

LET'S
CONTINUE TO
MOVE SAANICH
FORWARD



ACTIVE TRANSPORTATION PLAN UPDATE

PHASE 2 WRITTEN COMMENTS

FEBRUARY 2023



Hello Megan,

1. What about active transportation has changed since Saanich's ATP was approved in 2018 that you believe should be considered in the updated plan?

- More bike lanes
- More sidewalks

2. What is working well with active transportation in Saanich?

- E-bike rebate opportunities

3. What do you think could be improved?

- E-bike and 3-wheeled bike trial and training opportunities
- Education sessions on the importance of active transportation (physically, socially, mentally)
- Sidewalk maintenance (width, condition of ground / no tripping hazards, lighting)
- Consideration for scooters operating safely on sidewalks

4. What role, if any, do you see your Seniors group playing in the process to update the ATP?

- Providing feedback

5. What role, if any, do you see your Seniors group having in the implementation of the ATP?

- Unsure

Thanks,
Anne

Anne Nelson, Director, Saanich Centre
Silver Threads Service

Our Summer Program Guide is now available!
Join us in July and August for fitness, art workshops, Musical Appreciation and Summer Outings and more.
A great way to connect with others and stay active!
[Programs & Events | Silver Threads](#)

Victoria Centre

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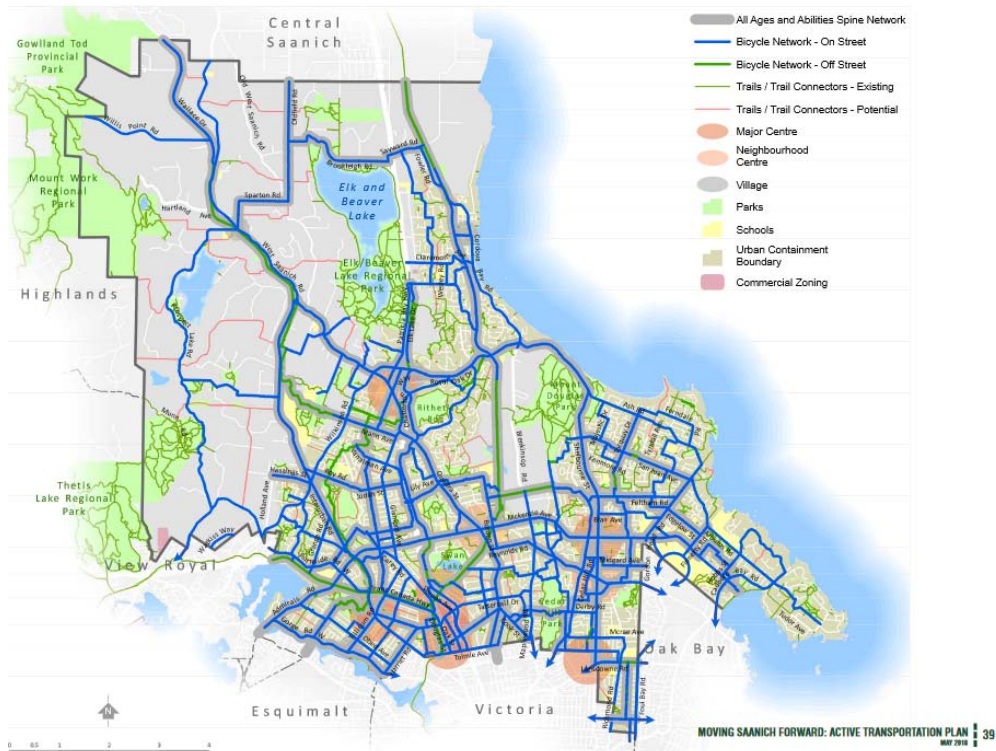
Megan Squires

From: Mike Wilson - Director, Office of Campus Planning and Sustainability
Sent: Monday, June 27, 2022 9:00 AM
To: Megan Squires
Cc: Juliet Van Vliet - Campus Planner
Subject: (External Email) RE: Saanich Active Transportation Plan Update

Hi Megan,

I hope you are doing well. Thanks for reaching out. I've provided some feedback below:

1. What about active transportation has changed since Saanich's ATP was approved in 2018 that you believe should be considered in the updated plan?
 - a. UVic approved its Campus Cycling Plan and has started the development of a AAA network on campus.
 - b. We've seen an increase in the number of peds/cyclists in terms of trips to and from campus.
 - c. Growing popularity of ebikes
 - d. We completed our latest transportation survey in 2021:
https://www.uvic.ca/campusplanning/assets/blocks/content/accordions/20220408_uvictrafficsurvey_2021_report_final.pdf
2. What is working well with active transportation in Saanich?
 - a. Many improvements over the past few years which is great to see.
3. What do you think could be improved?
 - a. Saanich is vast and the Plan provides a very detailed map of improvements. It is obviously a ton of work. It would be great to simplify some of the messaging/maps to include a AAA network map that connects four or five key destinations and that these chosen corridors are prioritized/fast tracked for implementation.



- b. Cyclists Safety on Gordon Head Rd adjacent to Campus View Elementary (lack of bike lane or sharrows) – we hear this often from parents who are also employees of uvic.
 - c. Bike Lanes and Sidewalk improvements on Arbutus Rd near the From Finnerty to Hobbs. Will help improve connectivity from Queenswood Campus to Main Campus.
 - d. Improvements to Gordon Head at McKenzie intersection – e.g. elimination of right turn slip lanes, bike priority lights.
 - e. AAA Connector from Borden/McKenzie to UVic. This is a huge project that would greatly improve connectivity to the regional trail network.
 - f. Improved bicycle parking at all civic facilities to provide covered parking and upgrade bike racks to accommodate ebikes and larger cargo bikes.
 - g. Work with CRD on Paving Lochside Trail from Royal Oak to Blenkinsop Greenway and pedestrian cyclist separation on regional trails.
 - h. Intermunicipal e-bike sharing program.
4. What role, if any, do you see your Educational Institution playing in the process to update the ATP?
 - a. We would be happy to host your team for an open house to engage with students and employees on campus. We are a community of ~28,000 people and the municipalities rarely host events on campus for input from the university community.
 - b. Happy to provide feedback on key strategies to improve connections to UVic.
 5. What role, if any, do you see your Educational Institution having in the implementation of the ATP?
 - a. We will continue to engage with Saanich on connections to Saanich infrastructure as we make improvements on campus.
 - b. Our next project in planning is the McGill Rd. active transportation pathway. We will be requesting feedback on the schematic design in the coming months.

Thanks for the opportunity to provide feedback.

Kind regards,
Mike

Megan Squires

From: Dayle Krahn [REDACTED]
Sent: Tuesday, June 07, 2022 2:40 PM
To: Megan Squires
Subject: (External Email) RE: Saanich Active Transportation Plan Update

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Try again

From: Dayle Krahn
Sent: Tuesday, June 7, 2022 2:38 PM
To: [REDACTED]
Subject: Saanich Active Transportation Plan Update

Hi Megan,

Most of our residents are at a stage where they are driven or use an electric scooter to get around. One of the things I think is very important for encouraging walking are spots not too far apart for sitting and taking a break. In our open spaces we install benches quite frequently. It allows residents to work their way around the space and not have to worry about having to walk the whole way at one time. We do have spots in our parking areas for residents to plug in their scooters would that work in parks and other public spaces. Also, there was a project in London a few years ago called "Free Pee". It allowed seniors to use washrooms in stores along the way without having to buy things. Freepee.org. having incontinence issues can be a big deterrent to getting out.

Thanks,
Dayle

Dayle Krahn EDAC
VP Property Maintenance & Development
Baptist Housing

[REDACTED]

[REDACTED]

Baptist Housing gratefully acknowledges that we serve and care for seniors in our communities located throughout the ancestral, traditional, and unceded territories of First Nations and Metis in the Okanagan Valley, Interior, Southern Vancouver Island, and the Lower Mainland. Our ministry office is located in Delta on the lands of the x^wməθk^wəyəm (Musqueam), q^áyčəy (Katzie), q^wa:ńłəń (Kwantlen), Semiahmoo, and scəwaθən məsteyəx^w (Tsawwassen) Nations.

