

Sharing Our Rural Roads

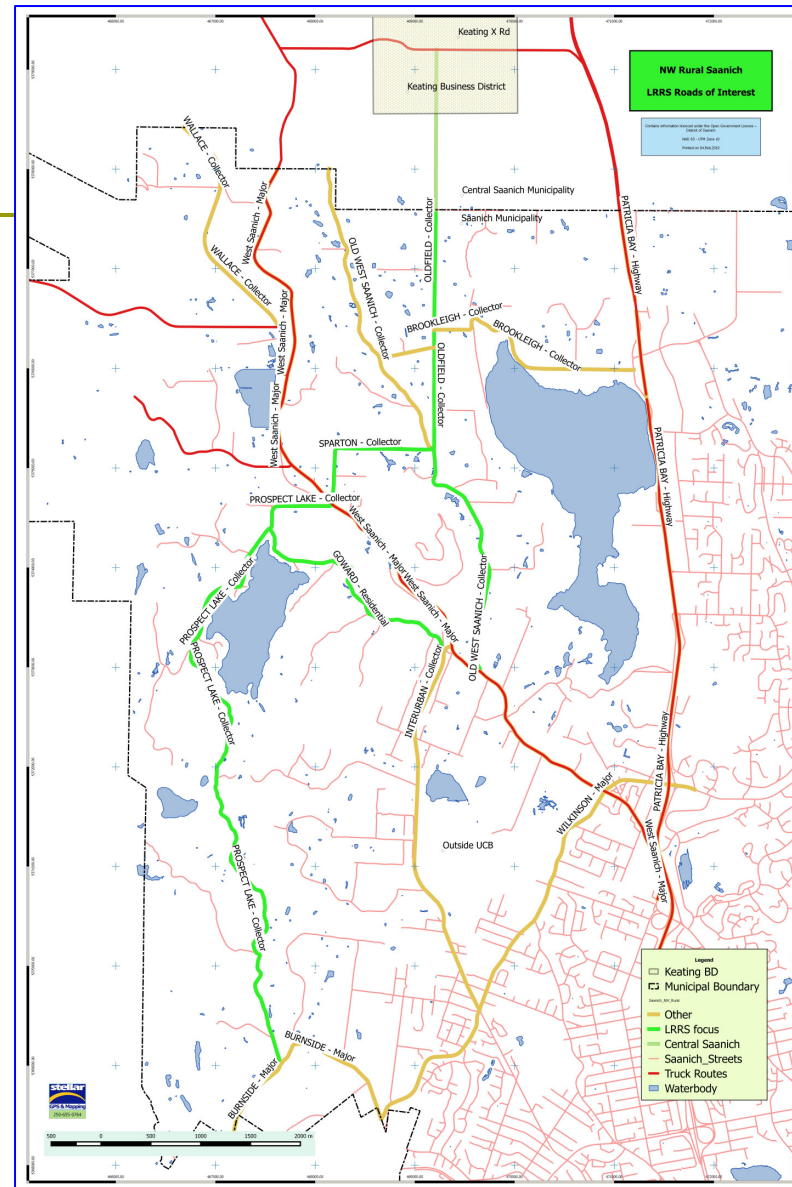
Harnessing Citizen Input to Make
Sharing a Reality

