road need to be improved to provide adequate waiting space and shelter from the rain. In addition, pull-off areas should be provided so that stopping buses do not impede the flow of traffic.

- Street lighting should be improved as many students live in the area and they are a group most likely to go out and about at night.
- It is essential to provide a crosswalk at the bus stop area near Camosun College. Since the bus stops are so close to the Lansdowne intersection, it may be necessary to locate the crosswalk a bit farther north to align with the bigger college entrance way .
- Another crosswalk is needed in the Cedar Avenue area to enable students from Doncaster School to cross the road safely.
- The Barefoot at Heart yoga place adds some street interest to Richmond Road; there are suggestions that perhaps more small home businesses should be encouraged.
- One or two small neighbourhood parks will help to foster a sense of community.

Summary and Recommendations

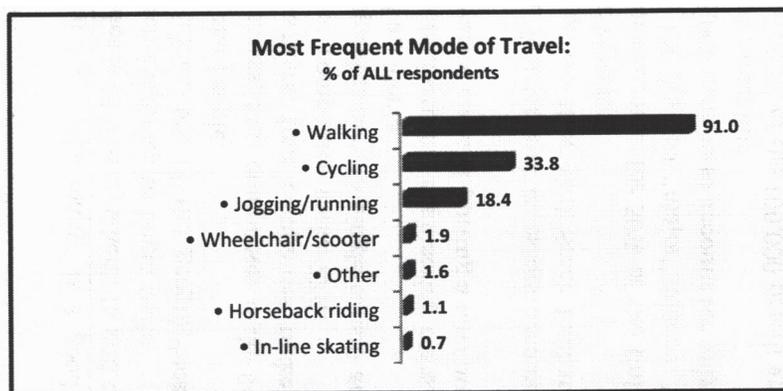
Walkability Group Report: “Creating a Walkable Community”

This report provides compelling evidence, (maps, photos and written assessments) that the conditions for walking (including safety, comfort and convenience) immediately adjacent to Shelbourne Street and other major Roads such as Richmond and Cedar Hill Road require significant improvements before the whole Shelbourne Valley can become an attractive walkable community. Realization of this vision will require significant policy and financial commitment by Saanich to improving basic mobility, community livability, more efficient land use, reduced carbon footprint, improved fitness and public health, economic development, and more equitable access to goods and services.

The current trend in traffic volumes on Shelbourne have been minimal or flat (April 2011 Interim Report, Shelbourne Corridor Action Plan, Urban Systems Traffic Consultant)

In contrast to walking conditions along the Valley’s major roads and many connector streets, conditions through the Valley’s parks and natural areas, such as Lambrick Park, Mt. Tolmie, Cedar Hill Golf Course and Browning Park, are good. Walkability is also good on trails (such as the Galloping Goose) and sidewalks beyond the Valley, but the incomplete network of trails and sidewalks in Saanich are in need of overall rationalization and connectivity with the Valley.

Saanich residents are active walkers. Walking is a frequent recreational mode of travel reported on a 2011 citizen survey and reported in the “Working Paper of the Saanich Parks and Recreation Plan.” Of all respondents, 91 percent of Saanich residents reported they frequently walked. The next highest mode of recreational travel was cycling at 33.8 percent. This mail in survey Saanich Parks and Recreation obtained information about the use of amenities by residents, especially for neighbourhood parks, trails, playgrounds and other recreation facilities.



<http://www.saanich.ca/parkrec/pdf/UpdatedWP8HouseholdMailinsurveyresults.pdf>

Source: Mail-in Survey Results in *A Working Paper of the Saanich Parks and Recreation Master Plan* 2011 Yates, Thorn & Associates Inc.

Saanich Pedestrian Priorities Implementation Plan

In 2006, Saanich initiated the Saanich Pedestrian Priorities Implementation Plan (PPIP) as part of the Safer City Program. This Plan guides Saanich policy and practices on addressing pedestrian needs. The PPIP recognizes safety not only as important for walking but also for identifying priorities for investments in the District's sidewalk system. In the PPIP Saanich Road Standards are defined for:

- Major Roads within urban areas have significant traffic volumes for longer distances and generally support bus services and medium density development. Major roadways accommodate pedestrians on both sides of the road with 1.5-meter concrete sidewalks, separated from the road where possible. Some major roads have asphalt sidewalks.
- Collector Roads generally support travel between neighbourhood streets and major roads. They also provide direct access to residential and/or commercial properties. Sidewalks are provided along at least one side of collector roads, with a 1.5-meter asphalt or concrete sidewalk, separated from the road where possible.
- Local roads typically carry lower traffic volumes and provide access to individual residential properties - in contrast to collector and major roads. Through traffic on local roads is relatively minimal typically resulting in lower speeds and lower volumes of traffic. In the District of Saanich, sidewalks are not required on local roads unless designated as a Safe Route to School, are located in a primary commercial area or adjacent to a significant multi-family housing development. In these cases, 1.5-meter wide asphalt or concrete sidewalks are required.

PPIP Objectives

The objectives were of the PPIP to:

- “Identify sidewalk needs within the District to achieve current standards along various classes of roadways and in key pedestrian areas.
- Establish priorities for the implementation of sidewalks based on locally defined criteria such as safety, demand and overall contribution to the existing network of sidewalks.
- Identify improvement options and associated costs for alternative treatments, and
- Prepare an implementation strategy which identifies short-term, medium-term and long-term priorities.”

Shelbourne's Rank in the PPIP

The PPIP report ranks the pedestrian attributes of Saanich roads using six pedestrian criteria. These criteria are summed into an overall aggregate rating of needs weighted to emphasize the District's objectives for a safe, comfortable and efficient pedestrian network. Six maps in the PPIP report illustrate the rating designated for all major roads (including Shelbourne) in Saanich and many collector roads.

The pedestrian level of service (PLOS) model– or pedestrian safety index (PSI) - is one of the pedestrian attributes used, without modification, to measure the perceived comfort and safety of current conditions on all major and collector roads in Saanich.

The PPIP report ranked Shelbourne as “4”, with a moderate to high degree of need for a safe, comfortable and efficient pedestrian network.