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Megan Squires

From: Gibbs, Margaret [REDACTED]
Sent: Friday, June 17, 2022 3:35 PM
To: Megan Squires
Subject: (External Email) RE: [EXTERNAL] Saanich Active Transportation Plan Update

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi Megan.

I am responding to Saanich's questions in your letter of 6 June 2022 to ATP Update stakeholders (see **highlighted** bit below).

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

- *Probably the biggest source of new information and guidance would be the [BC Active Transportation Design Guide](#), which has potentially useful guidance on Planning for Active Transportation (S. B.2), Amenities and Integration (S. H), and Post-Implementation (S. I). It may be helpful to orient Saanich's ATP so that elements of its implementation would be eligible for [BC Active Transportation Infrastructure Grants](#).*
- *Developments in micromobility devices and programs have accelerated since the 2018 Plan. Micromobility has implications for shared use of sidewalks, bike lanes, and MUPs; curb management; bylaws; and micromobility parking.*

2 and 3. What is working well with active transportation in Saanich? What do you think could be improved? *Generally speaking, many AT initiatives adopt a strong focus on cycling, which may shortchange attention to walking as an active mode. Since walking is not only a modal choice in itself, but also generally a component of the transit mode choice (since most transit trips start and end with walking segments), I would encourage Saanich to devote sufficient attention to walking. This may also benefit older residents and children who may not be confident cyclists (or cyclists at all), but who would benefit from good pedestrian infrastructure.*

4. What role, if any, do you see your Agency playing in the process to update the ATP? *As the provider of basic auto insurance in BC, ICBC has a strong interest in promoting multi-modal road safety. Through the participation of its Road Safety Engineer on the Steering Committee, ICBC will provide input to the Road Safety Action Plan that will be part of the ATP.*

5. What role, if any, do you see your Agency having in implementation of the ATP? *Through its Road Improvement Program, ICBC can provide cost-share assistance to the District to implement elements of the Plan that improve safety for all modes.*



.....
Margaret Gibbs, P.Eng.

Road Safety Engineer
Road Improvement Program

Below is my reply to the points in the July 21 meeting agenda.

As a totally blind, mobility cane using rural Saanich resident, I have travelled independently in rural as well as city centre locations in the District. I find Walking along the narrow, winding, hilly rural roads with no shoulders and fast drivers to be challenging and nerve racking on the best of days.

When I moved to Charlton Rd. in February, there was too much horse poop on the side of the road, making it impossible for me to walk independently along the street.

Around the beginning of June, this problem seemed to resolve itself and I began taking walks to the end of the road myself with no issues. During the second week of August, neighbours began to alert me to the presents of poop on the road again and I've had to suspend my walks once again.

Walking in areas of the district with higher traffic volumes, intersection crossings is a huge problem; especially where the crossings are not at right angles. There are vastly too few accessible pedestrian signals installed. Where the APS are in place (usually without location tones), it is impossible to determine if the signal is automatically or push button activated. If it is pedestrian activated, it is almost impossible to locate the push button.

While walking shared trails, My wife and I have had a few close calls with "E" things flying by at high speeds.

In July, I had to travel from my home to the Swartz Bay ferry terminal. When I phoned to book a handyDART trip, I was told that the next available reservation was 10 days away. As a result, I was forced to take a taxi where I used \$64 of my taxi saver coupons.

While riding our tandem bike recently, we were entering an intersection where we had the green bike light and the car to our left had a red light. The car driver turned right into our path before screeching to a stop, forcing us to crash the bike to avoid a collision with the car. While we were not injured, my wife was quite shaken and the handle bars and fender of the bike were bent out of alignment. Of course the car driver proceeded on her way without stopping to see if we were ok.

While this incident was not in Saanich, it suggests that when there is a bike traffic light, a "no right on red" sign would have prevented this type of bike/car interaction. Something for Saanich to note?

Since 2018, Saanich has seen the introduction of e-bikes, e-scooters etc., an ever growing aging population along with a drastic increase in motor vehicle traffic.

Accommodations and Regulations must be put in place to allow the safe operation of these new e-devices. With the aging population, we have a much greater number of individuals with special needs travelling throughout the community. The ATP must be updated to allow the safer movement of these individuals.

Saanich has done a great job with bike paths and shared trails. For the most part, they are working quite well.

The updated ATP should include better accommodations for walkers with special needs. The pedestrian signaling systems must be updated to allow the safe travel for people with sight loss. Accommodations must be put in place for the deaf-blind traveler.

pedestrian walkways must be updated with the most up-to-date standards/systems for wheelchair and walker travellers.

Undertake a review with BC transit to improve bus stop facilities. Many people with physical ailments have difficulty standing for long periods of time. Covered benches should be present at all bus stops (even in rural areas). Alternate signage for visually impaired and totally blind should be installed on all bus stop poles. Where possible, tactile sidewalk markings should be installed to assist people with sight loss to locate bus stops.

If HandyDart service is continues to be as poor as it is today, the Taxi Saver program should be modified to allow a larger number of coupons to be purchased monthly. Currently, \$80 is the maximum monthly amount for Taxi Coupons. When most taxi trips cost in the \$20 range, this allows for 4 trips per month.

The role I see myself playing is that of an advocate for those who have special needs/accommodations when travelling throughout the District of Saanich. One who, with the assistance of others, helps to guide the plan to create a more inclusive and barrier free environment for all travellers in the District.

If I've missed anything, please feel to let me know.

Thanks,

Reed

Hello Megan

Thanks for extending the deadline for our response.

First, here are the questions for which you requested answers.

Secondly, we note that there are two other times for input, Phase 3 and Phase 4. We will have more detailed input on Actions, but I think we should wait until later for that. That would be our preference in any case, and hope it meets with your approval.

Please note that LRRS restricts our comments to the rural situation.

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

Adoption of Vision Zero; quick adoption of e-bikes which makes coping with hilly rural areas less of an impediment; significant and increasing dissatisfaction expressed by rural residents about AT safety on their roads.

2. What is working well with active transportation in Saanich?

Again, only with respect to the rural situation:

Although we recognize the value in having two pages dedicated to Rural Saanich, the current Actions on pages 48 and 49 are not effective now, have not resulted in substantial changes to general VRU AT safety on the lengths of these roads in the last four years, nor do they show promise of doing so in the 30 year span of the ATP.

So for rural areas the ATP is not working. (We do know some 'spot' interventions have taken place in conjunction with the intersection project, but we need immediate generalized safety for AT rural road users.)

3. What do you think could be improved?

The two (or more) pages in the ATP need to contain concrete Actions to "Encourage AT....". There is no point in including as Actions such things as "Enforce Existing Posted Speed Limits" and "Enforce Saanich's Existing Truck Route Bylaw". That is just not happening, and is not likely to happen through traditional means.

We note one of the stated priorities of the refresh:

- Update select strategies and actions, and incorporate new strategies and actions, where necessary;

4. What role, if any, do you see your Advocacy Group playing in the process to update the ATP?

In addition to the comments contained here, LRRS has detailed suggestions for Actions pertaining to making rural AT use safe. They center around significant speed reduction and traffic calming interventions which we view as everything from signage, to road painting, to any number of a suite of small interventions up to mini traffic circles.

5. What role, if any, do you see your Advocacy Group having in the implementation of the ATP?

We believe that LRRS can play a significant role in implementation. Several specific ideas:

- We are willing to do the footwork in grant applications to help fund specific road safety projects that support speed reduction or traffic calming (such things as speed signage, speed feedback signs). BC injury prevention is an example of an organization that welcomes funding requests, but partnering with Saanich would be necessary.
- Education: We have a reasonable reach through our Website, Bulletin, List Serve, and Petition signees, as well as participation on Better Mobility Saanich and other similar venues.
- We have a strong awareness of the situation on these roads, and as Vision Zero implies, that residents' lived experience needs to play a significant part in the decision making that will make AT safer on rural roads (or any roads).
- At some point we would like to participate in or initiate an 'event' that would highlight and educate regarding the potential of the rural areas for safe AT activities, including equestrian use. We would need support from Saanich.