October 28th, 2021



LRRS Areas of Interest

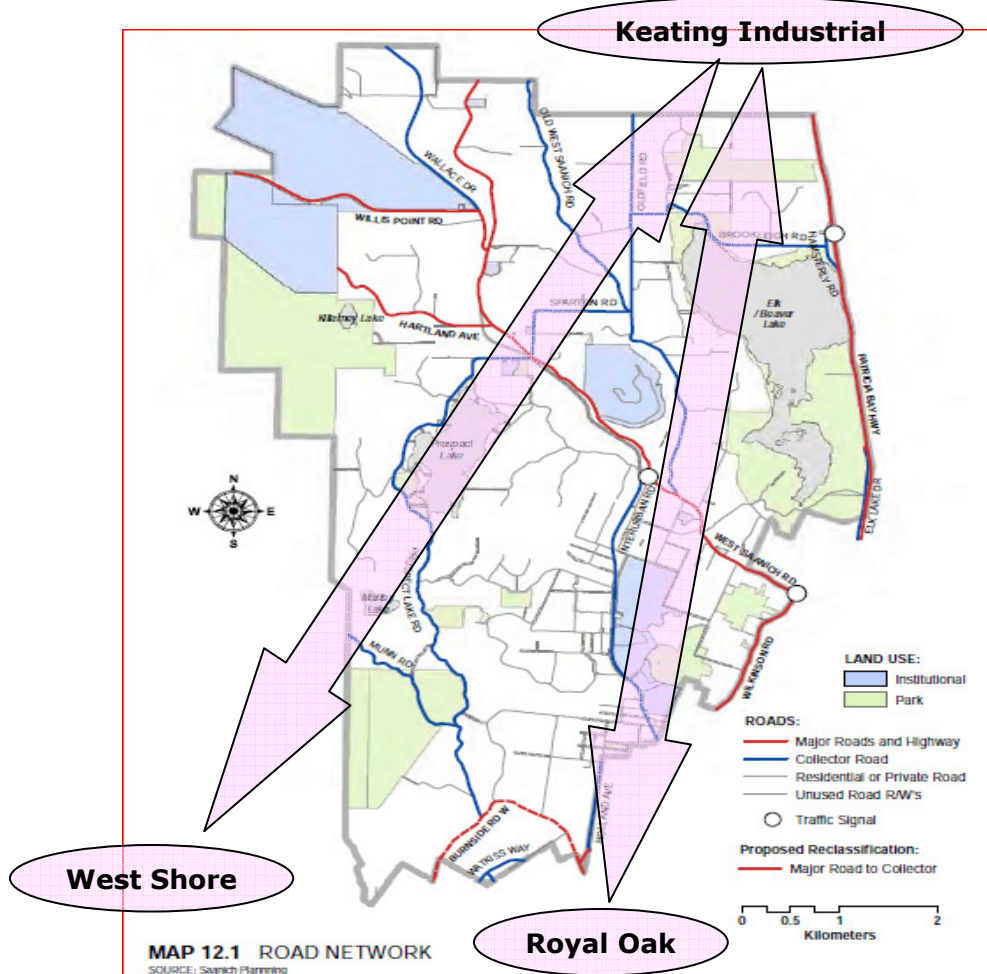
- ❑ Prospect Lake Road
- ❑ Goward Road
- ❑ Sparton Road
- ❑ South Old West Saanich Road
- ❑ Oldfield Road in Saanich
- ❑ Truck Routes are in Red



Comment

- This map of Rural Saanich shows five of the roads with unaddressed traffic concerns, especially for vulnerable users' Active Transportation needs.
- We focus on these roads only because we have authentic representation here. However, we want all vulnerable users to be able to engage in Active Transportation modes in comfort and safety.
- Please note that none of these five roads is a truck route. **Truck routes are in red.**

Rural LAP Area



- Prospect Lake Road
- Goward Road
- Sparton Road
- South Old West Saanich Road
- Oldfield Road in Saanich

NOTE: our traffic problems originate outside the LAP area but are borne by all rural residents

Comment

Our geographic situation is important:

- We are outside the UCB, in an area of high value to everyone for recreation, rural lifestyle, habitat protection, farming and self sufficiency, agro tourism, and tree canopy.
- Our neighbourhoods are sandwiched between areas of intense residential, commercial or industrial development on all sides (Western Communities, Royal Oak and south, Keating Business District and north).
- These roads are regularly used as cut throughs, commuter and truck routes, at speed, through linear neighbourhoods.