PPIP Rating Shelbourne Rank (1 (low) to 5 (high))

Safety issues	10%	Rank 1	Sidewalks 2 sides, collector 1 side (Fig 3.1)
Pedestrian safety index	10%	Rank 3	Moderate comfort and safety (Fig 3.2)
Network contribution	25%	Rank 1	Sidewalk 2 sides, with collectors (Fig 3.3)
Pedestrian demand	35 %	Rank 5	High Pedestrian Demand (Fig. 3.4)
Transit proximity	10%	Rank 5	High, < 250 m bus stop (Fig 3.5)
Urban priority:	10%	Rank 5	High (Fig. 3.6)
Aggregate Rating:	100%	Rank 4	Moderate to High Degree of Need (Fig 3.7)

Source: Urban Systems. 2006. The Corporation of the District of Saanich. Pedestrian Priorities Implementation Plan

Planning to Improve Walkability

Environments favorable for walking are favorable for people. Walking is a critical part of the overall transportation system, connecting homes and bus transit, shopping to accessing goods and services, and travelling to other community destinations. Walking is often chosen because it is more convenient, comfortable and affordable than other modes of transportation.

Greater appreciation of the full benefits of walking is needed to accurately identify transportation priorities. Realizing these benefits of walking will require more investment in infrastructure and programs, shifting road space from traffic and parking lanes to sidewalks and paths, creating more walkable land use patterns, and redesigning and better managing motor vehicle traffic to improve walking safety, improving walking convenience and comfort to reduce automobile dependency, and creating more accessible land use.

Walking is an essential part of the Shelbourne transportation system, which include increased accessibility, increased community livability, improved public health, more effective land use and more equitable policies and practices.

Conclusions

Walkability merits increased consideration in the Shelbourne Corridor Action Plan because:

- Shelbourne is ranked as moderate to high need for improvement in the PPIP;

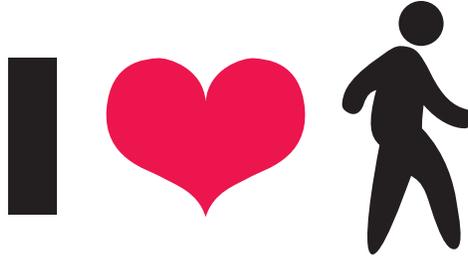
- Walking is an important recreational activity of Saanich residents;
- Mobility and accessibility to goods and services in short and long journeys has high social and economic value to residents;
- Walking with access to services is important to people with disabilities.
- Walking connects with other modes of transportation such as bus and other vehicles;
- Walking provides recreation, health and transportation benefits.

Recommendations

1. Share the insights and recommendations of this report in a community dialogue on the qualities, values and benefits of walking to help build public support to transform the Shelbourne Valley into a highly walkable community;
2. Fully recognize the contribution of walking as a significant part of our Saanich quality of life for people of all ages. Everyone walks.
3. Elevate the importance of walkability in transportation planning so it has equal status with other modes of transportation;
4. Plan whole trips, with walking integrated into other modes of transportation, in every journey short or long;
5. Fully recognize the value of walking so its full economic benefits are recognized in transportation priorities, plans and budgets;
6. Use objective criteria to allocate funds to improve walkability infrastructure (e.g. sidewalks) in locations with the greatest need and incremental benefit;
7. Continue to place a high priority on public safety in traffic management including reduced speed limits, safer pedestrian crossings and separate travel lanes for pedestrians, bicycles and cars.
8. Ensure all travel lanes are well marked so they are visible to users in all weather conditions, seasons, and time of day.
9. Expand the conceptual basis of the PPIP beyond safe sidewalks to include a range of qualities that better define the walking experience;
10. Promote traffic management designs that improve walkability, while reducing traffic speed, and keep traffic moving, such as traffic circles, road diets and complete streets;
11. Favour urban renewal policies that support increased population density along major roads, mixed land use and increased connectivity of urban neighbourhoods;
12. Favour land use practices and traffic management that reduce the carbon footprint;
13. Favour travel demand management policies that reduce car travel by increasing the cost of parking while improving public transit.
14. Anticipate the impact of steadily increasing gasoline costs on automobile ownership and use over the coming decades, with its expected consequences on reducing volume of traffic on our streets;
15. Favour technological innovations that encourage walking and reduced dependence on the automobile, especially where goods and services are accessible and convenient;
16. Integrate planning for improved walkability with restoration of natural habitats, with improving the ecological functioning of the Shelbourne Valley's ecosystem.

Appendix I

Walkability Checklist for Assessments:



Take a Walk on Shelbourne Tell Us What You See

If you avoid walking along Shelbourne Street, you aren't alone. Shelbourne, as it exists today, is a noisy, car dominated thoroughfare. Sidewalks are narrow with patches of broken and uneven pavement. There aren't enough crosswalks. Shopping plazas have little pedestrian access separate from entryways for automobiles. Many bus stops have no benches or shelter, and most have little separation from street traffic.

The Shelbourne Street of the future may be a more pedestrian friendly place.

The District of Saanich is in the process of putting together the Shelbourne Corridor Action Plan (SCAP), a large part of which will focus on the link between land use and the creation of a balanced transportation system that includes walking, cycling, transit and private and commercial vehicles.

The Shelbourne Valley Walkability Group, a sub-committee of SCAP, is working with residents of the Shelbourne Valley to assess the walkability of Shelbourne Street and the surrounding neighbourhoods. **We invite you to join us on one of our upcoming walks that will be scheduled between February and June, 2011. If you are interested, please provide your email address or phone number, and you will be contacted when dates for the walks have been set. Contact us at: svwalkers@gmail.com**

Walkability Check-List

In preparation for the community walks, you can do an assessment of Shelbourne Street and the streets in your neighbourhood adjacent to Shelbourne. Please write your observations. The following are some questions to consider for the assessment:

1. **Space on the sidewalks:** People of all ages live in the Shelbourne Valley. Is there enough room to comfortably pass those walking from the other direction, including those riding on scooters or pushing baby strollers?

2. **Separation from traffic:** Street design should take into account all users, not only vehicles. Walkers must be safely separated from auto traffic. Trees, planters, and bike lanes provide buffers. Is the sidewalk a comfortable distance from traffic? Do you feel safe walking on the sidewalk?

3. **Broken and uneven pavement:** It is discouraging and can be dangerous to walk on a sidewalk with uneven pavement and potholes. Are there patches of sidewalk with broken and uneven pavement?

4. **Clean, pleasurable sidewalks:** Walking is more desirable when the sidewalks are clean and well maintained. Are there sufficient garbage receptacles, and are they regularly emptied? Is litter picked up? Do leaves and mud settle in potholes and around poorly maintained crossways?