Thanks for making this opportunity available Megan. Have a good weekend.

Pam Harrison and John Potter
LRRS

Megan Squires

From: Philip Lancaster [REDACTED]
Sent: Monday, June 20, 2022 4:20 PM
To: Megan Squires
Cc: Vera Wynn-Williams; Gabe Epstein
Subject: (External Email) ATP Questions

[REDACTED]

Hi Megan,

I'd like to make a few comments about the discussion questions circulated as part of phase 2 of the ATP review.

First, it's not clear just what questions need to be addressed or if the intention is that comments flow in according to respondent interest. Assuming the latter, my secondary concern is that the questions frame the responses so narrowly that one needs to contort answers to get at one of the major weaknesses in the ATP, which is that it does not adequately consider the connection between land use and transportation.

To expand on this point, please look at the disconnect between the principles articulated in the first few sections of the ATP document and the build out plan described in the maps. The former stressed the need for good active transportation networks within village centres and village cores. It also acknowledged a need for connectivity between where people live and where they need to travel. However, the map neatly ignores these two central features of the plan in favour of an approach aimed at improving recreational cycling. Active transportation infrastructure should go first where it is most needed. Though the problem has been fixed, at least as far as a promise, you might note that the section of Tillicum Road between Arena Road and Gorge Bridge, including the bridge, was ignored in the plan. If connectivity between where people live and where they need to go is critical then so is access across bridges.

In the review, I would suggest you try to refocus attention on connecting people with amenities. This implies actively supporting this Council's direction to focus on Corridors, Centres and Villages in land use planning and development. If we tie development and land use planning to active transportation planning, we have a chance of making coherent progress.

I would also suggest that there is a real need to re-think priorities for deciding active transportation implementation allocations. Public transit barely gets more than passing mention in the initial plan yet, if we consider demographics, we are likely to get more people out of their cars with better public transit than with bicycle infrastructure, though both are needed. As an example, the drive to construct an AAA bike lane on Gorge Road West has led to a plan that includes a reduction in bus stops. I can find no record of accidents involving cyclists along this stretch of Gorge Road since the present painted bike lanes were installed and see few cyclists using it but regularly see people waiting for buses at various stops. The priority should be obvious.

Finally, I still have difficulty embracing any plan that lacks both a time table and a budget. Without them, the ATP is merely a wish list. You might consider tightening it up by costing out the construction needed to complete the proposed design and including a budget for each phase.

One more second thought: how is this letter meant to reach a broad cross section of Saanich residents? I received it through my CA but CAs represent only a small segment of their various communities.

Best regards,
Phil Lancaster
VP GTCA

same situation in certain places. Also, the sidewalk going up Haro Rd from Arbutus (towards Frank Hobbs) is on one side of the road and very uneven. In winter it often puddles in the low spots at Haro/Arbutus and you have to walk on the road. On a personal level, I have also noticed that by creating bicycle lanes and pedestrian sidewalks, the roads are narrower and this makes it more difficult for drivers. In some cases trees have had to be felled to make room for the pedestrian/bike friendly changes which is a pity. Pedestrian crossings when they also cross bike lanes are not user friendly. Bicycles should yield to pedestrians but not all of them do. You sometimes see a distracted pedestrian stepping out into the bike lane while trying to cross the street without seeing the cyclist coming.

4. Goward House can be a part of the ATP process through me as their liaison. I am a new member of the Board of Directors and am currently on the Environs Committee. I will read the materials sent to me and pass on any relevant information. Therefore, our Seniors group wants to be in the loop regarding anything new in the area or be asked about making recommendations. So changes to roads, sidewalks, the bus shelter, bus route, would all affect the members and non-members. Right now, from observation, the preferred method of getting to and from Goward House is by car for practical reasons. In fact, during big events lack of parking can be a problem.

5. Goward House can be a part of the ATP implementation process through me as the appointed liaison. The Board and admin wants to know what is going on with the ATP as it affects the members. Just so you know, although we are a senior centre, Goward House is also used by non-seniors for rentals (primarily weddings), for art shows, tea room, information sessions, etc..

Megan Squires

From: John Hicks [REDACTED]
Sent: Thursday, June 16, 2022 12:14 PM
To: Megan Squires
Subject: (External Email) Saanich Active Transportation Plan Update - preliminary CRD comments

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi Megan,

Please see preliminary comments in response to your request of June 6. Feel free to reach out at any time if you require clarification. I am looking forward to working with you on this project. Happy to help in any way I can.

Regards,

John

[REDACTED]

What new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

- Micro-mobility is an area of increasing demand that is shrouded with regulatory issues.
- Uptake of ebikes
- Increased demand for traffic calming and improvements to prioritise AT users on the on road portions of the regional trails network.
- Lack of clear definition as to what constitutes an ebike vs scooter.
- Speed differentials between various rolling form of AT and pedestrian movement.
- Greater impetus on safety through design.
- Greater acceptance of narrower general purpose travel lanes.
- Design standards have continued to update to be more reflective of AT.
- Environmental Emergency declarations.
- MoTI/province are giving more recognition to the roll AT plays in climate change and health.
- Demand for consistency of user experience across the region.
- Need for secure parking for bikes has increase as cost of bikes particularly ebikes and cargo bikes is substantial.

2. What is working well with active transportation in Saanich?

- Significant improvements along key corridors and in and around some schools have created a more useable and predictable network of AT infrastructure.
- Expectation that improvements will come with development is now common place – something that was very much lacking.
- Saanich has made a commitment to include dedicated funding for AT.
- Includes public and stakeholders in development of plans and priorities.

- New developments are increasing density along corridors and in centres making the business case for AT improvements more viable.
- Data collection partnership and information sharing has improved.
- Growth and general acceptance of separated cycling infrastructure.

3. What do you think could be improved?

- Traffic calming and related improvements to prioritise AT users on the on road portions of the regional trail network.
- Intersections in local neighbourhoods, particularly those in the proximity of schools and centres are often still very unfriendly and not accessible for AT users – limited drop down and connecting sidewalks.
- Decrease reliance on slip lanes and added turning space at 4 ways. i.e space for two cars in the same direction and one at the other essentially creating three lanes at one fork of an 4 way. (dangerous for AT users and removes any shared road space.
- Very significant gaps in both walking and cycling networks.
- Greater use of protected cycle ways and sidewalks with boulevards.
- Introduction of a modified less resource intensive separation for cycling lanes as an interim measure.
- Greater consistency in messaging and education between Saanich, CRD and other partner policies, messaging and signage.
- Prioritising and building out local slow streets or greenways – minimal number at present.
- Develop a bike parking program/policy that includes secure parking at destinations.
- Consideration of a compliance action plan.

4. What role, if any, do you see your Agency playing in the process to update the ATP?

- Support for traffic calming and improvements to prioritise AT users on the on road portions of the regional trails network – could potentially include in update of the Regional Trails Management Plan.
- Assist in advocating for regulatory changes to the MVA.
- Assist with data collection, dissemination and reporting.
- Assistance in developing and tracking KPI's
- Partnerships in developing more consistency between the regional trail network and the regional trail system.
- Assistance when addressing AT in and around schools – Ready Set Roll programs.
- Assistance in outreach.
- Advocate for secure and dedicated AT funding from higher levels of government
- Provide access to the CRD Traffic Safety Commission including experts in youth and aging populations.
- Review and provide feedback on drafts and proposals.

5. What role, if any, do you see your Agency having in implementation of the ATP?

- Similar to above plus below.
- Work to align Saanich infrastructure and policy with regional priorities.
- Assistance in education and etiquette programs.
- Continued leading role in School Travel Planning and potentially workplace travel planning.
- Highlight Saanich work and learned experiences through the Regional Transportation Working Group.
- Lead regional discussion around consistency of user through the Regional Transportation Working Group.
- Develop a regional trail compliance action plan that could guide future municipal plans. (partner engagement forms part of this plan).