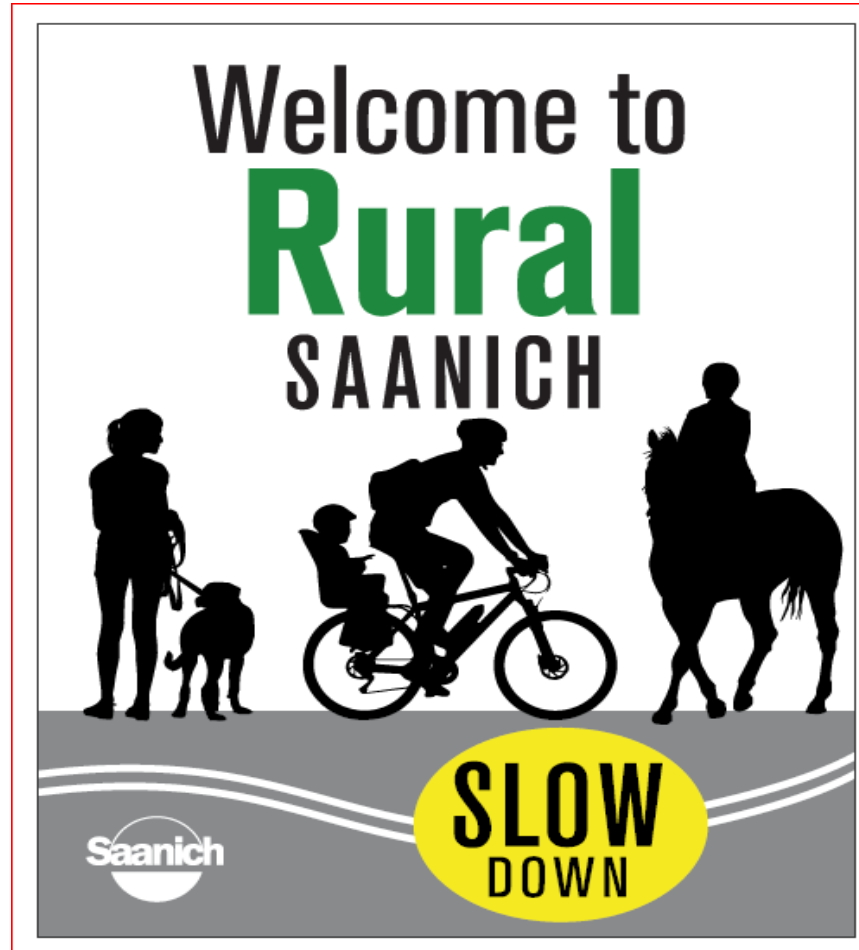
As Built Roads, Valued by the LAP



Comment

- Roads pictured are virtually unchanged since they were built long ago. They are narrow, winding, with limited sight lines, rocky outcroppings and no separation from traffic for vulnerable users; (Oldfield, not shown on this slide, is dead straight but also with significant safety issues).
- Roads like these are now taking volumes, types and speeds of traffic for which they were never designed. This has Active Transportation impacts.

Cooperation with Saanich

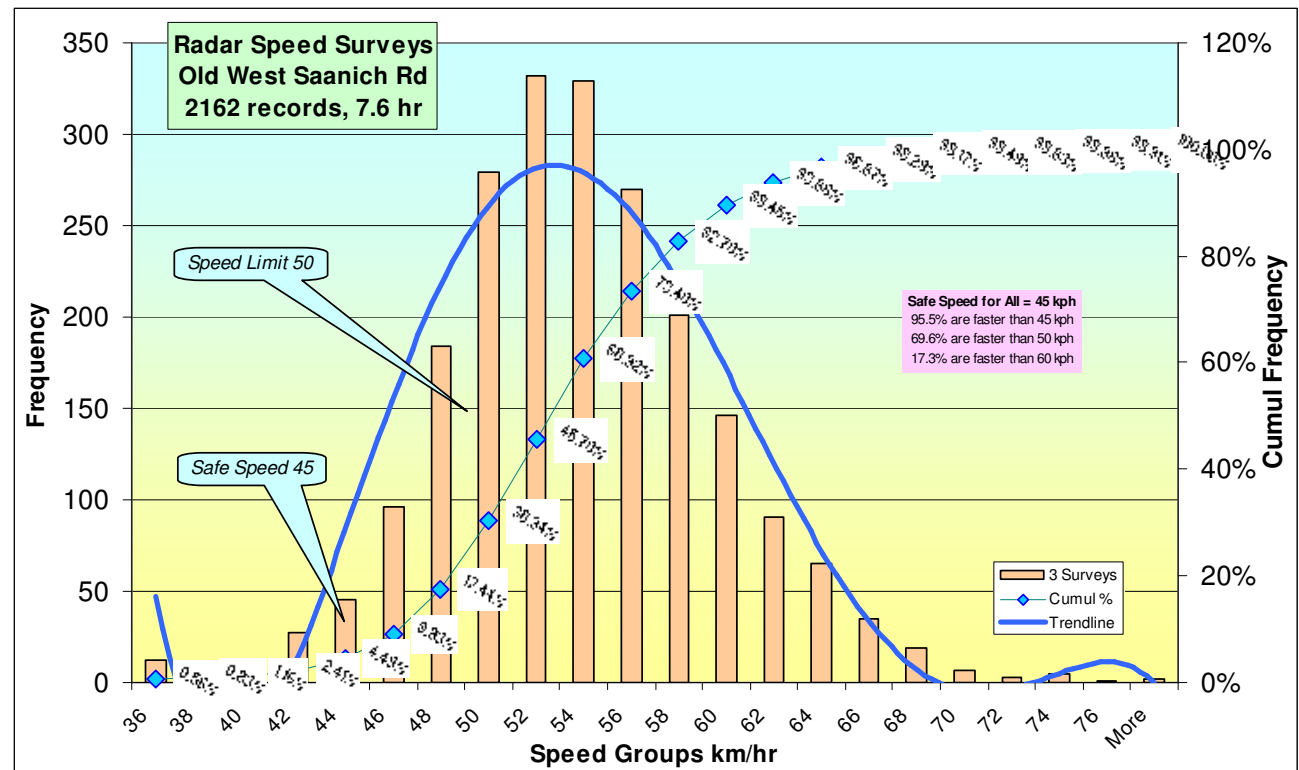


Comment

- This Neighbourhood Gateway sign, suggested by Saanich's Troy McKay, designed by LRRS and installed by Saanich, was a welcome initiative some years ago.
- However, since then nothing further has been done to make the **lengths of these roads** safe for vulnerable users.
- The limitations of several Saanich initiatives need mentioning:
 1. dealing with the WS/Sp/PLR intersection, while crucial and welcome, is a separate issue, will not solve our current realities, and may actually make them worse;
 2. only partial solutions have been achieved on Prospect Lake Road, and many of those solutions still do not help vulnerable users;
 3. the Speed Reduction Pilot Program, at 30 kph on unlined roads, will not benefit many **lined** roads that need speed reduction;
 4. unless coupled with improvements for vulnerable user use, regular re-paving projects on rural roads often have the effect of making the traffic lanes slightly wider, smoother and faster.