5. **Blocked sidewalks:** Trees, utility poles, and signposts should not block sidewalks. To walk safely and comfortably, pedestrians need a path clear of obstructions. Are there places on Shelbourne where the sidewalk is blocked? What is in the way? Are there places on the sidewalk that are inaccessible to someone using a walker, riding a scooter, or pushing a baby stroller?

6. **Bus stops:** Do you ride the bus? Good bus service is critical to encouraging walking and decreased dependence on the automobile. Bus stops should have benches, be well lit, and provide shelter from weather. Adequate space is needed on the sidewalk for those boarding and exiting the bus. What is the condition of bus stops in your area? What conditions would need to improve for you to use public transit more frequently?

7. **Parks and public space:** Parks and public spaces are important for creating a sense of community. They help to beautify a neighbourhood by providing green space and an oasis from impersonal parking lots and heavy auto traffic. Parks and playgrounds need to be easily accessible for people of all ages. What improvements to Shelbourne would help promote socializing, add green space and make the neighbourhood more attractive? If you avoid Shelbourne Street, what needs to change to make it a place you want to go?

8. **Crossing Shelbourne:** Safe street crossings should be provided at regular, short intervals. When distance between marked crosswalks is too great, people cross where it isn't safe to do so. Are crosswalks on Shelbourne located where you want to cross? Do pedestrian crossing signals allow time for you to get across the street before they change? Do you feel at risk from drivers who are paying more attention to other vehicles than to pedestrians?

9. **Road design for cars and people:** Wide roads with fast moving traffic make it difficult and unsafe to get around on foot. Road design should tell drivers pedestrians are here! Rounded corners at intersections encourage drivers to go faster. Sharp corners reduce auto speed and make intersections safer for pedestrians. When sharp corners are constructed, it is important that each corner be built with accessibility for wheelchairs, scooters, etc. What traffic calming measures are necessary to make Shelbourne more pedestrian friendly?

10. **Parking lots should have walking routes:** Pedestrians are at risk when the only access to a shopping plaza is a driveway for automobiles. This is the case at many Shelbourne malls, banks, and businesses designed primarily for vehicle access and parking, not pedestrians. Which businesses do you go to where pedestrian access is shared with vehicles? Are there clearly marked pedestrian routes?

11. **Sounds and odours are part of the walking experience:** It's pleasant to walk when you can hear birdsong. What sounds and odours do you experience while walking on Shelbourne? Is it too noisy to carry on a conversation without raising your voice? Is the predominate odour auto fumes?
-
-

12. **Mixed use and active streets:** Popular walking streets have shops, housing, schools and services; good places to sit; safety for everyone; public art, and greenery. They are attractive and pleasant to visit. What changes are needed in order for vehicles and people to more equitably Share the Shelbourne Valley?
-
-

Shelbourne by the Numbers

3.2 km Distance, Shelbourne between North Dairy and Feltham

6.29 minutes Time on weekday to drive from N. Dairy to Feltham at 4:30 p.m.

6.14 minutes Time on weekday to drive from Feltham to N. Dairy at 4:30 p.m.

12 Bus stops on East side from N. Dairy to Feltham:

2 with bus shelter, **4** with a bench, and **9** with garbage can

11 Bus stops on West side from Feltham to N. Dairy:

7 with bus shelter, **7** with a bench, and **11** with garbage can

0.2 km Shortest distance between bus stops (Home Depot to McKenzie)

0.6 km Longest distance between bus stops (Cedar to McRae)

12 Cross streets that intersect with Shelbourne

10 Lights/crosswalks N. Dairy to Feltham

2 Parks N. Dairy to Feltham (Browning and Gore)

5 Gas stations N. Dairy to Feltham

0 Dedicated bike lanes N. Dairy to Feltham

1 Pieces of public art N. Dairy to Feltham

0 Public meeting places

Appendix II

Public Responses and Comments from the SCAP Open House, Jan. 27th, 2011, and the Dan Burden video Presentation, November 18, 2010

Livable Communities						
I want a walkable community in the Shelbourne Valley.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House, Jan. 27, 2011 responses	36	6	1	0	0	0
Dan Burden Video Presentation Nov. 18, 2010 responses	20	0	0	0	0	0
Total	56	6	1	0	0	0
Shelbourne and adjacent streets need to be designed to include improved pedestrian and cycling accessibility.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House Jan. 27, 2011 responses	35	4	2	1	0	2
Dan Burden Video Presentation Nov. 18, 2010 responses	20	0	1	1	1	1
Total	55	4	3	2	1	3
Shelbourne Valley streets need to be designed for improved public transit	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House, Jan. 27, 2011 responses	25	11	1	1	0	0
Dan Burden Video Presentation Nov. 18, 2010 responses	14	4	2	0	0	0
Total	39	15	3	1	0	0
Transportation						
I drive a car and am willing to share the road and slow down for pedestrians.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House Jan. 27, 2011 responses	28	6	5	0	0	5
Dan Burden Video Presentation Nov. 18, 2010 responses	16	0	0	0	0	1
Total	44	6	5	0	0	6
Roundabouts look like a good idea for managing vehicle traffic flow at intersections.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House Jan. 27, 2011 responses	15	5	16	2	1	3
Dan Burden Video Presentation Nov. 18, 2010 responses	9	5	4	2	0	2
Total	24	10	20	4	1	5
Comments:						
<i>Popular in Europe, why not here? • Not on Shelbourne • Doesn't work when traffic is too heavy. • It could be a problem for cyclists • Sometimes where appropriate • Not for busy intersections • Far superior to 4-way stops.</i>						
I walk, cycle, use public transit as an alternative to driving.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House Jan. 27, 2011 responses	30	5	2	4	1	0
Dan Burden Video Presentation Nov. 18, 2010 responses	14	2	2	0	0	1 (cycle)
Total	44	7	4	4	1	1