From: [REDACTED]
To: [Megan Squires](#)
Subject: (External Email) Saanich Active Transportation Plan Update Response from EBLES
Date: Tuesday, June 28, 2022 7:00:36 PM

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello Megan, this is a response to the questions that you wanted answered based on your experience with active transportation and/or Saanich's ATP from the Elk/Beaver Lake Equestrian Society.

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

In the past few years, Oldfield and Brookleigh Roads were repaved to be wider. In the process, the shoulder that was heavily used by pedestrians and horses to get off the road when vehicles were coming was removed. Now in most stretches of these two roads, horses and pedestrians must share the pavement and it is very dangerous.

2. What is working well with active transportation in Saanich? Council is willing to listen to our concerns and willing to act on same. Equestrians are mentioned in the Action 1E.6 regarding their consideration when improving paths in rural Saanich.

3. What do you think could be improved?

Add equestrians to Action 1E.4:

CONSIDER THE ROADWAY DESIGN GUIDELINES OUTLINED IN THE RURAL SAANICH LOCAL AREA PLAN WHEN CONSIDERING PROJECTS IN THE AREA.

so that safety for equestrians is considered in the improvement of rural roads.

Ideally, put wide multi use paths alongside rural roads. Maintain wide stable gravelled shoulders on rural roads and consider replacing them where they have been removed. Improved signage such as "Pass Slow and Wide" with an image of a horse and wider. Guarantee that pathways that connect trail systems with areas with equestrian properties, such as the Viaduct connector, are improved in such a way that horses can safely use them and that access will continue to be granted.

4. What role, if any, do you see your Advocacy Group playing in the process to update the ATP?

As a representative for horse riders in Elk/Beaver Lake park, many of our members can provide input on current conditions of riding the roads and trails in rural Saanich. Our society can help to identify stretches of road that are particularly dangerous,

and assist in prioritising work to be done.

5.

What role, if any, do you see your Advocacy Group having in the implementation of the ATP? Through our various functions, to educate our members and the community on safe interactions with equestrians while on roads and pathways.

Thank-you for the opportunity to provide input on this issue,

- Lara Wear

EBLES Electronic Communications



June 30, 2022

Megan Squires
Senior Transportation Planner
District of Saanich

As requested in your June 6, 2022 letter, here is the CBACA's response to the District of Saanich's request for feedback for the update of the Active Transportation Plan (ATP).

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

1. Saanich Council approved the update of the Cordova Bay Local Area Plan (LAP) on March 15, 2022. There is a whole section on transportation and mobility (i.e., pages 64-86) that details the importance of the ATP, but also the priorities and policy directions for Cordova Bay.
2. The COVID pandemic has seen a real increase in people cycling, hiking and walking in Cordova Bay, elsewhere in Saanich and in the CRD. The demand to be outside and be more active has not gone away as use on our roads and trails is still increasing.
3. E-bikes and scooters are now extremely popular and used not only by more senior riders but also with a wider demographic (e.g., youth using e-mountain bikes).
4. Horseback riding is increasingly popular in Cordova Bay, particularly in the rural portions of the area and on the Lochside Trail.

2. What is working well with active transportation in Saanich?

There has been increased emphasis on building bike lanes in the district. For example, as part of the recent upgrade of Haliburton Road, dedicated bike lanes were added to the section of this road from the Pat Bay Highway to Wesley Road near Claremont High School. This is good! A small section of bike lanes was also added near the new Haro development in the Cordova Bay village.

During the recent LAP update process for Cordova Bay, there were dedicated public engagement sessions on the ATP and for transportation and mobility in our area. The ATP sections in our LAP included the Cordova Bay/Fowler/Sayward corridor, Lochside Road/Trail and roads up on the ridge. The updated LAP now has an entire section dedicated to key elements in the ATP.

3. What do you think could be improved?

There are some challenges to identifying the impact of efforts to support ATP. In part, this is a reflection that the region's population is growing, meaning ever greater mobility and use issues. With an overall population increase of 36%, any gains seem inadequate to meet the growing demand. Car traffic seems heavier, and bike lanes seem more congested. Are we making progress? How do we measure progress in light of increased demand and use?

The District of Saanich could become more technology agnostic in the way we support ATP. Currently there seems to be a singular focus on public transportation or e-bikes only. We need a myriad of choices, as the technologies are changing rapidly; we can't move at a snail's pace to approve them. We should consider them approved until they need to be regulated.

In Europe (in cities such as Lyon), they have managed this by having extensive ATP lanes that include bikes and other devices, and there isn't pandemonium: certain streets are closed to vehicle traffic (part or whole) to provide better corridors for more active transportation. Lochside trail is a good example, but it needs to be more aggressively supported. There could be particular zones where ATP is more actively enhanced (i.e. within 10 km of UVIC) and certainly within the various centres, transportation corridors and villages in Saanich.

Many of the issues within the ATP as it affects Cordova Bay, are intertwined between the Engineering and Parks Departments in Saanich. As an example, the extensive trail system throughout Cordova Bay is integral to how people can move around the area and also link areas such as the ridge, the village or the beach. The Transportation/Mobility and Parks /Trails sections in the LAP (i.e., pages 64-87) contain a lot of the priority actions and policies specific to Cordova Bay. Ensuring more coordination between Engineering and Parks would greatly enhance progress on the ATP in Cordova Bay.

The CBACA has been highly active in transportation issues over at least the past 10 years. The CBACA has been a strong advocate for safer and more comfortable roads in the community, particularly on the Cordova Bay Road/Fowler/Sayward corridor. The Lochside Trail is also a significant issue and priority for the general community and community association. Attached are copies of the correspondence and reports related to these issues submitted over the past few years by the CBACA to Saanich.

To date, this advocacy, in our opinion, has not resulted in any real change for Cordova Bay. There is palpable frustration in the community for this lack of real change by Saanich on the issues within our area. A recent example of this frustration is a local neighbourhood group (outside of the CBACA) who have been recently advocating for improvements to the Sayward Road, Alderley Road and Pat Bay Highway area.

Implementing the priority actions and policies related to transportation and mobility as noted in the updated LAP, will be received positively throughout our community.

A few specific points for improvement:

- **Finish the bike lanes.** At present, many, if not most, bike lanes have started but still have large gaps. Cordova Bay Road is a good example of that as are the bike lanes along the Mount Douglas Parkway.
- **Provide regular maintenance of the bike lanes.** As an example, on the new bike lanes on Haliburton Road, there is minimal to no maintenance of these new lanes. In the winter and fall, the lanes get clogged with snow and ice as well as leaf debris. In other

sections, local residents deposit their leaf piles right in the bike lane for weeks in the fall waiting for the municipal leaf pickup service to remove the piles. In the meantime, nobody can use the bike lane.

