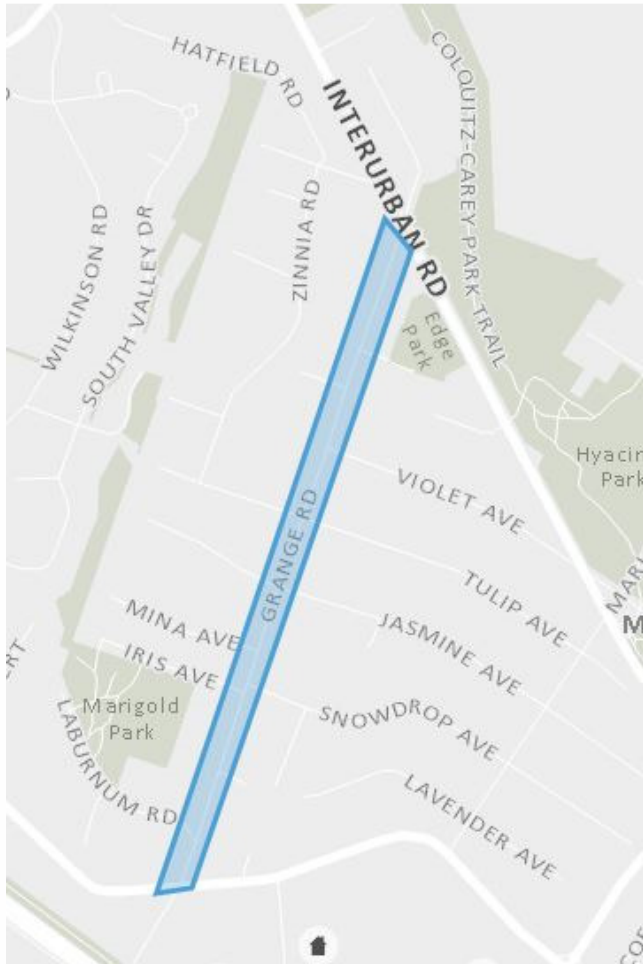




Grange Road Upgrade

Burnside Road West to Interurban Road





Agenda

- Why are we doing this project?
- Key Policies from the Carey Local Area Plan.
- What have we heard so far?
- What else do we need to know?
- Review of possible options.
- Project's schedule.
- Discussion.

Why are we doing this project?