Land Use						
Saanich has good community involvement in the design and planning of land development.	Definitely Yes	Yes	Maybe	No	No Way	I want more information
SCAP Open House Jan. 27, 2011 responses	0	8	9	9	10	2
Dan Burden Video Presentation Nov. 18, 2010 responses	1	3	3	5	0	5
Total	1	11	12	14	10	7
I am willing to accept increased housing and commercial density – if it is done right.	Definitely Yes	Yes	Maybe	No	No Way	It Depends
SCAP Open House Jan. 27, 2011 responses	23	7	4	2	2	1
Dan Burden Video Presentation Nov. 18, 2010 responses	3	8	5	0	0	0
Total	26	15	9	2	2	0
Comments:						
<i>The key is intelligent densification • Find and show examples of Saanich of “done right” • Define what is “right” • Use European method? • But Please don’t bring the traffic to Richmond!! Already too busy!! • Lots of alternatives for walking to village concepts other than Shelbourne • Please make it nicer. It’s my home • Yes smart densification, not smart growth.. • More left turn lanes. e.g. Cedar Hill and Cedar Hill X rd • Put raised traffic mound at Mayfair and Richmond right turn. Make it a pedestrian crossing</i>						
<i>Allow more walkable destination. Le village concept. Local gathering places such as cafes, local eateries, markets should be at all village centers such as Feltham/University/and into Gordon Head area. Safe cycling are sorely missed for the north – south direction. East – West transit needs to be improved.</i>						
<i>I want to feel safe riding my bike year round North – South in the Shelbourne Valley. I want to be able to make safe left hand turns. Bowker Creek needs to be day-lighted and become an asset to the community.</i>						
<i>Better public consultation processes re: development? A lot of people would be willing to accept densification, etc, if they felt they had a say, and it wasn’t being done piecemeal by backroom deals with developers.</i>						
<i>Use more roundabouts with signs that state “signal when exiting”. Start with Richmond & Cedar Hill X rd.</i>						
<i>It is high time to face the issue of limits to growth . We simply cannot continue to define ‘progress’ as more : shopping malls, high rises, and uncontrolled development. If we continue to insist on making more room for more people, the future will look more like Waikiki, West Vancouver, or New York. Our Questionnaire answers clearly indicate that the citizens of Victoria do not wish to go this route of continual destruction, of all that we value in Victoria. Let’s work on smart solutions, not the olde growth model of Quantity over Quality of life issues.</i>						

Appendix III

Innovative Urban Planning Concepts: Road Diet.

"A road diet is a technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements

A typical road diet technique is to reduce the number of lanes on a roadway cross-section. One of the most common applications of a road diet is to improve safety or provide space for other users in the context of two-way streets with 2 lanes in each direction. The road diet reduces this to 1 travel lane in each direction. The freed-up space is then used to provide any or several of the following features:

- *(Wider) footpaths/sidewalks*
- *(Wider) landscaping strips*
- *Cycle lanes, on one or both sides of the road*
- *Wider lane widths on remaining traffic lanes (if previously unsafely narrow to allow four lanes)*
- *A two-way turn lane / flush traffic median for turning traffic*
- *A reversible centre lane*

If properly designed, traffic does not divert to other streets road after a road diet, because the road previously provided excessive capacity. In other scenarios, reductions of traffic (either local traffic or overall traffic) are intended in the scheme. Road diets are usually successful on roads carrying fewer than 19,000 vehicles per day. Road diets can succeed at volumes up to about 23,000 vehicles per day. However, more extensive reconstruction is needed. Examples include replacing signals with roundabouts, traffic calming on parallel streets to discourage traffic from diverting away from the main road, and other means to keep traffic moving smoothly and uniformly."

Arguments For and Against Road Diets

"Proponents of road diets generally believe key benefits include lower vehicular speeds, reduced crash rates, and improved pedestrian safety. Other benefits of road diets include promoting better land use, reducing induced traffic, promoting greater driving attentiveness, and promoting cycling through the addition of bicycle lanes. Providing dedicated left turn (in countries that drive on the right-hand side of the road) lanes at intersections can improve vehicular safety and can enable efficiency gains along the roadway.

Researchers have found that road diets can be expected to reduce overall crash frequency by 19% to 43%, with the higher crash reductions occurring in small urban areas than in metropolitan areas.

A leading proponent of road diets is professional lobbyist and former Florida Bicycle and Pedestrian Coordinator Dan Burden; Burden and Pete Lagerwey published a definitive article on the topic in 1999. These article notes 95% of residents were initially opposed to roadway constriction. Additional studies have since been published, showing that road diets achieve these positive effects—often without reducing traffic volumes. Among studies now showing that there are safety improvements to driving when lane widths are reduced include a recent report by the National Cooperative Highway Safety Research Program (NCHRP) and work analyzing traffic safety for 14 years in all 50 states by Robert B. Nolan.

Road diets can negatively affect the speed and reliability of transit service operating on the roadway, particularly if bus stops are located in pullouts and traffic queues delay buses attempting to re-enter traffic. Constructing bus bulbs can mitigate these effects though this feature results in delays for other vehicles.

Not all multi-lane arterials are good candidates for road constriction. Added congestion can outweigh benefits if vehicle traffic volumes exceed the capacity of the three-lane roadway. This threshold is approximately 20,000 vehicles per day.”

http://en.wikipedia.org/wiki/Road_diet#Arguments_for_and_against

Appendix IV

Innovative Urban Planning Concepts: Complete Streets

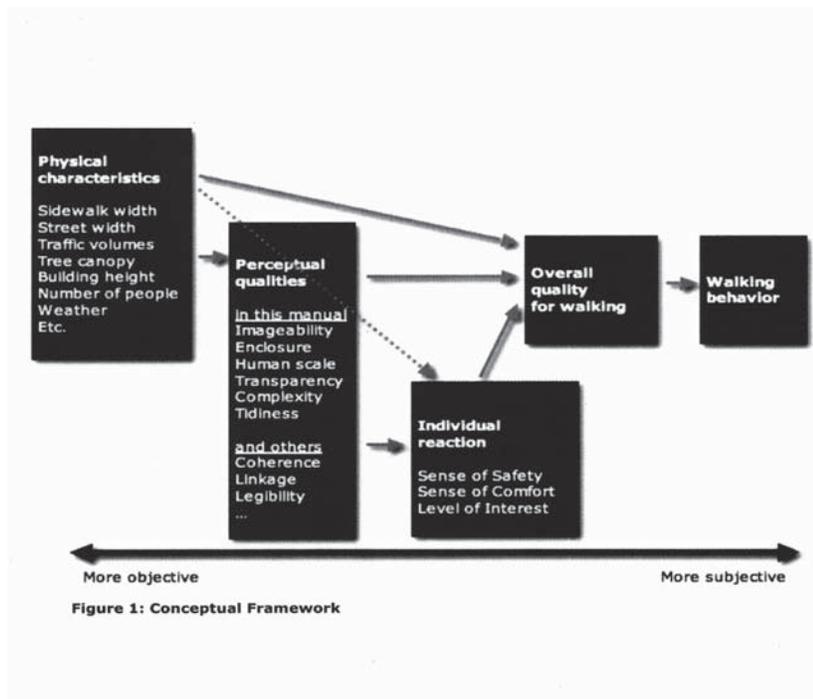
Complete streets are advocated by the “The National Complete Streets Coalition” in the United States, who define complete streets as those that are designed and operated to allow all users, not only drivers, to use streets safely. The specific design elements of a complete street, while they vary from place to place, may include:

- *“Pedestrian infrastructure such as sidewalks; crosswalks, including median crossing islands and raised crosswalks; accessible pedestrian signals, including audible cues for people with low vision and pushbuttons reachable by wheelchair users; and sidewalk bulb-outs;*
- *Traffic calming measures to lower driving speeds and define the edges of car travel ways, including road diets, center medians, shorter curb corner radii, elimination of free-flow right-turn lanes, staggered parking, street trees, planter strips and ground cover*
- *Bicycle accommodations, such as dedicated bicycle lanes or wide shoulders;*
- *Mass transit accommodations, such as bus pullouts or special pull out lanes. Complete streets policies normally exempt three kinds of roadways: freeways or other roads where non-motorized transportation is banned, roadways where the cost of accommodation would be too disproportionate to the need or expected use, and roadways where accommodation is shown to be unnecessary.” http://en.wikipedia.org/wiki/Complete_streets*

Appendix V

Example of Research into Urban Design Qualities Related to Walkability

The urban design literature has identified the more difficult to analyze qualities that may influence choices about active travel (i.e. walking) .They refer to these attributes as urban design qualities.



Ewing and others have developed operational definitions and measurement protocols for six of nine perceptual qualities, specifically: imageability, visual enclosure, human scale, transparency, complexity, and tidiness. See the model:

Source : Ewing, Reid et. al. 2005 (July) Identifying and Measuring Urban Design Qualities Related to Walkability . Final Report prepared for the Active Living Research Program of the Robert Wood Johnson Foundation. 75 Pp.

This conceptual model considers the role of human perceptions as they intervene (or mediate) between the physical features of the environment and walking behavior.

The Ewing et.al. study focused on the study of urban design qualities, and related qualities of the environment that depend on physical features but reflect in a general way what people perceive and the way they interact with the environment.

These perceptual qualities differ from qualities such as sense of comfort, sense of safety, level of interest that reflect how an individual reacts to walking conditions, given their personal preferences and perspectives.

Appendix VI

Shelbourne Valley Field Work Geography 100 Camosun College Research

by Megan Waring

Observations:

1. Space on the sidewalks: sidewalk on both sides? Enough room to comfortably pass including scooters/wheelchairs/baby strollers?

- At McRae corner there are bushes that go out into the sidewalk making it hard to pass
- After McRae (heading towards Cedar Hill) on the left side of the road the sidewalk is very thin
- Still a small sidewalk after #3516
- At #3528 bushes into sidewalk
- After Cedar it is still hard to pass each other, very small sidewalk
- After Donnelly we had to lean into the bushes to let someone pass us
- At Pear there are nice big sidewalks with lots of room to pass
- Going back towards Lansdowne (going back on the opposite side of the road now) there is no sidewalk after the 1701 apartments near Pear
- At #3585 there are cars parked in the way of anybody walking
- At #3565 and #3557 we were forced to go out onto the street to get around the cars because there is no sidewalk still
- There is enough room on this road to make a sidewalk
- At the Barefoot store there is one patch of sidewalk but right after the store it becomes very small again and would be hard to pass each other
- After McRae it is back to just gravel and it's hard to even walk side by side without being in the street
- After Woodley it is a very small sidewalk again
- Dirt path starts at Ernest and continues until Argyle
- Sidewalk starts again after Argyle and goes up past the college, it is wide and in good shape

2. Separation from traffic: curb? Space between you and the lanes? Grassy verge, road shoulders, bike lanes? Barriers (trees, concrete, boulder)? Speed of vehicles?

- Trees at #3310 coming into the sidewalk
- Cars are driving very close to us after McRae
- After Cedar there are small barricades between the sidewalk and the road
- Practically no separation between you and the cars on the walk back towards Lansdowne
- After the Barefoot store there are small barricades between you and the road until you get across from McRae
- You feel very close to the cars on the road again after passing McRae
- Cars are going whatever speed they feel, there were times when we were so close to the road it felt unsafe



3. Broken and uneven pavement: condition? Dangerous for people with walkers, scooter, strollers?

- Uneven cracked sidewalks as soon as you pass the college walking towards Cedar Hill
- Uneven pavement after McRae
- Across from Woodley is sloped and cracked in the middle, the side goes right off into the ditch and trees
- Cracks all the way from McRae to Knight
- Gravel after #3500, bad for any kind of wheels
- At #3510 sewer dips down a lot creating a pretty big hole
- At #3516 it is totally slanted from a driveway, a scooter would definitely flip over
- At #3528 is all gravel and slants
- At #3536 there are big bumps and slants in driveways, would be hard for wheels
- At #3550 cracks and slants
- At Cedar there is a big bump to get up to the new bus stop
- At Donnelly bad connection from road to sidewalks
- At #3465 the driveway comes down creating a bump for pedestrians and again at #3459
- Tree roots come down into the sidewalk at Errest

4. Clean, pleasurable, well-lighted sidewalks: garbage receptacles? Maintained area kept clear of trash, mud, fallen debris? Lighting fixtures?

- Garbage cans at the new bus stops near Lansdowne
- Street lights at #3330, #3355, #3465, #3507, #3527 and near most of the bus stops, lots of street lamps in a row after Cedar going towards Lansdowne
- Garbage can at #3340 bus stop, clean
- Garbage can at #3500 bus stop

5. Blocked sidewalks: places where sidewalk is blocked or interrupted? What is in the way (trees, utility poles, signposts)? Inaccessible areas for people using walkers or wheelchairs?

- Cars were parked in driveways coming out into the sidewalks just past Knight, no room to pass, had to walk around in someone's driveway or the road
- At #3516 and more cars parked on the sidewalks
- At #3586 and #3588 there are electric poles in the middle of the sidewalks

6. Bus stops: how many bus stops? People using them? Benches, lighting, shelter? Enough space on the sidewalk?

- New BC Transit bus stops with shelters and benches built by the college on both side of the road near Lansdowne
- At #3340 bus stop is close to the road, there is muddy grass all around
- Bus stop across from Woodley is right on the road, not much space to wait, no shelter
- Sheltered bus stop at #3500
- New paved area at bus stop near Cedar, but no shelter or crosswalks
- At #3576 the bus stop doesn't have much room, you either stand in dirt or a person's driveway or in the sidewalk
- Bus shelter and bench at Poplar on both sides of the street
- Bus stop before Kingsberry with a small pavement patch but a big drop off behind it
- Bus stop before Mayfair has a bigger paved area to wait and lights, but no shelter
- No room to wait at bus stop before Woodley

7. Parks and public space: pass any parks? Any in sight?

- Nice atmosphere at Pear, plants, grassy areas
- Nice atmosphere around the college, grassy areas, trees, etc.