- **Improve public transportation.** The frequency, extent and infrastructure of public transportation is sadly lacking in Cordova Bay. As an example, there is only one covered bus stop along the entire length of Cordova Bay Road. There is no real surprise then, that most residents of the area don't even think about using public transportation. If they do, they have long and inconvenient walks to the Pat Bay Highway, Royal Oak Drive or Cordova Bay Road just to link up with a bus.
- **Finish sidewalk construction.** Saanich has a policy of requiring developers to build new sidewalks as part of their community contributions. In the case of Del Monte Ave, we now have four (4) small sections of new sidewalk built in the past 1-2 years. Unfortunately, this has led to approximately 90% of this major residential street being without sidewalks. This area of Cordova Bay is not expected to see a lot of new development in the near future as many of the houses are relatively new. As a result, we have several "orphan" sidewalks along this major road, with no prospect of seeing the gaps filled in during the next 20 years or so. Map 6.2 in the LAP outlines the ATP pedestrian infrastructure network in Cordova Bay. This map also highlights some additional areas that should be added to the infrastructure system (e.g., Del Monte Ave between Claremont Ave. and Haliburton Road plus a small section near Walema and Doumac Roads in the village). The CBACA would strongly advocate for improvements to the long-term pedestrian infrastructure network along the Cordova Bay Road/Fowler/Sayward Corridor plus Claremont Avenue (i.e., Wesley to Cordova Bay Roads) and Del Monte and Santa Clara Avenues.
- **Install additional pedestrian controlled (with lit signals) crossings along Cordova Bay Road.** Map 6.3 in the LAP details the existing and proposed pedestrian crossings all along the Cordova Bay/Fowler/Sayward corridor. The installation of a system of pedestrian-controlled crossings along the Cordova Bay/Fowler/Sayward corridor may be one of the single most critical issues for the community in this area.
- **Finish the trail linkages in the parks.** Some of the trails in Doumac Park cross private land. These areas need to be acquired by Parks, and proper trail linkages completed to increase the connectivity to the village and beach, as well as within the general area. Map 6.1 in the LAP outlines the proposed "green" corridors and future trail connections planned for Cordova Bay.
- **Develop and implement a more robust wayfinding strategy on the trail system in Cordova Bay.** As noted on the LAP (i.e., Map 7.1), there is a very extensive and linked trail system in Cordova Bay. The ATP could build on and enhance this system of trails in the area to increase the overall use and utility of these trails. The ATP could incorporate an enhanced wayfinding system that would greatly assist in getting more people using the existing system of trails in the area to get to the various schools, shopping in the village or just going to the beach.
- **Increase trail maintenance.** Many of the trails in the area suffer from poor maintenance thereby rendering them inaccessible to many residents. Trails that would be accessible if maintained are currently inaccessible to users with disabilities, mobility challenges or parents/grandparents pushing a child's stroller as a result of deferred or minimal maintenance. Examples of this include the trails in Sayward Hill and Doumac Parks. There is a whole section in the updated LAP on the priorities and policies for parks and trails (pages 83-87).

4. What role, if any, do you see your Community Association playing in the process to update the ATP?

The Community Association would be happy to coordinate or volunteer to lead local events or participate in any ATP workshops that may be offered.

The Transportation and Parks subcommittee of the CBACA can compile the last decade of documents pertaining to ATP in Cordova Bay for Saanich to incorporate into feedback as those topics and issues remain current as priorities for the area's residents.

5. What role, if any, do you see your Community Association having in implementation of the ATP?

The CBACA would be pleased to support and be highly active with the District of Saanich in the implementation of the ATP, particularly if we saw the opportunity for real change in Cordova Bay.

Thank you for the opportunity to provide feedback to the update of the ATP. If you have any questions or would like to discuss our feedback in more detail, please don't hesitate to call us.

Sincerely,

Anna Hakim and Dave Chater
Co-Chairs, CBACA Transportation and Parks Sub-committee

City of Victoria
July 4, 2022

1. Based on your experience, what new information has emerged since Saanich's ATP was approved in 2018 that should be considered in the updated plan?

- Increase in work from home
- Increase in home deliveries – and potential for e-cargo logistics
- Increase in shared mobility services (eg: one way car share; dockless unlicensed devices)
- BC Active Transportation Design Guidelines
- GoVictoria, Victoria's mobility strategy
- Heightened awareness around Vision Zero
- Heightened awareness around Accessibility
- Anticipated new mode share data (2021 census; 2022 O&D Study)

2. What is working well with active transportation in Saanich?

- Regional trail connections
- Growing / expanding cycling infrastructure
- PLLs at traffic signals
- Encouragement programs (ie: ICA partnership)
- Planning for transit investments on major corridors (we are watching McKenzie process carefully!)

3. What do you think could be improved?

- Sidewalk network growth / connectivity
- Accessibility at intersections / crossings for people with disabilities
- AAA cycling infrastructure expansion
- Public bike parking – quality, locations, quantity
- The continuation of free public parking (cheeky, but I have to say it)

4. What role, if any, do you see your Government Agency playing in the process to update the ATP?

- Identifying CoV priority projects for cycling, pedestrian and transit network implementation (note for transit: Douglas Street and potentially Hillside Avenue will be the 2 priorities for us in the next 5 years)
- Data sharing on adjacent / shared corridors
- Identifying common issues for / among agency partners (ICBC, BCT etc)
- Examples to show the public

5. What role, if any, do you see your Government Agency having in implementation of the ATP?

- Delivery of reduced speed limits on local streets to support more enjoyable and safer walking / cycling environments
- Defining E-bike charging and Cargo bike criteria for municipal Zoning Bylaws (City would like to do this as part of our schedule C update in 2023)
- Working with Island Health / School district / Private landowners to acquire rights for land to support critical inter-municipal AT connections (EG: St. Patrick's School)
- Working with School District 61 on common public use regulations for public AT pathways on their property

- Exploring criteria/locations for Mobility Hubs (City has these developed and would love to collaborate with you)
- Exploring MVA pilot for e-kick scooters (?)
- Exploring potential program for e-cargo logistics program between our municipalities (?)
- Partnering on expansion of the Saanich e-bike incentive program (is this program continuing? We might have funding in 2024)
- Exploring joint business licence regulations for shared 3rd party e-bike operators (and other unlicensed mobility services)
- Advocating for shared regional objectives related to funding for AT, TDM, safety, transit, accessibility at CRD
- Advocating for enhanced data collection programs / standards at CRD
- Advocating for updates to MVA to better address safety, accessibility and new mobility
- Consideration of joint purchasing for transportation equipment (eg: accessible signals; automated data collection equipment; e-bike charging bike racks)
- Consideration of purchasing for programs or services (eg: bike skills courses; transit shelter advertising; streetlight data)

Capital Bike is excited to see Saanich review its 2018 Active Transportation Plan (ATP) and are pleased to provide some comments about the review, looking at the successes and where we feel should focus next.

What do we like?

Overall, the ATP is a comprehensive document that covers the breadth of what is needed to make active transportation safe and comfortable in Saanich.

The ATP has good design standards for what constitutes All Ages and Abilities. We have referred to Saanich's guidelines in suggestions to other municipalities as they work on their own active transportation plans.

Regarding what action the ATP has produced, we are happy to see a few key pieces moving forward such as the recent quick build work, the COVID pivot to adding automated signals and LPIs, spot improvements throughout Saanich, (ex: near UVic). Saanich has also innovated here, most notably on Prospect Lake Rd with the one-lane section.

What would like to see in the next four years and beyond?

The biggest change we would like to see a shift from the menu-like Active Transportation Plan to a more focused Active Transportation Implementation Plan (ATIP). We believe this renewed plan needs to contain several interlinked, but parallel pieces. Each of these pieces needs to come with defined budget and staffing, along with timelines to complete each piece within a reasonable timeframe of at most 15 years.

Defined AAA network

The core of the new ATIP is a AAA network, one that covers the whole of Saanich. It should follow the City of Victoria's AAA guidelines – one route within 400m of every resident or destination – while also following Victoria's very deliberate sequenced building plan. This network should emphasize connectivity to Saanich's major and minor destinations and crucially be focused around building AAA even in places where existing space is hard, rather than waiting for development to provide space.

When choosing this network, a key focus needs to be on enabling regional connectivity, both to the Regional Trail and to existing or planned routes in neighbouring municipalities such as along Saanich's southern border with Victoria.

Regarding AAA definitions, we feel these need a revision based on the past four years. Notably, we believe Saanich should follow the City of Vancouver's AAA guidelines for shared use roads, which brings the volume of vehicles down to around 500 cars/day and sets minimum and maximum widths. Further, to reflect the changes in the past years, protected intersections should become common and standards for separate signal phases at intersections, following standards set by NACTO to around 150 cars/hour.

Further, we believe that Saanich needs to create more consistent designs for its projects, as we note that the current Shelbourne plan has three different designs across three phases, while some proposed and built projects change design (and level of protection) several times within very short spans.

Safer Routes to Schools + Postsecondary

Saanich has led the region in creating Safe Routes to Schools plans. However, we feel there needs to be stronger focus on implementing those plans. By bringing all these plans into a single map and adding the three major post-secondary institutions, Saanich can build an implementation plan that let's council and the public see where these routes overlap with other priorities and where they stand alone, while also dedicating the required funding and staff time to getting all plans implemented.