Speed Data – OWS, 2162 records, 2017

- Safe speed for all = 40-45 kph
- 95% are faster than this
- Comment: Very credible speed data was collected on Old West Saanich indicating that the safe speed of 40 to 45 kph is largely exceeded, in many cases excessively. This data was collected during the weekdays and does not reflect frequent night and weekend speeding.



Truck Use Data on OWS, 2017

Data collected at 5142 Old West Saanich Road Truck Observations Collection from Sep 2016 to June 2017

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O				
1	Date	Time	Type	GVWS506	Function	Company	Trailer?	Regular	KBD	Spare	Note	Dir	Flag	V Type	Observation			
2	5-Jun-16	17:00	Cube	Over	Unknown	Unknown								S	Cube van	S		
3	20-Aug-15	10:00	Truck	Much over	Mixer	Trio		y							Concrete	10 am Trio Ready Mix cement truck		
4	20-Aug-15		Truck	Much over	Pumper	Coho Concrete		y	y						Concrete	Coho Concrete		
5	20-Aug-15		Truck	Much over	Pumper	Coho Concrete		y	y						Concrete	Coho Concrete again		
6	20-Aug-15		Truck	Much over	Mixer	Tower	S	y							Concrete	Tower (Beadmill?) truck pulling cement mixer		
7	20-Aug-15		Truck	Much over	Dump	MacNutt		y							Dump truck	Macnutt dump truck		
8	20-Aug-15		Truck	Much over	Dump	MacNutt		y							Dump truck	Macnutt dump truck		
9	19-Oct-15		Truck	Much over	Chip	Mander									obs	Chip truck	Noted on Sparrow Mander Trucking, very large, hard for woman and dog walking on road	
10	5-Nov-15		Truck	Much over	Dump	Don Mann		y		x4				N/S	Dump truck	Don Mann Excavating: 4 times, presumably 2N and 2S		
11	5-Nov-15		Truck	Much over	Dump	Don Mann		y							obs	Dump truck	Mann Trucking and Peninsula Excavating, Lic 2364-KW, all day, many trips, some up to Walton Place, well up on Oldfield	
12	25-Aug-16		Truck	Much over	Lowbed	D Taylor									N	Low bed	Taylor (D Excavating Ltd 7) large empty flatdeck going N	
13	28-Aug-16	12:00	Truck	Much over	Lowbed	D Taylor	LX									Low bed	room Taylor (above) large flatbed with excavator	
14	28-Aug-16		Truck	Much over	Flat deck	Sleggs		y	y	x2					N	Flat deck	Sleggs large flatbeds (x2?), going N (There is a Sleggs on Keating)	
15	28-Aug-16		Truck	Much over	Dump	MacNutt		y								Dump truck	Macnutt dumptruck	
16	28-Aug-16		Truck	Much over	Mixer	Trio				cx						Concrete	Trio Cement trucks, multiple	
17	31-Aug-16	12:30	Cube	Over	Shredder	Unknown										Cube van	12:30 large commercial shredding cube van	
18	1-Sep-16		Cube	Much over	Moving	SaanPenKIS			y							Moving van	Saanich Peninsula Moving truck (waiting also not in bus stop/Storage on Veyness)	
19	2-Sep-16		Cube	Over	Delivery	Sleggs		y	y							Cube Van	Sleggs's large cube van	
20	2-Sep-16		Truck	Much over	Flat deck	Unknown		y	y						N	Semitrailer	Sleggs's trailer going north, large supply line	
21	2-Sep-16		Truck	Over	Chip	Unknown									N	Cube van	Large chip cube van going north	
22	2-Sep-16		Cube	Much over	Delivery	Pac Rim Dist										Cube van	Large cube van Pacific Rim Distribution going N	
23	8-Sep-16		Truck	Much over	Flat deck	Sleggs									N	Semitrailer	Sleggs's large trailer, going N, behind with concrete	
24	8-Sep-16	15:00	Truck	Much over	Slinger	Unknown		y	y							Slinger	Mid afternoon rock slinger truck, large	
25	8-Sep-16		Truck	Much over	Dump	Unknown									N	Dump truck	Dumptruck N	
26	8-Sep-16		Truck	Much over	Dump	Unknown									S	Dump truck	Dumptruck S	
27	8-Sep-16		Truck	Much over	Dump	Unknown									N	Dump truck	Dumptruck, orange, N	
28	8-Sep-16		Truck	Much over	Dump	Unknown	L								N	Dump truck	Full size dumptruck with pump, going N	
29	10-Sep-16		Truck	Much over	Dump	Unknown	L								N	Dump truck	Large blue dumptruck with pump, going N	
30	10-Sep-16		Truck	Much over	Lowbed	Unknown	LX									Low bed	Flat deck with excavator	
31	12-Sep-16	15:00	Truck	Much over	Pumper	Unknown									N	Concrete	Mid aft Verry large concrete pump truck (i.e. not just a cement mixer) going N	
32	13-Sep-16	08:00	Truck	Much over	Dump	Unknown									N	Dump truck	8 am Dump truck N	
33	13-Sep-16		Truck	Much over	Dump	Unknown									S	Dump truck	8 am Dump truck S	
34	14-Sep-16	09:20	Cube	Over	Delivery	Sleggs		y	y						N	Cube van	9:20 am large Sleggs cube van, N	
35	14-Sep-16	09:20	Truck	Under	Flat deck	Unknown									N	obs	Flat deck	9:20 AM a truck and flat deck marked GVV 5490, this vehicle clearly did not look large, significantly smaller than much of truck traffic
36	14-Sep-16	09:25	Cube	Over	Delivery	ACE				ld					N	Cube van	9:25 ACE cube van N	
37	14-Sep-16	10:20	Truck	Much over	Dump	Gravel Mart									N	obs	Dump truck	10:20 Gravel Mart dumptruck N, gw 27,216. This was indeed a local delivery but way over weight, and typical of the many trucks using the road
38	14-Sep-16	10:30	Truck	Much over	Dump	Gravel Mart				ld?					S	Dump truck	10:30 Gravel Mart dumptruck S	
39	14-Sep-16	12:40	Truck	Much over	Dump	Don Mann		y							S	Dump truck	12:40 Don Mann dump truck N	
40	15-Sep-16	07:50	Truck	Much over	Pumper	Unknown										Concrete	7:50 Large concrete boom or sling truck	
41	15-Sep-16	08:00	Truck	Much over	Dump	Don Mann		y							N	Dump truck	8 am-9:30 Don Mann dump trucks N, S, N	
42	15-Sep-16	08:30	Truck	Much over	Dump	Don Mann		y							S	Dump truck	10 am red dump truck (Trio?) N	
43	15-Sep-16	09:30	Truck	Much over	Dump	Don Mann		y							N	Dump truck	10 am red dump truck (Trio?) N	
44	15-Sep-16	10:00	Truck	Much over	Dump	Trio									N	Dump truck	10:15 Don Mann rock slinger going N	
45	15-Sep-16	10:15	Truck	Much over	Slinger	Don Mann		y							N	Slinger	10:15 Don Mann rock slinger going N	
46	15-Sep-16	11:00	Truck	Over	Flat deck	Unknown									N	Flat deck	11:00 flatdeck, empty, no GVW visible, S	