8. Crossing the street: are crosswalks located where you want to cross? Do pedestrian crossing signals allow enough time?

- No crosswalk between the new bus stops near Lansdowne
- Crosswalk at Knight, but could use some flashing lights maybe
- Crosswalks at Poplar
- No crosswalk on Cedar Hill X, curved lane that pulls right onto Richmond

9. Road design for cars and people: scale of 1-5 (1 is pedestrian friendly, 5 is built for drivers) Are there dangerous areas?

- I would give the road design a 5 because it is clearly concentrating on the drivers only. There were barely any crosswalks and the conditions of the sidewalks (or lack thereof) was terrible

10. Parking lots should have walking routes: any areas where pedestrian access is shared with vehicles?

- At #1701 apartments there is a pedestrian entrance as well as 2 car entrances
- At the Barefoot store there is a pedestrian entrance and 1 car entrance
- Pedestrian entrance into the college
- During data collection I really realized that Richmond Rd. is in terrible shape. It was even hard at times to walk side by side and there were so many bumps and cracks that even an able bodied walker wouldn't have an enjoyable time. This road is hazardous in multiple ways for older people, disabled people and children. Slanted driveways, cars parked in the sidewalk, small areas to wait for buses, all of these things contribute to the unsafe environment along Richmond Rd.
- I think the look of an area is very important. People often choose areas to live based on what the surrounding area looks like and what the feel is in the neighbourhood. Personally I wouldn't want to live anywhere on Richmond Rd. I found that the feel of the area was depressing and run down. Having parks for kids or grassy areas for picnics or benches and trees around to read under are all things that could be included to make the area more appealing to its inhabitants and others. There are many other areas in Victoria that have a much more pleasant atmosphere. Along Cook Street there are fields and parks and trees and paths to walk on etc. Any of these things could be added along Richmond and it would make a huge difference.
- I don't think that adding crosswalks, sidewalks, bike lanes, and lights do anything to prevent the flow and speed of automobile traffic. Adding these things just makes it safer for people to walk or bike along the road. Just because there are crosswalks, doesn't mean that they will be over used and slow down traffic, they will just allow the people walking at the time to cross the road safely if they have to. I think the concentration should be put on the safety of a street and the cars shouldn't be going extremely fast on such a narrow street to begin with. So how would adding crosswalks really change the flow of the road? It would just add an element of safety for people who want to travel the road on foot or bikes.
- When we decrease automobile use, some people may complain that they can't do their errands as easily and getting from A to B will take longer if there are more crosswalks and bike lanes in the cars way. I think we gain a lot more from decreasing automobile use. We would have safer areas for bikers and people walking. We would have less pollution and fewer cars in the road in general. People's health would benefit if they walked or biked to more places as well.

Appendix VII

Consultation Reports

Walkability Consultation with Doncaster Elementary School Parent Advisory Council (DPAC)

Date – 3 March 2011 at the monthly DPAC meeting

Number of participants – 19, chaired by president Cheryl Rothnie

Walkability Group Members – Tom, Jean, Mei

1. With respect to a photo showing a pedestrian walking along the inner edge of the sidewalk along Shelbourne Street in order to avoid proximity to traffic, one parent made the observation that there is a secondary path on the grass next to the sidewalk that people are using to get even farther away from the traffic.
2. Crosswalks in the area of the school are often not well-designed as they don't connect to proper sidewalks
3. The crosswalk crossing Cedar Hill Road at Rowan needs better warning/flashing lights – The crosswalk in Oak Bay near Willows School is a good example.
4. There are no continuous sidewalks and bike lanes on Cedar Hill Road. To stay on sidewalk, it is necessary to cross back and forth from one side of the street to the other. The road and sidewalks are not safe for children to use.
5. Parents with children at both Doncaster School and Cedar Hill Middle School don't feel secure about allowing the older child at Cedar Hill Middle School to walk and meet up with the younger child at Doncaster. There needs to be well built, continuous sidewalk on both sides of Cedar Hill Road from McKenzie to North Dairy.
6. There should be bike lanes that are separated from the main traffic in order to provide greater safety for cyclists.
7. The 30km/hr school speed zone at Doncaster and again at Cedar Hill Middle School should be continuous all the way between Doncaster and Cedar Hill Middle School to prevent speeding and unsafe driving on the narrow and undulating road . Traffic calming needed.
8. Henderson Road is a good example of a well designed, slow and safe traffic zone. The speed limit on Henderson is 40 kmh, there is good sidewalk on both sides of the street, and there are bike lanes. This would be a good model for Cedar Hill Road (with the 30kmh zone between schools).
9. The area around Rowan Street and Cedar Hill Rd is a mess during the before and after school rush as cars are parked all over the place and there are no boundaries to indicate property lines.
10. Angled parking (as opposed to parallel parking) would create more parking space for parents picking up their children on Rowan Street.
11. The bus stop across Cedar Hill Road at the Rowan Street intersection is often blocked by drivers who park their cars there in order to go to the store. This is a dangerous place for students (or anyone) to wait for the bus.
12. The area around Home Depot and Canadian Tire is chaotic and poorly designed for pedestrians and cars.

13. There is a suggestion to create a pedestrian pathway (short cut) from Derby Rd to Cedar Hill Road which will save a lot of walking time. A similar idea has been suggested by several members of the Shelbourne Valley Stakeholders Committee.
14. There needs to be a lighted crosswalk on Cedar Hill Road before the Cedar Hill Rd/North Dairy Rd intersection near the Cedar Hill Rec Centre. Children walking along the east side of Cedar Hill Road have no safe way to cross the street and get to the Rec Centre, where many of them take dance or other classes after school.
15. As time was limited, it was agreed that we pursue the matter further with Lana, a parent at the school who is in charge of road safety. One parent suggested DPAC can make a separate submission to SCAP and Saanich in addition to our walkability report.