A safer rural Saanich

Rural Saanich poses a challenging environment to make safe for those walking, biking or riding horses, and vulnerable users do not feel safe. Many of the solutions used in urban areas, such as protected bike lanes, require road space that doesn't exist in rural Saanich. Given the high driving speeds, use of rural Saanich roads as a shortcut (especially by trucks) and limited right of way, we would like to see a specific focus given to rural Saanich. Creating safe and shared pavement for AT users in Rural Saanich must take the form of significant speed reduction, made effective by traffic calming infrastructure and education. Already successful concepts, like the one-lane section of Prospect Lake Rd, speed feedback signs, bollards, signage directed at vulnerable user safety, speed platforms, tiny traffic circles etc. rolled out systematically.

A focus on road safety

Saanich has long struggled with road safety – suburban design and poor initial design of many roads – has led to big challenges, highlighted most recently with the crashes involving young people walking. We also know that many of the places that have the worst road safety issues are not likely to be part of other projects, be it the core AAA network or safe routes to schools, so a specific focus on road safety projects is needed. The recent initiative to lower speeds on residential roads is a great start, but calming the major roads needs to be done too, in a way that doesn't slow down buses (Saanich should not be afraid to slow down non-transit traffic).

More quick-build neighbourhood bikeways

Although Saanich lacks the grid that many other municipalities, there are still good possibilities for neighbourhood bikeways in Saanich. Recent work on Raymond St or Dean Ave are good examples of where these projects can be delivered relatively quickly and lightly. The City of Victoria has also been working with lighter traffic calming in places beyond their AAA network, often just using bollards, paint and planters. These lessons could be brought to Saanich with a focus on quickly building out a network of neighbourhood bikeways, some of which would intersect the main AAA network, but some would not.

Celebrate better with more rides and events

As Saanich expands its network of bikeways, the need to celebrate them becomes clearer. Events such as Go By Bike Week, the previous Saanich Cycling Festival and the City of Victoria's Discovery Rides are excellent examples of how new people can be invited to use new infrastructure or imagine different futures. A budget for this celebration should be built into each infrastructure project as well as a core part of Saanich's event planning.

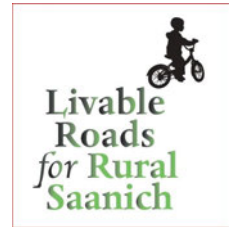
Better reporting, communications and governance

The core infrastructure pieces of the new ATP are the most important, but it is clear that governance and reporting out of the plan are important as well. Saanich should establish a more robust but also a reasonable way to both report out on recent progress as well as provide a clear process to amend priorities as needed.

Conclusion

In conclusion, we are excited to see Saanich review its award-winning ATP and are hopeful that the next four years and beyond will provide an opportunity to turn that plan into award-winning action with a new AAA network, safer rural roads, safe routes to school and more.

**LRRS INPUT INTO SAANICH ACTIVE TRANSPORTATION REFRESH
DECEMBER 2022**



To: Megan Squires, Troy McKay and Saanich Engineering
From: Livable Roads for Rural Saanich
January 2, 2023

BACKGROUND

After a more general stakeholders meeting in November of 2022, on December 19th Saanich Engineering staff met with LRRS virtually to hear their specific input into the Active Transportation Plan Refresh.

As requested, this document provides greater detail on the eight Actions LRRS suggested for replacement of Actions 1E 1-6 in the current (2018) plan (pp 48-49).

Two appendices then respond to two further questions we were asked:

Appendix A: which of these actions might apply to all of Saanich, and which are Rural Saanich specific?

Appendix B: Suggest 3-4 locations where TCI in the form of mini-traffic circles might be appropriate in Rural Saanich.

SAANICH ACTIVE TRANSPORTATION PLAN

STRATEGY 1E: ENCOURAGE ACTIVE TRANSPORTATION IN RURAL SAANICH

LRRS suggests more active language, as in Enable Safe Active Transportation in Rural Saanich. (or Facilitate Safe....or Ensure safe....)

As LRRS observed in 2018, while it is beneficial to have specific pages on Rural Saanich, the two pages of Actions for Rural Saanich provided in the ATP are not effective.

Suggestions for effective Actions to achieve Saanich's Strategy 1E:

ACTION 1E 1

REDUCE SPEEDS ON RURAL ROADS, LINED OR UNLINED, WHERE THE PAVEMENT MUST BE SHARED BY ALL USERS

- Current wording, "Enforce existing speed limits" is unrealistic: Saanich police lack capacity for this to have any teeth; also, current speed limits of 50 km/hr are inappropriate for shared pavement with no possibility of separated bike or pedestrian lanes.
- These are often roads for which ultimate possible pavement width is significantly less than that required for their current designation. Four of the five roads we represent are designated Collector roads. (See more on road designations at Action 1E 4)
- There are often no reliably usable shoulders and usually no sidewalks.



- Widening is usually both fiscally not responsible, and often impossible due to roadside ditches, which are sometimes streams, and rock outcrops. Widening is also not suitable for the character of the rural neighbourhoods.
- On many rural roads support for Active Transportation (AT) has to start with Speed Reduction. We recognize that this is also part of another plan (Speed Limit Establishment Policy); however it is absolutely vital to safety of vulnerable users in rural areas; thus we highlight it here.

ACTION 1E 2

SUPPORT THE SPEED REDUCTION IN ACTION 1E 1 WITH EFFECTIVE TRAFFIC CALMING INFRA-STRUCTURE

This TCI should be from a menu of both very small and larger actions. Some choices from this menu could be immediately tried and piloted in various places to gain information:

- speed feedback smiley frowney signs, (granting opportunity, see 1E 8);
- strategic center and road edge bollards;
- center rumble strips;
- sharrows;
- share the road (and other innovative) signage, see Appendix B;
- speed platforms (seen in many places within and outside of Saanich), see Appendix B;
- one way chokes, see Appendix B;
- equestrian advisory (see 1E 6) and cycle advisory lanes;
- mini traffic circles (see also 1E 7 and Appendix B);
- bold signage to keep non local delivery trucks on the truck routes (see also Action 1E 3);
- strong education to change the driving culture on shared pavement.
- Cultivate values other than traffic speed and efficiency: rural pace, AT, different experience from other areas of Saanich, access for equestrians, cyclists, access to markets, vineyards, farms, trails, expectation of wildlife crossing the roads.
- This action also belongs in the Saanich Traffic Calming Policy; however we place it here as it is essential to actually achieve the reduced vehicle speeds needed to ensure safe Active Transportation on shared rural pavement.

ACTION 1E 3

ACKNOWLEDGE THE PROBLEM FOR AT USERS POSED BY LARGE TRUCKS TRAVELLING ON RURAL ROADS, SOME IN CONTRAVENTION OF THE EXISTING TRUCK ROUTE BYLAWS

Work towards solutions for this multi-faceted problem, including:

- Re-visit the truck bylaw and define local delivery (surely it is not local delivery to use narrow rural roads transiting residential neighbourhoods in order to access industrial and commercial sites such as KBD). Perceived short cuts on slow roads usually do not save time; more appropriate designated truck routes and speeds already exist (PBH and WS). We



would propose: any delivery to or return from, north of Bear Hill Road needs to use West Saanich or PBH and Keating. We recognize that local deliveries south of Bear Hill Road need to use these roads, and in some cases do need to be appropriately permitted by Saanich (e.g. permitted soil deposit and removal, and if business related, to or from businesses which have a valid Home Occupation Business license).

- Since Police enforcement of the Truck Bylaw does not happen (contrary to current Action 1E 3), work with the Police to find simple ways to regularly draw attention to the Truck Bylaw, such as frequent and random truck checks at Bear Hill Road and OWS/WS (once local delivery is defined).
- Implement traffic calming elements to discourage trucks (mini Traffic Circles, see Action 1E 7; and Appendix B)
- And consider very low speeds (30kph) for trucks.
- Work with the neighbouring municipality (Central Saanich) but if necessary act unilaterally to protect the ability of Rural Saanich residents and visitors to use the rural roads for AT activities without the danger and loss of livability posed by oversize vehicles.
- Consider the physical size of trucks on these roads, not just the gwv.
- Acknowledge that some of the problem is likely local, but it is delivery or removal of aggregates, and that it may not be permitted, either by Saanich or by the rules around use of ALR land. Raise this with Bylaw Dept. Work to solutions.