Page 1 of 20

C:\data1_Current_Projects\5142_OWR\Traffic\Truck Traffic 2017 Old West_3b.xls

06-08-2017

Transient trucking is significant

LRRS Reply re OWSR Truck Data

List A indicates all of the recorded company names that were seen sufficiently often to suggest the use of the road for at least some non-delivery transits. In some cases, a strong argument could be made for these transits being exclusively non-delivery. We can supply that context in a meeting.

Please bear in mind that this list only represents less than 30% of our observations and thus does not actually include almost 800 other truck transits, many regular, but all unidentified.

1888 Junk
Burley Men
AAA Rebar
Access Records
Alpine Group
AMU Campbell
Bartlett Tree
Bekins
Bickkok Landsc
Budget Rentals
Capital Tree Service
Cintas Uniform
Coast Environmental
Coho Concrete
Cold Star Solutions
Columbia Water
Comox Pacific Express
Coop Petroleum

D Taylor Excavating
Dan Foss
Davies Contracting
Diamond Delivery
Discount Towing
Don Mann
Eagle Propane
Fed Ex
Flynn Canada Ltd
Harbour City Kitchens
Island Paving
Junk Box
Leader Mercantile Ltd
LR (Low Rate Hauling?)
MacNutt
Mander
Michell
Miners Bay Trading

Monk Office
Nordic Fencing
Parker Johnson
Peninsula Landsc
Portofino Bakery
Ryder
Saanich Peninsula Moving/Keating Self Storage
Sleggs
St Vincent de Paul
Stokes Van Lines
Swin Moving
Trio Ready Mix
UPS
Waste Management
Williams Scrap Metal

P and R Trucking: Although we only see their pick ups, they service large trucks, and a courtesy letter reminding them to tell their truck clientele that access to and from their business at the corner of Keating and Oldfield should be on the designated truck routes could be helpful and effective.