Walkability Consultation with Highgate Lodge Seniors

Date: 19 January 2011

Number of Participants: 11

Walkability Group: Tom, Jean, Mei, Ray

Demographics: 54 units with 56 people, age range from 68 to 99, 4 use scooters

1. Concern that the upcoming development at Cedar Hill Rd/Cedar Hill X Rd will result in more traffic congestion at that intersection. Concern this will be unsafe for children and other pedestrians at the intersection.
2. There is not enough time for seniors to cross the road at Shelbourne/Cedar Hill X Road. "The sign should say RUN, not WALK."
3. More taxes will be required to build more sidewalks.
4. Students who ride the bus crowd on ahead of seniors. Some students don't give seniors a seat.
5. The frequency of bus service on Shelbourne is good.
6. Some bus drivers don't honour the 2 hour time allowed to make a transfer on the same fare. This makes a short trip expensive.
7. Five of the eleven who attended the presentation ride the bus. Others rely on relatives/friends for transportation.
8. Appreciation of Handi-Dart.
9. Most walk to stores nearby (mostly at corner of Cedar Hill X Road and Shelbourne).
10. Uneven sidewalks are unsafe, especially for people with walkers and wheelchairs. Appreciation for nice sidewalk immediately in front of Highgate Lodge.
11. Two heritage trees (a King apple and a cherry tree) in the area should be protected.
12. Appreciation of heritage house at Rowan/Cedar Hill Road
13. Memory of fishing in Bowker Creek many years ago. Appreciation of the Creek.
14. A crosswalk across Shelbourne to Fairway is needed (mid-way between Cedar Hill X Road and Pear Street)

15. Walkers are safer than canes
16. Benches are needed on the Highgate side of Cedar Hill X Road going up the hill from Shelbourne to Highgate. "It's steeper than it looks."
17. You have to dodge cars going into Fairways. There needs to be a pedestrian walkway into shopping centres.
18. Desire to slow down traffic coming over the hill and down Cedar Hill X Road between Cedar Hill Road and Shelbourne. (What about 40km, or even 30km).
19. "A moving sidewalk up the hill would be great." (Seconded by some of the committee).

Walkability Consultation With Dawson Heights/The Cedars Seniors

Date: Friday 21 January 2011

Number of participants: 12 (including Anne, the staff coordinator), 3 men/9 women)

Demographics: 32 independent cottages, 46 independent units at The Dawson, and 43 supported apartments and 10 assisted apartments at The Cedars, age range 60s to over 100. Walkability members: Tom, Jean, Mei, Soren

1. All participants walk – main destination are the stores at Cedar Hill Centre; some venture farther e.g. JJ Morgan at Shelbourne/McKenzie, McCrae Rd restaurant, Hillside; they also walk for exercise along nearby sidewalks. They appear more mobile than the Highgate participants – came to meeting without walkers.
2. Some sidewalks are too narrow and do not provide enough room for people to pass each other comfortably, e.g., Cedar Hill X Rd on south (Lutheran Church) side.
3. People have tripped on uneven sidewalks; conditions are worst during the winter months when sidewalks are wet and slippery.
4. Sidewalks made of big concrete blocks become a danger when they become unevenly aligned (different levels) – one woman described how she tripped and fell when returning home from grocery shopping.
5. Six participants use buses – they are happy with the bus service.
6. Cedar Hill X Rd is very steep; going downhill to the stores is not much of a problem but it is difficult to push a heavy load of groceries up the steep slope. Some prefer to use Church Street as it is less steep and the sidewalks are good; however, this involves jay-walking across Cedar Hill Rd and also across Shelbourne St at the Church Street intersection if they are brave or else they have to walk to the Shelbourne St/Cedar Hill X Rd intersection to cross
7. Cedar Hill X Rd/Shelbourne St SW corner (McDonald's) dangerous because of the cars making right turns – the rounded corner encourages cars to go even faster.
8. In Calgary, there is a rule that cars have to stop when pedestrians cross the road, or else they get fined.
9. There is not enough time to cross the road at the Shelbourne St/Cedar Hill X Rd intersection. The timer and the blinking hand signals can be very confusing for some seniors – one senior was caught mid-way through crossing when the lights changed.

10. For people with sight problems (one man at meeting) – the beeping sound signal needs to be longer; it can be difficult to differentiate which road to cross from the signals (confusing); at the MacKenzie/Cedar Hill intersection, heavy traffic (especially big trucks) makes the signal difficult to hear.
11. For people using mobility vehicles, especially scooters where riders are seated far back, the traffic buttons at intersections are inconvenient to use as they are often located right at the edge of the road e.g. at the Shelbourne/Cedar Hill X Rd intersection.

Walkability Consultation With Luther Court Seniors

Date: 8 March 2011

Number of Participants: 16

Walkability Group: Tom and Jean

1. Tree roots make the sidewalks uneven with consequent risk of tripping and falling.
2. Traffic on Cedar Hill X-Road is too fast and makes it feel risky to walk on the sidewalks as cars zoom by.
3. The sidewalks aren't wide enough, especially if two people are walking side by side. Laine, a practicum student who attended the consultation with the residents, said she fell in the mud walking side by side with a man using a scooter because there wasn't room on the sidewalk for both of them.
4. Cars pulling out of the underground parking lot by the Purple Garden don't watch for pedestrians.
5. "Seniors' residences shouldn't be built on hills, but it's better than living on Shelbourne because Shelbourne is too noisy."
6. Traffic lights don't allow pedestrians enough time to cross Shelbourne.
7. Puddles in the parking lots at the shopping centres make walking difficult.
8. There was a bench to rest on when walking up the hill, but it was taken out. It needs to be replaced.
9. There is a preference for traffic lights that indicate the number of seconds allowed for walking because then people know how long they have to get across the street.

Walkability Consultation With Berwick House Seniors

Date – Wednesday 30 March 2011

Number of participants – 25 (3 men, 22 women)

Walkability Group – Ray, Soren, Mei

Demographics – about 115 residents, age range 80 – 100+, 38 assisted living units (lower level), 100 suites independent living

1. Most common walking destinations are Feltham Village, University Heights and the "duck pond" located in Bow Park, near Feltham Park. The Gordon Head Recreation Centre/Lambrick Park area is a good place to walk (for the more mobile) because it is flat and there are nice paths.
2. The biggest walking issue is the heavy, fast and noisy traffic along Shelbourne Street. It is very unpleasant for walking and is avoided whenever possible.