ACTION 1E 4

BASE PROJECTS TO ENHANCE AT ON RURAL ROADS ON THE ACTUAL FEATURES OF THE ROADS, NOT ON THE ARBITRARY DESIGNATIONS THEY HAVE BEEN GIVEN AND THE TYPE OF TRAFFIC THEY HAVE BEEN ALLOWED TO TAKE OVER TIME

- The Rural Saanich LAP (page 67) says that roads are designated by their function. This should only be true when the roads demonstrate the design, and therefore the safety, standards suitable for the traffic they take. On narrow historically unchanged rural roads it is not appropriate to simply allow them to take on a function for which they are not suited. Saanich's Road Safety Action Plan based on the Safe Systems Approach and Vision Zero values should correct this historic error of classifying roads by function rather than as built.
- Collector Roads are referenced as having design standards of 8-11m pavement width (11m referenced in RS LAP), but many rural roads, designated as Collectors, lined or unlined, can have as little pavement as 6 m, and no reliable shoulders.



- Note that the BC Active Transportation Guidelines sets a speed limit of 30 kph for roads as built with no shoulders or sidewalks, i.e. shared pavement.

ACTION 1E 5

ENHANCE WAYFINDING FOR TRAILS AND PATHWAYS IN RURAL SAANICH

- This action is recognized as desirable, but of low priority compared to safety-enhancing actions. It could be a priority when the roads which need to be used to access those trails and pathways are themselves safe for AT users.
- A specific related wayfinding action would be Saanich/CRD collaboration on a raised crosswalk on Munn Road at Francis King Park for safe park access.

ACTION 1E 6

PROVIDE SAFE PASSAGE FOR EQUESTRIANS WHERE THEY MUST USE PUBLIC ROADS TO ACCESS TRAIL NETWORKS

- The existing action, 1E 6, only addresses equestrian use of trails and pathways, and has not been acted upon.
- However, equestrians are also valued and historic road users in Rural Saanich. They are a legitimate Active Transportation user. In many places they need to use public roads in order to access trail networks, for example the Elk Beaver Lake network. Short term immediate goals: significant speed reduction, signage, traffic calming, (see advisory horse lanes below), strong education to drivers that equestrians have a right to be here and to safely use the roads.
- Advisory Bike Lanes already exist elsewhere. Advisory Equestrian Lanes on the long straight stretches of Oldfield and Brookleigh could be a solution.
- Requirements: Install broken white lines 1.5 meters in from shoulders of pavement and remove center line. Vehicles need to wait for safe passage if vulnerable users are in the painted side lanes. Support with appropriate “Share the Road” signage.
- Rationale for use on roads like Brookleigh Rd. and Oldfield Rd.:
 1. Horses need to use these public roads.
 2. Line of sight is ideal.
 3. Deters truck traffic.
 4. Does not prevent traffic but honours other vulnerable users.
- Equestrians do not love walking on pavement, but this would be an immediate step in the direction of safety.



ACTION 1E 7 (NEW)

PRIORITIZE STRATEGIES FOR RURAL ROAD MAINTENANCE THAT WILL ENCOURAGE ACTIVE TRANSPORTATION ON RURAL ROADS.

- Link maintenance to incremental improvements for AT use. For example, rather than just paving a section, at the same time add some element of TCI, for example, something from the list at 1E 2. This could be a micro traffic circle or something much smaller like a speed platform, bollards or signage. Repaving, on its own, tends to improve the driver experience, while doing nothing to enhance vulnerable user safety. A more equitable balance is necessary.

ACTION 1E 8 (NEW)

WORK WITH RESIDENTS TO UTILIZE COST EFFECTIVE STRATEGIES FOR SUCCESS

Residents, and Advocacy groups like LRRS, are a valuable resource for Saanich. Activities such as neighbourhood events, programs like Speed Watch, and grants such as those offered by BC Injury Research & Prevention (<https://injuryresearch.bc.ca/vision-zero-in-road-safety-grant-program/>) are ways in which residents' input and expertise can be capitalized upon to increase success and decrease costs.

NB We would appreciate knowing if Saanich would, in principle, consider partnering with LRRS to apply for Vision Zero in Road Safety grant monies. The current deadline is January 16th which may be too tight. However, LRRS has looked into this in the past and is willing to do so again for the future. Road Safety advocacy groups are a recognized type of applicant. The example quoted below, of the kind of countermeasures groups are able to apply for, seem very relevant to the traffic calming measures we have suggested.

- Traffic signal timing changes
- Raised crosswalks
- Solar powered speed feedback signs
- Rectangular rapid flashing beacons
- Innovative pavement markings
- Curb extensions or bollards

Thank you.

In a separate Attachment you will find:



APPENDIX A

**Actions which are Rural Saanich specific;
Actions which are applicable to all of Saanich.**

APPENDX B

3-4 Places for mini traffic circles, as requested by Troy (plus notes on other TCI).

Again, LRRS thanks you for your interest in detailed input from us.

Sincerely

LRRS

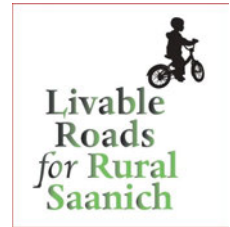
John Potter, Pam Harrison, Leo Polowich, Frances Hunter, Guy Chester, Sue and Kerry Klokeid,
JoAnne Nelson, and Joyce Wallbridge



LRRS INPUT INTO SAANICH ACTIVE TRANSPORTATION REFRESH

DECEMBER 2022

APPENDICES A AND B



To: Saanich Engineering, Attn.: Megan Squires, Troy McKay

From: Livable Roads for Rural Saanich

APPENDIX A

ACTIONS APPLYING TO ALL OF SAANICH

1E 2 Traffic Calming Infrastructure is desirable throughout Saanich.

1E 4 Appropriate road designations should apply to all of Saanich. Roads which are “as built” should receive an appropriate legal speed limit aligning with the Road Safety Action Plan that is built on the Safe Systems Approach and Vision Zero values.

1E 5 Wayfinding for paths is valuable everywhere.

1E 7 Linking road maintenance to AT enhancements makes sense throughout Saanich, if it is logistically possible.

1E 8 Involving residents in dialogue, solutions, and monitoring makes sense everywhere.

ACTIONS THAT ARE RURAL SAANICH SPECIFIC

1E 1 Speed reduction is essential on shared pavement roads according to the BCAT Design Guidelines; many shared pavement roads exist in rural areas.

1E 2 Traffic Calming Infrastructure is always desirable, but on shared pavement roads, in areas of low population, where limited funds are available, and where enforcement is not strong, traffic calming or passive enforcement becomes essential.

1E 3 Truck use of narrow rural roads is an even greater impediment to safe AT where the pavement must be shared and there is neither the potential for separated bike lanes or for sidewalks.

1E 4 Inappropriate road designations have long been a significant part of the road safety issues for vulnerable users in Rural Saanich.

1E 6 Equestrian use of roadways is almost exclusively a rural issue.

1E 7 Linking road maintenance to AT enhancements is even more important in rural areas which may not command a lot of budgeted TCI.

1E 8 Involving residents in dialogue, in resources such as grant monies, and in monitoring can make a huge difference in areas of lower population where less money may be budgeted to TCI.



APPENDIX B

Rural Saanich Traffic Calming Ideas: Input to ATP Refresh December 2022

Thank you for asking for 3-4 Rural Saanich locations for small Traffic Circles. We discussed this with the group, who live on the roads we represent: Goward, Sparton, Oldfield within Saanich, southern Old West Saanich and Prospect Lake Roads.

In this document we present three key locations for these circles for your consideration.

In addition we respectfully submit that other forms of TCI at certain places on these roads are also needed to enhance vulnerable user safety and therefore AT efficacy.

Here we summarize locations for a variety of solutions.

Gateway traffic circles may work on each road, but speed platforms and chokes could be better at recommended spots. Signage also must play a role.

A successful AT plan for Rural Saanich must enable Active Transportation on shared roads six meters wide or less that are without a walkable shoulder.