List B indicates heavy usage by the following vehicle types, few of which are well suited to the road width and alignment. This is very important in demonstrating how a rural residential road is evolving into a commercial and industrial truck route, in contravention of an existing Truck By-law.

- dump trucks, empty/full flat decks, low beds, gravel slingers
- tractor units with or without heavy equipment on trailers
- concrete mixers and pumper trucks
- large junk and disposal trucks
- fuel, septic and propane tankers
- school buses, motorhomes
- chip, roofing and towing trucks
- arborist and landscaping trucks
- cube vans of many sizes and functions, including moving vans
- many mid size purpose built industrial trucks, incl. with long trailers



LRRS
Page 2
17 Aug 2017

Comment

- Detailed data on truck use makes it clear that regular transient trucking is a significant issue
- This is not able to be effectively addressed by police, and is still not addressed by anyone else in decision making positions.

PLR Resident Survey - 2008

- Residents have a long history of taking these problems to Saanich, and a long history of no substantial change resulting.

- In 2008 the PLDCA's traffic group
 - submitted a 10 page report and petition
 - signed by 420 residents
 - problem: loss of a safe rural lifestyle due to increased volumes and speeds of traffic
 - 88% in favour of effectively reducing speed

Comment

- A slice of 2008 input from Prospect Lake residents, including a survey sent to Saanich. These issues have long been of concern.
- Finally, a fatality in 2019 appeared to trigger a Safety Review.

Local vs Transient Traffic

- PLR closed for paving, 2018
- Vehicles per hour:
 - PLR open – 281
 - PLR closed – 126
- **Transient traffic was more than double the local traffic.**

prepared by LIVABLE ROADS FOR RURAL SAANICH						
APRIL 11 2017						
Prospect Lake Road Open						
		Northbound		Southbound		
3:00 PM	4:00 PM		69		237	
4:00 PM	5:00 PM		71		381	
5:00 PM	6:30 PM		45		172	
TOTAL	3.5 hr		195	790	985	
					Vehicles per hour	281.4
APRIL 24 2017						
Prospect Lake Road Closed						
		Northbound		Southbound		
3:00 PM	3:15 PM		14		19	
3:15 PM	3:30 PM		15		14	
3:30 PM	3:45 PM		15		25	
3:45 PM	4:00:PM		19		26	
4:00:PM	4:15 PM		21		20	
4:15 PM	4:30 PM		19		25	
4:30 PM	4:45 PM		16		28	
4:45 PM	5:00 PM		29		24	
5:00 PM	5:15 PM		17		21	
5:15 PM	5:30 PM		18		20	
TOTAL	2.5 hr		183	222	315	
					Vehicles per hour	126.0
Commercial Vehicles seemed to be locals or working in the area.						

Comment

- PLR data collected before and after a re-paving road closure indicates that the traffic volume is largely non-local. Unfortunately even the PLR Traffic Safety Review chose not to decide if the traffic was primarily transient or not.

Drive Times, 2017

- 3 GIS-based drive time studies
- Origins and destinations are all outside Rural Saanich
- The studies compare drive times using the Truck Routes vs using our local roads
- **Truck Routes are quicker**
- **"Short cuts" are not quicker**
- Comment: Drive time analyses show that time savings by using our residential roads are nil or negligible.

Ref	7	6	2	3	16	13	12	9
Origin	Colwood	Colwood	Langford	Langford	Markham	Markham	Royal Oak	Royal Oak
Address	1697 H14	1697 H14	2495 Millstream	2495 Millstream	4583	4583	4294 Quadra	4294 Quadra
Destination	Slegg's	Slegg's	Slegg's	Slegg's	Slegg's	Slegg's	Slegg's	Slegg's
Route	H14 McK H17	H14 Burnside Prospect W Saanich Keating	H1 McK H17	H1 Burnside Prospect Sparton Oldfield	W Saanich Keating	W Saanich RO Dr H17 Keating	Quadra H17 RO Dr W Saanich Keating	Quadra H17 Keating
Type	Quick	Quick	Quick	Short	Quick	Quick	Quick	Quick
Truck?	Y	N	Y	N	Y	Y	Y	Y
Dist	20.3	17.3	22.6	18.9	10.4	10.4	13.4	10.5
Time	19	18	20	23	11	11	14	10
RH penalty	3	1	3	1	0	1	1	2
RH Time	22	19	23	24	11	12	15	12
Ave RH Speed	55.4	54.6	59.0	47.3	52.0	52.0	53.6	52.5