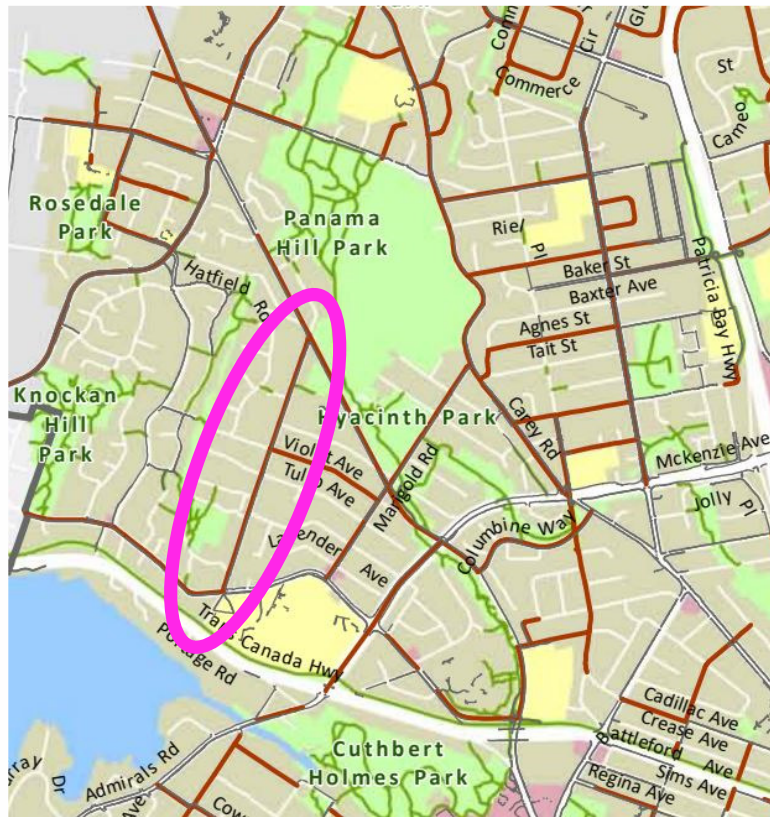


As a result of Residual Solids Pipe installation by CRD an agreement has been reached between CRD and Saanich to improve pedestrian facility along Grange Rd. CRD is partially funding this project.

Why are we doing this project?

Improvements to pedestrian facility along Grange Rd has been identified in ATP.

FIGURE AP-3 // LONG-TERM PEDESTRIAN NETWORK
PRIORITIES | SOUTH-WEST

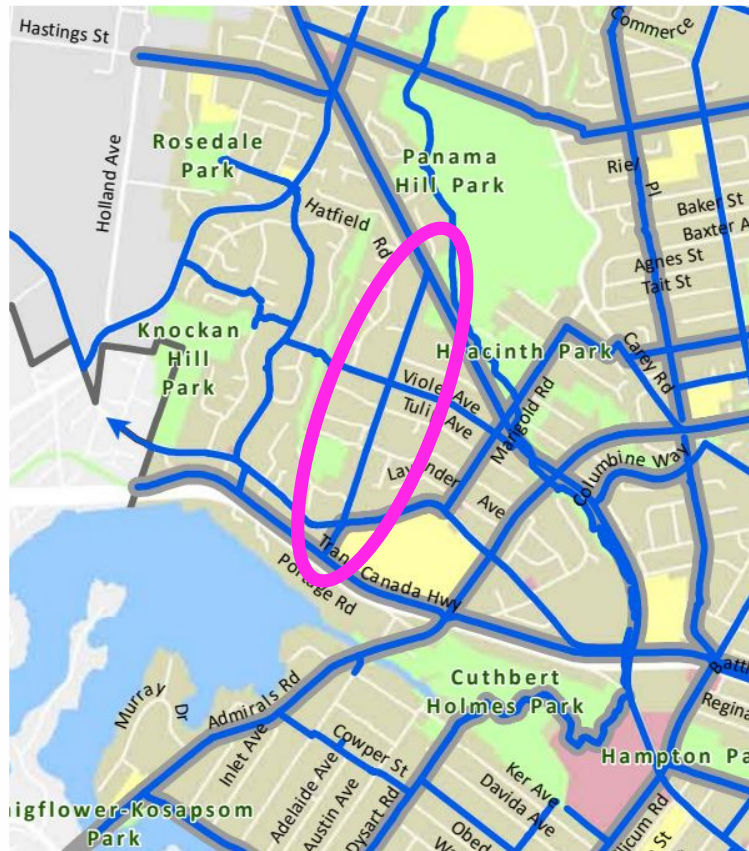


-  Pedestrian Improvements (at least 1 side)
-  Existing Sidewalk
-  Trails / Trail Connectors - Existing
-  Parks
-  Schools
-  Urban Containment Boundary
-  Commercial Zoning

Why are we doing this project?