The traffic calming infrastructure in Rural Saanich should:

- reduce the actual speeds of vehicles. We anticipate that there will be speed reductions on some or all of these roads, but that enforcement will continue to be a problem. TCI would support the new speed limits twenty four hours a day, 7 days a week.
- deter truck traffic on roads with weight restrictions (i.e. they are not truck routes) and which are narrow and unsuitable for mixing large vehicles and VRUs, regardless of gvw.

Possible locations for Traffic Circles (bringing speed down to about 20kph

Reasoning for installing micro traffic circles (MTC) in rural Saanich (similar to those on Obed, Maddock Avenues):

- MTCs will slow traffic to a speed less than the posted speed limit;
- will discourage unnecessary truck traffic and support the truck route bylaw;



-
- will maintain the flow of traffic and support the upcoming reduced speed limits;
 - will establish a tone and culture of shared pavement use.

Specific locations:

- Oldfield at Bear Hill Road (Rationale: Gateway function at municipal boundary, sends a message, even if CS has not provided VRU amenities on the CS portion of Oldfield).
- Or, at Walton, or between Walton and Bear Hill Road (Rationale: if not possible at boundary, this alternate location would support the same rationale as above.)
- 2. Brookleigh and Oldfield (Rationale: obvious intersection, breaks up a long straight stretch)
- 3. At intersection of Sparton, North and South Old West Saanich and Oldfield roads. This spot has several issues: 1. southbound traffic on Oldfield turning right onto Sparton is often traveling too fast for people exiting North Old West Saanich. They are stopped at their stop sign, but it can be a dangerous T-bone risk to cross Sparton (to either go left and wait to travel north on Oldfield, or to cross Sparton and head to the south slip onto southern OWS) because visibility left is poor due to the old church property, and vehicles from Oldfield are traveling at speed; 2. it is dangerous turning left off Sparton onto Oldfield heading North because it is hard to see traffic coming south on Oldfield; 3. for the whole length of Oldfield and southern Old West, from Keating to West Saanich there is currently no impediment to speed, even though this is a linear neighbourhood. Really a traffic circle is the best solution as it allows 4 roads at different angles to feed into each other, but property restrictions may prevent this from even being considered. If a traffic circle is not possible here, or is prohibitively expensive, please see our note in "Points where we look for guidance on the best solutions".
- (Note: LRRS does not know if traffic circles have to be located only at intersections. We wonder if widening the road at a certain point, away from an intersection, could allow for better locations. We would, however, like to avoid requiring hydro poles to be moved, or trees and rock outcroppings to be removed.)

Possible Locations for Raised Platforms designed for 20 kph.

Vertical TCI such as speed platforms may seem more obtrusive for traffic flow but are more economical and sometimes the only solution on very narrow sections of road where speeding is a proven problem. We see them work elsewhere.

- At Sparton Road's two rock outcrops: these are across from the driveways of 430 and 390 Sparton. Both driveways suffer constant cut throughs by traffic avoiding head on collisions.



-
- At Goward Road near Echo Drive there could be a platform or hump to slow traffic on the two downhill approaches to that junction. Addresses: 198 and 231/241.
 - On Goward in the Excelsior and Spring Road area.
 - On Goward at the blind short hill between Echo Drive and Stevens Road. Addresses: 264 and 321.
 - On Goward Road on the slope towards East Lake Road where vehicles pick up speed heading towards the lake leading to an area of crowded houses, children etc. Addresses: 203 and 186/174.
 - Oldfield Road near Walton Place (Rationale: this is in the middle of a straight stretch, on a road used by equestrians. A speed platform here would reinforce whatever treatments had been chosen for Oldfield at Bear Hill, and Oldfield at Brookleigh. If an advisory cycle/horse lane (referred to in our ATP RS Actions) is implemented, perhaps this additional platform would not be needed.)
 - As noted, speeds and volumes on Prospect Lake Road are still not conducive to Active Transportation. A speed platform for PLR north of Woodsend Drive (Address PLR 4005), with signage but no lighting, could be a simple and cost effective “Gateway” element. It would slow traffic down so Woodsend residents could safely enter PLR and would slow traffic approaching West Burnside.
 - A raised crosswalk on Munn Road at the Francis King Park’s parking lot’s southern entrance. Main trail systems require crossing Munn Road at the CRD Park.

Chokes

- On Sparton, another option could be a choke, supporting the choke at Prospect Lake Community Hall. However, because the rock outcrop at 430 is at the crest of the hill, any choke would have to be further east on the flat section, where the mailboxes are, in order to provide sightline.

Points where we look for guidance on the best solutions

- At intersection of Sparton, North and South Old West Saanich and Oldfield roads. As described above there are several issues with this 4 way intersection. If a traffic circle is not possible, a three way stop, forcing traffic to stop on Oldfield southbound, southern OWS northbound as well as from Sparton, would set a significant new tone of safety. The unimpeded route would be broken.
- Old West Saanich and Linnet Lane. There are two issues here: 1. Traffic southbound is often going too fast to be prepared for people either turning left onto Linnet, or turning left from Linnet. 2. Traffic northbound is often too fast and too large for us to feel safe at the mailbox which is on the northbound side. You have to watch your back at all times. One solution could be “half platforms”:



southern Old West Saanich in the southbound lane near the top of the hill north of Linnet Lane and southern Old West Saanich in the northbound lane south of the mailboxes. Exact placement would be to achieve these goals: northbound, slow traffic before the mailboxes but enable it to resume some speed for the hill (reducing noise), and southbound in order to slow traffic in preparation for traffic turning left onto Linnet or left from Linnet.

- There are other spots on southern Old West, for example near the curve north of 5142 Old West Saanich, (which is just north of the top of the Linnet hill), where vehicles routinely accelerate and speed in both directions. Where several speed platforms are used in series, the tendency to accelerate after one speed platform is markedly reduced. The pattern of traffic calming becomes clear. A number of full platforms could be used in this area.
- Southbound on the hill in the 4900-5000 block of southern OWS. Issue: speed.
- Unsafe left turns onto southern Old West Saanich from West Saanich: At Interurban and West Saanich traffic wishing to access Keating or other areas north frequently turn south onto WS then hard left onto OWS. Much of this is not local traffic but commuter/commercial traffic. As traffic volumes increase this will become an increasingly unsafe left turn. Currently it is too easy to use southern Old West Saanich, which is less suitable than West Saanich, as a cut through.

Signage

Shared roads should include dedicated signage, pavement markings, and/or gateway features that clearly indicate to all users that they are entering or exiting a shared space environment. Drivers need to understand that there are no reliable useable shoulders.

In addition to what we reference below in italics, we wonder if innovative signage created by Saanich would be of more impact.

Language from the Manual of Uniform Traffic Control Devices for Canada (MUTCDC) SIGN CODE

Custom SHARED ROAD

WC-20 Shared-Use Lane Single File Sign Used to warn motorists and cyclists that cyclists are allowed full use of the lane ahead and to warn motorists that the lane is too narrow for side-by-side operation. Shared-use lane markings should be used to mark the location where cyclists should position themselves within the lane.

WC-20S Single File Supplementary Tab Sign The Single File supplementary tab sign (WC-20S) must be used to convey the meaning of this sign. (WC-20)



WA-50 Neighbourhood Speed Hump Sign The Neighbourhood Street Hump sign indicates a vertical deflection of the road surface, including measures such as a speed hump, raised crosswalk or raised intersection.

WC-19 Share the Road Sign Used to warn drivers that they are to provide adequate driving space for cyclists and other vehicles on the road.

WC-19S Share the Road Supplementary Tab Sign The Share the Road supplementary tab sign (WC-19S) must be used to convey the meaning of this sign.

Finally, our sincere thanks, and we look forward to dialogue to find the best solutions to support the reduced speeds which we hope are coming. We appreciate the role LRRS can play as one stakeholder.

Sincerely

LRRS

John Potter, Pam Harrison, Leo Polowich, Frances Hunter, Guy Chester, Sue and Kerry Klokeid, JoAnne Nelson, and Joyce Wallbridge