ID	Name	Route	Dist	Speed	Time	Via	Truck	Diff	Length
257235	Quadra - Brentwood	Optimum	14.18	66.56	12	PBH	Yes	-2	14,184.7
257241	Quadra - Brentwood	Forced	13.69	60.74	13	WSR	Yes	-1	13,693.6
257238	Quadra - Brentwood	Forced	13.24	55.32	14	OWR		0	13,240.8
257214	Quadra	Optimum	10.94	71.35	9	PBH	Yes	-5	10,939.1
257232	Quadra	Forced	11.33	54.45	12	OWR		-2	11,334.1
257217	Quadra	Forced	13.87	59.30	14	WSR	Yes	0	13,870.7
239252	Markham	Optimum	10.46	69.29	9	PBH	Yes	-2	10,462.5
257194	Markham	Forced	8.06	50.70	9	OWR		-2	8,062.8
257198	Markham	Forced	10.61	57.34	11	WSR	Yes	0	10,607.6
257201	Langford	Optimum	22.63	76.34	17	PBH	Yes	-4	22,631.0
257204	Langford	Forced	19.61	58.50	20	OWR		-1	19,614.3
257211	Langford	Forced	20.07	58.35	20	Sparton		-1	20,070.8
257207	Langford	Forced	21.26	60.62	21	WSR	Yes	0	21,262.9
257244	Colwood	Optimum	19.30	73.75	15	PBH	Yes	-3	19,298.8
257247	Colwood	Forced	16.30	54.18	18	OWR		0	16,298.7
257250	Colwood	Forced	16.76	54.14	18	Sparton		0	16,755.2

Pavement Width, 2017

- **To be safe**, a road's designated function must conform to the as-built parameters
- The **Collector road designation is inappropriate** because pavement widths average over 5m below Spec. (11 m) with few shoulders
- This **contradiction** is the basis for the many rural road safety issues. The 4 LRRS roads called Collector cannot **safely** be used as such, at 50kph.
- Comment: Pavement width data: shows that there is a contradiction, sited in the LAP, in how these roads are designated and used.

Road	Count of Actual Pavement Width	Average of Actual Pavement Width	Average of S & B	Required Pavement Width	Width Conformity	Road Class.
Goward	3	5.08	0.47	5.00	0.08	Residential
Old West Saanich	6	5.92	1.20	11.00	-5.08	Collector
Oldfield	3	5.96	1.36	11.00	-5.04	Collector
Prospect Lake	5	5.78	1.62	11.00	-5.22	Collector
Sparton	1	4.80		11.00	-6.20	Collector
Grand Total	18	5.68	1.22		-4.29	

Personal Anecdotes

- ❑ On Prospect Lake Road an equestrian business owner, while walking a pony carrying an 8 year old, is **harassed off the road** by a pick up driver.
- ❑ Cyclists are **twice blasted by air horns** from behind while on Old West Saanich.
- ❑ A resident **gives up having a dog** because he cannot walk it safely on Sparton Rd.
- ❑ An **impatient motor cyclist tailgates** a resident trying to turn into his driveway, and then pulls out and passes at speed on a blind hill and curve.
- ❑ On Prospect Lake Road a vehicle pulls out fully into the oncoming lane to **pass not one but two vehicles on a blind corner and hill.**
- ❑ **Unsafe driver behaviour is abundant.**
- ❑ Comment: These anecdotes were collected up to March 2019 and continue to be collected and shared by residents, especially when they are using the roads for Active Transportation. See the incident reporting form at the Lrrs website (lrrs.org)

Rural Features



Mar 2019, updated Aug 2021

LRRS

20

Comment

Lived experience by residents and other users needs to be recognized:

- the unique features of these rural roads: 'volume and flow' should not be prioritized, rather, strategies must incorporate livability: safety and comfort for all;
- the fact that these rural roads pass through what are almost totally residential neighbourhoods, as has always been the case;
- the need for a safe speed for all, instead of reliance on a default speed, which favors only vehicle operators.

Value Statements from the LAP

- ❑ **“Safety, minimizing traffic** and other impacts, and **respecting the rights of its residents**, including the farmers, are important considerations.
- ❑ Vision 2026: Rural Saanich is **a peaceful community** with rural acreages and small-scale farms, **safe roads** and trails, and a natural and pastoral landscape.
- ❑ Sense of Community: Human interaction is the foundation for building a sense of community.....**Safe country roads** and trails are part of the vision for Rural Saanich.”
- ❑ Comment: In the context of Active Transportation at least, this vision is not being met. Page 67 of the LAP also recognizes that many roads do not meet the collector road standards.