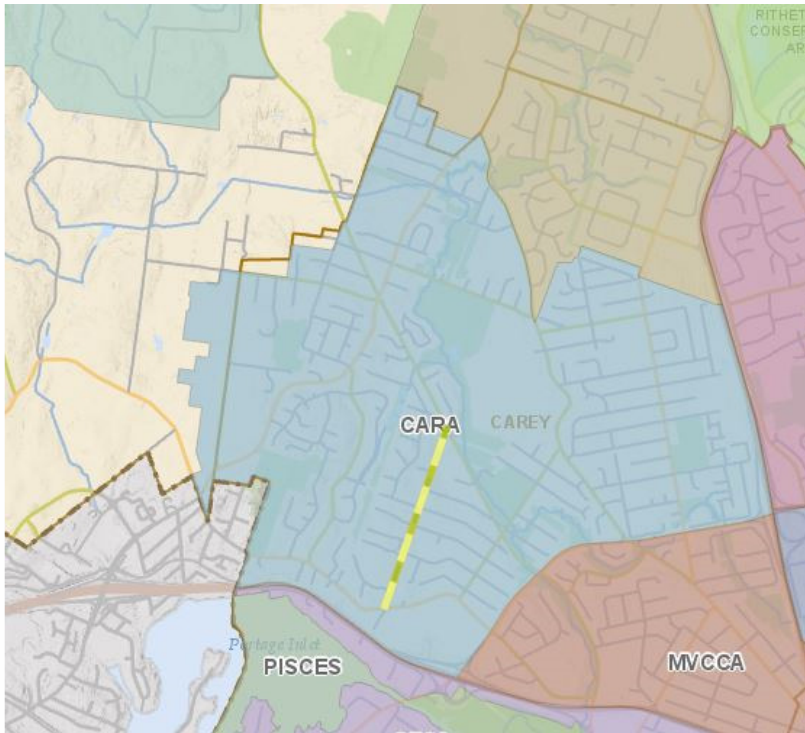
Consultation during ATP identified Grange Rd as route for bicycle network improvements.

FIGURE AP-7 // LONG-TERM BICYCLE NETWORK PRIORITIES | SOUTH-WEST



- All Ages and Abilities Spine Network
- Bicycle Network
- Parks
- Schools
- Urban Containment Boundary
- Commercial Zoning

Key Policies from Carey LAP



- The community has raised concerns about pedestrian safety and shortcut traffic on Grange Road. Any changes proposed for Grange Road should continue to preserve the rural character and the trees and streetscape. There is well developed tree canopy. In addition, pedestrian safety and traffic calming should be addressed
- The most significant cycling facility in Carey Area is the Galloping Goose regional trail which follows an old railroad right-of-way along the north side of Trans Canada Highway. It links Carey to downtown Victoria and westward to Colwood and Langford and provides an off-road cycle and pedestrian facility for commuter and recreational users. Grange Road connects to this facility.

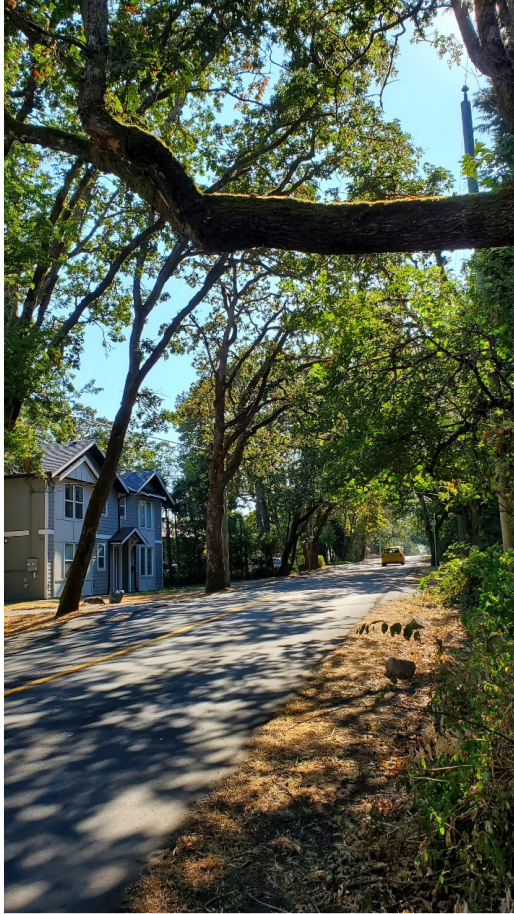
What have we heard so far?



