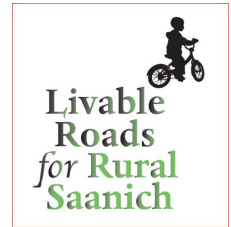


**Sharing Our Rural Roads
October 2021 Presentation to Saanich ATAC**



Part 3 Summary and Requests to the Active Transportation Advisory Committee

We hope that Parts 1 and 2 have given you adequate background as well as our view of the current ATP in relation to our rural roads.

In summary, many rural roads require a different treatment in order to achieve "safe, efficient and valued alternate modes of transportation".

We often hear that accident counts and reports are the measure of road safety. We would like to assert that low accident statistics do not equal comfortable and safe use for vulnerable users.

Timely and fiscally responsible sidewalks, bike lanes and traditional infrastructure for bike and pedestrian safety are not possible on many of our rural roads.

So, the 'infrastructure' that we need, to start with, is speed reduction.*** Speed reduction is the most logical and cost effective means to begin the process of traffic calming rural roads that are taking more and faster traffic than their designation supports. In addition, strategic traffic calming devices will be needed.

***We note your purpose:

The Active Transportation Advisory Committee (formerly the Bicycle & Pedestrian Mobility Advisory Committee) advises Council and recommends policies on:

- *Cycling and pedestrian mobility*
- *Road, sidewalk and trail designs*

It aims to promote safe, efficient and valued alternate modes of transportation."

The core of our presentation is that although speed reduction is not mentioned, it is precisely that which is needed in the rural context, in order for you to achieve your mandate.

As an Active Transportation Advisory Committee tasked with advising council on policy **for all of Saanich**, we ask that you advocate for our rural needs.

Specific requests:

We ask that ATAC

1. Engage with LRRS to get any further clarification you need; we welcome your questions and discussion on October 28th.



2. Request that as soon as possible the ATP be revisited to include wording that will address these rural needs. The current two pages are ineffective. We have been told that the ATP would be revisited after a certain period.

3. Urge Council to explore options like a pilot program of speed reduction on selected lined rural roads where concerns have long been voiced. If a rationale is needed for road choice for a pilot, it should be roads which do not meet the design criteria for the designation they have been assigned. (pavement and shoulder width etc. in addition to natural features (sight lines, rocky outcroppings, blind corners etc.) A speed reduction would be a start, likely needing to be bolstered by traffic calming elements over time.

4. Encourage the budgetary requirements necessary, including grant monies.

5. Advise Council engagement with Central Saanich in discussions on how to work together to traffic calm the Oldfield/Old West Saanich corridor; there is a need to prioritize safe places for Active Transportation, rather than traffic flow, on certain rural roads.

6. Advise alternate suggestions should you not agree with LRRS' ideas

7. Welcome and support the engagement of interested citizens, who are not asking for an assessment from the committee or from Staff on whether or not Rural Saanich needs more support; we are asking for support in moving to solutions.

Saanich has rightly claimed a Climate Emergency and many policies are being developed in support.

We feel that it is incumbent upon Saanich to extend the same efforts to enhance AT safety on rural roads as on urban streets. We ask for nothing more than equal treatment, likely at lower cost.

We look forward to your comments and actions.

Livable Roads for Rural Saanich