Truck Traffic

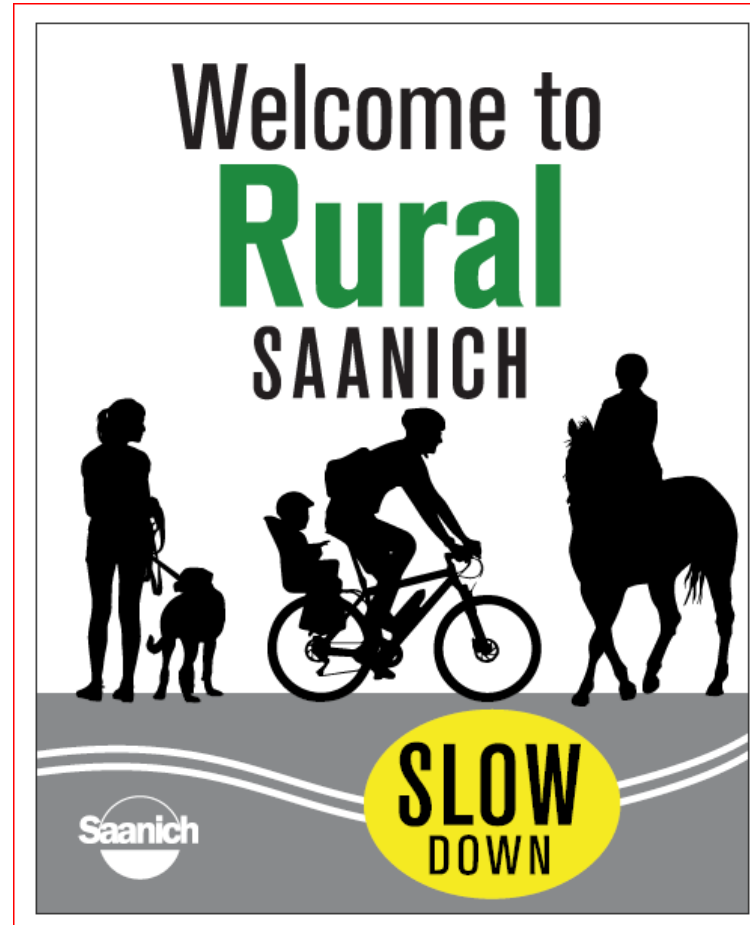
- How safe is this situation for other users?



Comment

- Saanich has a truck bylaw but it is not able to be effectively enforced. The size, noise and speed of many of these vehicles are a significant and serious issue for Active Transportation use.
- Issues: Should a weight restriction be the only metric for these narrow, winding roads? What constitutes local delivery? How can we combat GPS which directs trucks up these roads?
- What is Saanich's role in engaging Central Saanich whose industrial district lies just outside our rural boundary?

Respecting Rural Values

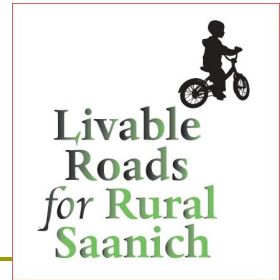


Comment

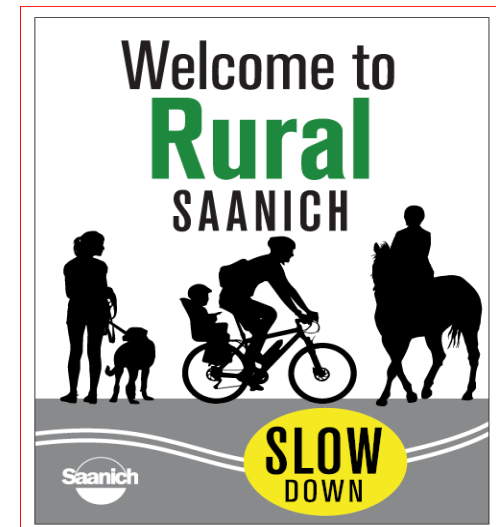
Expectations:

- We have a vision for these roads that accommodates appropriate traffic, enables safe Active Transportation, while protecting and enhancing rural values.
- We are confident that remedies do exist, but we first need recognition of the gaps in the ATP and the scope of the traffic problems that exist.
- In general up to now we have met a lot of resistance in getting recognition of rural traffic impacts on vulnerable users and on livability in general.
- **The benefits of Active Transportation are of huge potential in the rural areas. We are looking to the Active Transportation Advisory Committee to recognize that this potential will not be met with the current ATP.**
- For the ATP to truly apply to all of Saanich, there need to be changes.
- In Part 2 of our presentation we look more closely at what is in the ATP regarding the rural situation, and what is missing.

Sharing Our Rural Roads – is not working for all users



- ❑ Roads **must** be safe for ALL users
- ❑ The Rural Areas contribute to a community sense of well being (LAP).
- ❑ Without traffic management, the Vision 2026 goals of the LAP are likely not attainable
- ❑ Citizen input can enhance Municipal problem solving.



Thank You!



Comment

- We ask that the values of the current LAP be upheld.
- We ask that the Saanich Active Transportation Plan address rural needs.

Thank You