- Existing Conditions:
 - Speed of vehicles
 - Pedestrian safety
 - Narrow aging sidewalk
 - Neighborhood shortcutting
- Expected Improvements:
 - Address speeding by incorporating traffic calming measures
 - Narrow the road
 - Incorporate crosswalks
 - Improve safety at intersections
 - Do nothing, it's good as is
- Important to keep:
 - Trees must be retained
 - Refrain from rock blasting if possible
 - Parking spaces retained where possible

What else do we need to know?

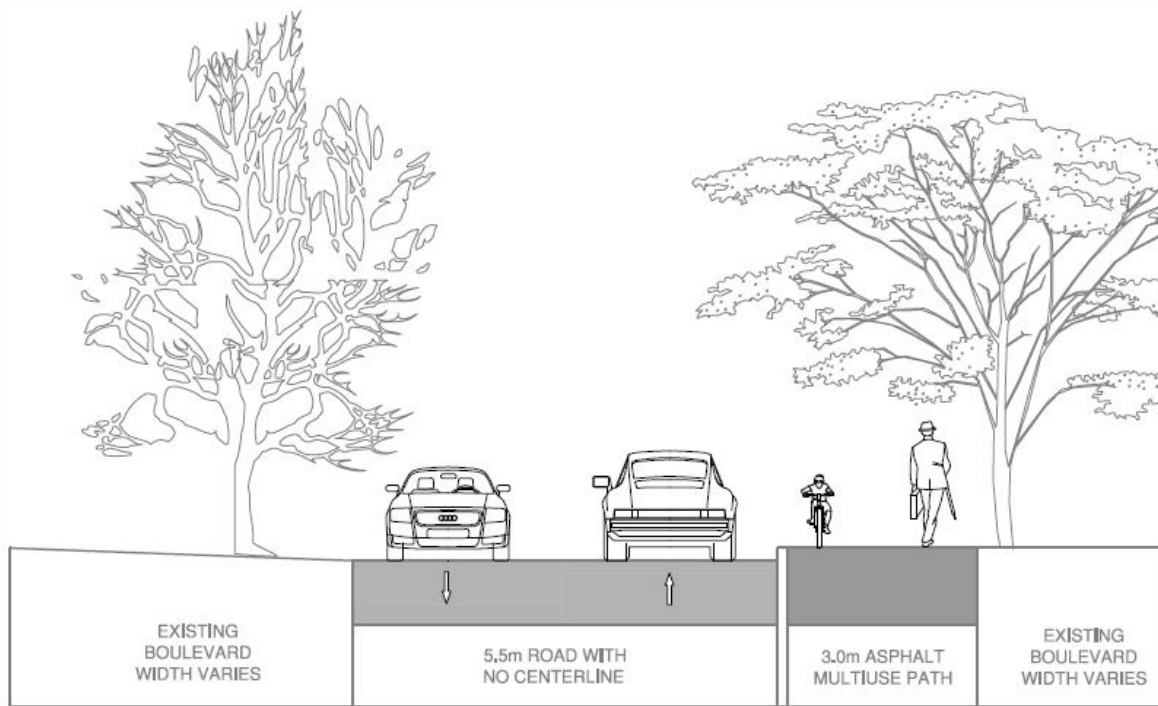




Review of Possible Options

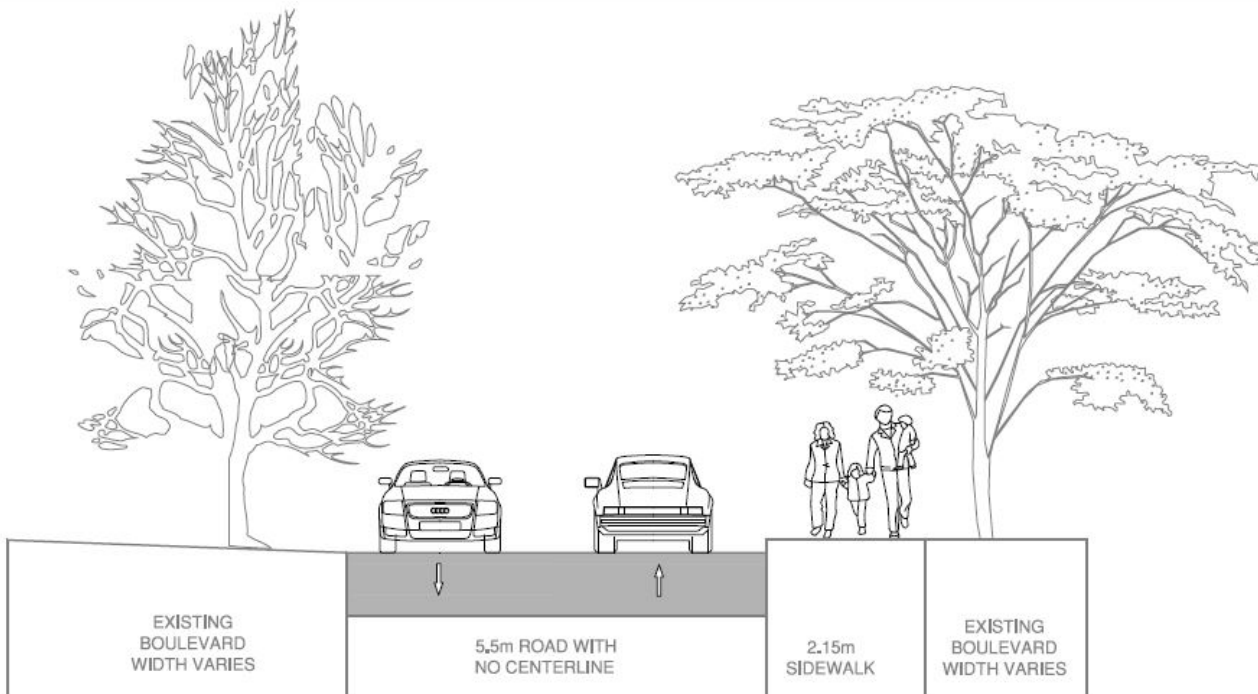
- 5.5m wide road and 3.0m wide asphalt multiuse path.
- 5.5m wide road and 2.15m wide sidewalk. Diverter installation at Tulip
- Example of diagonal diverter at Tulip Ave and Grange Rd.
- 6.0m wide road and 2.15m wide sidewalk.
- 6.0m wide road and 3.0m wide multiuse path.