3. There is concern that the proposed Gardiner Green development project is going to add more people and cars to the area, especially since most condo unit is assigned two parking spaces which is an encouragement for people to drive. Instead, there should be condos with options for people who don't own cars.
4. There are no scooter users in the group present at this meeting; many use walkers when they go walking.
5. There are no traffic lights or pedestrian crossings at Torquay Drive/Shelbourne Street; in order to get to the Mount Douglas Market, one has to depend on the kindness of car drivers to stop.
6. The sidewalk alongside Home Depot is the only good stretch of sidewalk in the neighbourhood with a boulevard separating pedestrians from traffic; the rest are either right next to traffic, uneven, narrow, cracked and/or slanting. It is hard for seniors to balance their walkers on slanting sidewalks. The sidewalks around the Feltham/Shelbourne and Feltham/Cedar Hill areas are of poor quality – cracked, uneven, hydro-poles in the way.
7. Six seniors use transit to go downtown and other places. There are three buses (#39, 27, 28) and a short-haul community bus to the University of Victoria (#12). Bus service is good and the young people are always courteous in giving up their seats. A bus shelter is needed at the bus-stop on the southeast corner of Feltham/Shelbourne (across from Berwick House). The bus shelter on the Berwick House side is good.
8. More pedestrian crossings are needed in the neighbourhood. There is only two crosswalks along Cedar Hill Road between McKenzie and Mt. Douglas Cross Road. (One at Mt Douglas Cross Road and another at Hopesmore) Traffic lights/pedestrian crossings are badly needed at the Cedar Hill/Feltham intersection. It is a dangerous intersection with poor sightlines. Seniors have to cross the road at this intersection in order to go to Bow, Feltham and Brodick Parks.
9. There was once a proposal to turn Shelbourne Street and Cedar Hill Road into one way roads – what has happened to this?
10. The traffic along Shelbourne is very heavy and fast. Big trucks are unpleasant, some cyclists are unpleasant as they whiz past too close to slow moving seniors on the sidewalk.
11. The curb edges at the end of some sidewalks are overgrown with grass – it is difficult to push a walker on grass.
12. There is a bike lane but no sidewalk on the northwest stretch of the Feltham/Shelbourne intersection next to the Three Corners Centre and the pedestrian access to the centre is poor. This is a frequent destination for seniors as three dentists and a doctor and other services are located there. Improvements are urgently needed to provide safe and comfortable pedestrian access to the Centre.
13. In some cities, cars from all four directions at an intersection have to stop so that pedestrians can cross in every direction at the intersection
14. There is not enough space for roundabouts at the intersections here unlike in United Kingdom
15. There is not enough time for slow moving seniors to cross the road at the Feltham/Shelbourne and McKenzie/Shelbourne intersections.
16. There was an accident at the Feltham/Shelbourne intersection and the plastic debris from the

accident was left lying around on the northeast sidewalk for three days. It is difficult for seniors to push their walkers over plastic debris. Saanich should clean up debris immediately after accidents.

17. There are too many new housing projects and cars in the area; it is too busy and crowded – where are all the people going to go.
18. Victoria is the retirement city of Canada. It used to be nice many years ago but now there are too many cars.
19. A crosswalk is needed at Cedar Hill /Kenmore.
20. Away from Shelbourne, there are good connectors for walking along quiet streets such as Lambrick Way, Larchwood (Blair Park) and Ansell Road south of McKenzie

Other Additional Comments From A Senior Resident Living in the Shelbourne/Blair Area

1. Estimates that one third of traffic exceeds the 50 km/hr speed limit, wants speed limit reduced to 40 km/hr from McKenzie to Kenmore.
2. Sidewalk next to Shelbourne means pedestrians are only inches away from fast traffic, especially when walking two people abreast.
3. Garbage cans at bus stops need to be emptied more often, the one at Shelbourne/Blair east side is often overflowing.
4. People are still using cell phones when driving – a danger to pedestrians.
5. Pedestrians have to be nimble at the University Heights parking lot. Cars some time line up in the entrance at Tim Hortons, and block traffic travelling south on Shelbourne. Pedestrians have to breathe in the fumes from idling cars at fast food outlets.

Walkability Consultation - Letter From A Senior

Date: 15 April 2011

I am 79. I have lived in St Anthony's Lane townhouses since 1999. I have some health and mobility limitations. I aim to walk locally every day.

I have some ideas about the Shelbourne Plaza area, which I walk to several times a week. There are four areas of activity at the intersection of Shelbourne and Cedar Hill Cross Road, separated by heavy and sometimes speeding traffic.

They need to be better connected for people not in vehicles. I rarely go to Shelbourne Village; it seems remote, and access is awkward. And walking from Fairway in the Plaza is a zig-zag route to (say) Fujiya and the Urban Cup on the opposite side of Shelbourne.

I suggest a pedestrian-controlled crossing of Cedar Hill Cross Road, at Stamboul, on the east side of the Village and the Plaza. This would tend to slow down traffic which is often exceeding the speed limit. Also it would reduce the risk to pedestrians from right-turning drivers at major intersections who try to steal a few seconds by whipping round the corner before the pedestrians step onto their crosswalk.

Similarly, I suggest an extra pedestrian-controlled crossing of Shelbourne, at Church; it will be an added convenience, providing an easier route between the opposite areas of activity, and maybe helping to

calm traffic, making it less intimidating, on the stretch fronting Shelbourne Plaza. Again, it would reduce the risk to pedestrians from right-turning drivers at major intersections trying to beat the pedestrians to the crosswalk.

I suggest that a long-term program be worked out with the managers and merchants of the two plazas, for sensible walking routes to be constructed within the plazas. Shelbourne Plaza is disjointed for pedestrians; To get from TD Canada Trust to the stores (which do have a sensible walkway along their frontages) I walk through the A & W drive-through lane. I expect these drive-through lanes will eventually be eliminated, for health, pollution, and fuel-saving reasons, but we should be helping that process along. Also, another pathway will be needed when the crossing at Church is created.

The Village across Cedar Hill Cross Road could do with footpaths across that conglomeration of parking spaces, perhaps raised, with rounded white-painted shoulders, as in the parking lot on the other side of Shelbourne behind McDonald's.

My general idea is to make the area more civilised, safer and more welcoming to pedestrians, more attractive to people generally, and more likely to encourage people to take their time and wander around. And this aim should appeal to the merchants.

I was glad to see so many residents taking part in the walkabout on 14 April, especially on such a cold, uninviting day.

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