5.5m wide road and 3.0m wide asphalt multiuse path



- Possible traffic calming measures:
 - Raised crosswalks at Iris-Snowdrop-Grange and Tulip-Grange.
 - Narrow road pavement with no centerline
 - Meandering nature of the road
 - Lower speed limit to 30km/hr
- Impact to the Road:
 - Includes narrow sections of multiuse path to eliminate tree removals
 - May affect some trees

5.5m wide road and 2.15m wide sidewalk. Diverter installation at Tulip

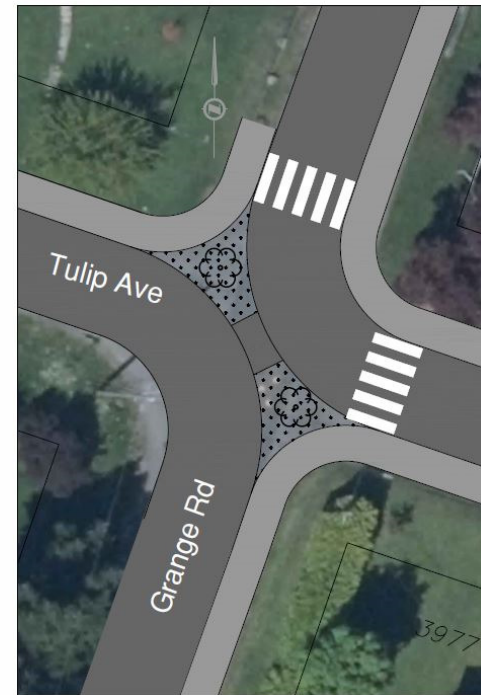


- Possible traffic calming measures:
 - Raised crosswalks at Iris-Snowdrop-Grange.
 - Narrow road pavement with no centerline
 - Diagonal diverter installation at Tulip Ave
 - Meandering nature of the road
 - Lower speed limit to 30km/hr
- Impact to the Road:
 - No through on Grange at Tulip
 - Cyclists will share the road with vehicles
 - Limited tree impact

Examples of a diagonal diverter at Tulip Ave and Grange Rd

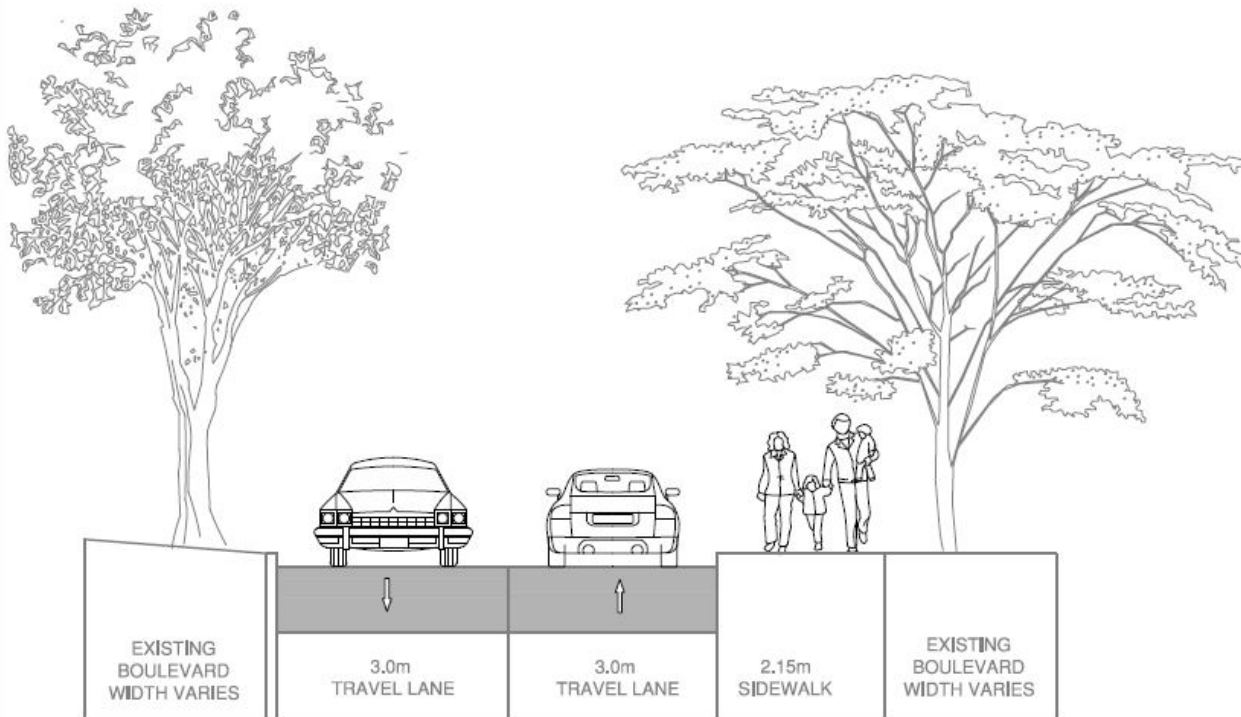


Diagonal Diverter at
Blackwood St at Kings Rd, Victoria



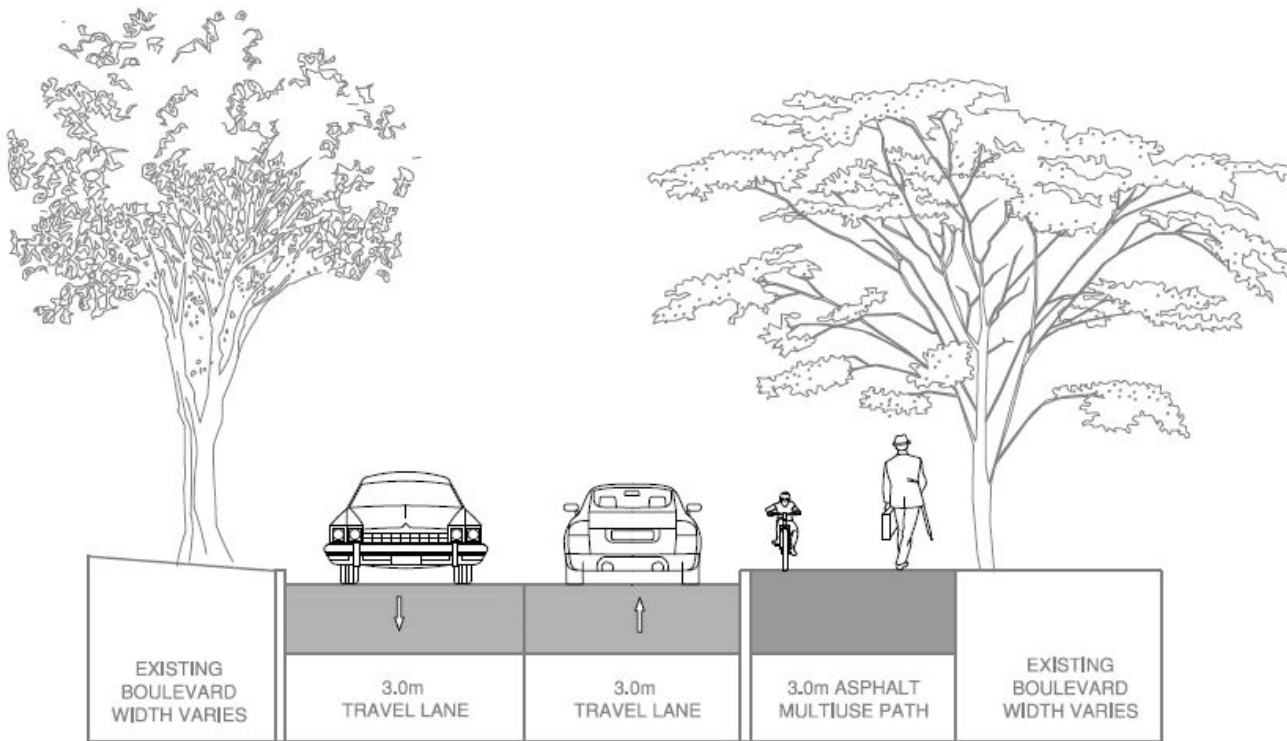
Example of a diagonal diverter
At Grange and Tulip

6.0m wide road and 2.15m wide sidewalk



- Possible traffic calming measures:
 - Raised crosswalks at Iris-Snowdrop-Grange and Tulip-Grange.
 - Meandering nature of the road
 - Curb on both sides of the road
 - Lower speed limit to 30km/hr
- Impact to the Road
 - Some trees will be affected
 - Parking along the road will be removed
 - Cyclists would share the road with vehicles

6.0m wide road and 3.0m wide multiuse trail



Possible traffic calming measures:

- Raised crosswalks at Iris-Snowdrop-Grange and Tulip-Grange.
- Meandering nature of the road
- Curb on both sides of the road
- Lower speed limit to 30km/hr

Impacts to the Road

- Parking along the road will be affected
- Many trees will be removed
- Cyclists will use multiuse path

Project's schedule



- Initial discussion with residents – December 9, 2022
- Open house to share concept plans and feedback survey – February 2023
- Design selection – Spring 2023
- Detailed design – Summer / Fall 2023
- Earliest construction start – Q1 2024

Questions / Discussion

