



**LET'S MOVE,  
SAANICH!**



# ROAD SAFETY ACTION PLAN

## ENGAGEMENT SUMMARY

SEPTEMBER 2023







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# PART 1

# INTRODUCTION

**The District of Saanich is developing its first-ever Road Safety Action Plan to look at different ways to improve road safety so that everyone can get where they need to go safely.**

In February 2022 Council adopted Vision Zero and directed staff to develop a Road Safety Action Plan (RSAP) that aligns with Vision Zero and a Safe Systems Approach.

Vision Zero is an ambitious goal to eliminate all serious injuries and fatalities while ensuring safe, healthy, and equitable mobility for all road users. This includes people who walk, ride a bike, roll, take a bus or drive. Vision Zero is a new paradigm for road safety that recognizes that human error is inevitable and a systems-based approach (called a Safe-Systems approach) is needed to ensure that actions targeted to achieve safe speed limits, safe road design, safe people and safe vehicles work together to achieve this aim.

This Engagement Summary summarizes the input received during the spring 2023 engagement period for the Road Safety Action Plan. During this engagement period, community members were invited to share how they feel and think about road safety in Saanich. What we heard during the engagement period will be considered alongside a technical review to prepare the draft Road Safety Action Plan. The draft Plan will then be presented to the community during the next phase of engagement in the fall 2023.



# PART 2

# RAISING AWARENESS

A variety of promotional material was used to promote the Road Safety Action Plan and the spring engagement period. The following material was developed to raise awareness for the initiative:

## PRESS RELEASES

A press release was issued to local media outlets and published on the District's website on May 16, 2023. It focused on promoting both the Active Transportation Plan Update and Road Safety Action Plan and highlighted the opportunities to participate in the engagement process. This resulted in an article being published in the Times Colonist on May 17, 2023.

## PROMOTIONAL CARDS

Postcard-sized promotional cards were distributed throughout the engagement period. The cards included information about the initiative and featured a QR code to provide a quick link to the project page. Cards were distributed at engagement events and some public facilities, such as libraries and recreation centres.

## UTILITY BILL INSERT

Inserts with information about the Active Transportation Plan Update and Road Safety Action Plan were mailed with utility bills to Saanich households in May and June 2023.

## SOCIAL MEDIA

Facebook and Twitter were used to promote the project and opportunities to get involved. Twenty posts were circulated on each platform throughout the months of May and June 2023, and two of those posts were paid advertisements to generate more engagement. On the District's Twitter feed, the posts generated more than 21,800 total views along with 75 likes and 39 retweets. On Facebook, the posts garnered 51 likes, 12 shares, and 11 comments.

## EMAIL NOTIFICATIONS

Through the project webpage, community members could elect to receive automatic updates about the project through the Campaigner email service. During the engagement period, the initiative received 75 subscribers, and two automatic updates were sent out promoting the survey and open houses.

## PROJECT WEBPAGE

A webpage for the Road Safety Action Plan was hosted on the District's main website, to inform community members about the project and promote the engagement activities held in the spring. Between May 16 and June 28, 2023, the project webpage generated 893 visits.

# PART 3

# SPRING 2023 ENGAGEMENT

## PURPOSE OF ENGAGEMENT

This engagement period was designed to better understand how community members feel and think about road safety in Saanich. What we heard during the engagement period will be considered alongside a technical review to prepare the draft Road Safety Action Plan.

## STAKEHOLDER WORKSHOP

To coincide with Phase 2 of the Road Safety Action Plan, an in-person stakeholder workshop was held on March 14, 2023 at the Cedar Hill Golf Course. In total, 38 stakeholders attended the workshop representing 28 organizations.

The purpose of the meeting was to inform stakeholders about the RSAP, its purpose and the process being undertaken by the District. The workshop was designed to educate participants about road safety and the role they play in making roads safer. To better understand perspectives around road safety issues and concerns, potential actions, and the draft vision and guiding principles, the workshop included three small group discussion periods.

## ENGAGEMENT CHANNELS + WHAT WE HEARD

The following is a summary of the engagement that took place during the spring 2023 engagement period for the Road Safety Action Plan. Please note, the views represented in this summary report reflect the views and priorities of those who participated in the engagement opportunities outlined in this report. Participants self-selected into the engagement process and therefore results are not necessarily statistically-representative of public opinion.

# PART 3

# SPRING 2023 ENGAGEMENT

## ENGAGEMENT WITH SAANICH ADVISORY COMMITTEES

Staff made presentations/ hosted discussions with advisory committees:

DATE (2023)	COMMITTEE
May 24	Transportation Advisory Committee
May 31	Accessibility, Diversity, Equity and Inclusion Advisory Committee
June 8	Natural Areas, Parks and Trails Advisory Committee
June 21	Sustainability & Climate Change Advisory Committee
June 22	Transportation Advisory Committee

## POP-UP ENGAGEMENT

During the engagement period, Project Team members 'popped up' at seven (7) locations throughout the District to with the goal of talking to people, distributing handouts and encourage participation in the process. Locations for the pop-ups were selected based on the equity analysis and efforts were made to reach a broad cross-section of community members across the District who many not otherwise participate in this project.

DATE	LOCATION	ESTIMATED # OF INTERACTIONS
May 17	Uptown Transit Exchange	60
May 25	Marigold Elementary School	42
May 27	Red Barn (West Saanich Road)	17
May 30	Craigflower Elementary School	44
June 1	Borden Street at McKenzie Avenue	66
June 2	Go By Bike Week Celebration Station	80
June 9	Tillicum Mall	18

In total, outreach through pop-up engagement reached approximately 327 people. The table below outlines the locations and the approximate number of residents reached during each pop-up.



# PART 3

## SPRING 2023 ENGAGEMENT

### OPEN HOUSES

The District hosted two open houses during this engagement period. The open houses provided an overview of ‘why’ the 2018 Active Transportation Plan is being updated, the process being undertaken to update the Plan, and the key changes being considered in the draft updated Plan. Community members were invited to review information boards and maps, participate in interactive activities designed to solicit feedback, and speak with members of the project team.

The open houses were hosted at the following locations:

**GORDON HEAD RECREATION CENTRE:** June 10, 2023

**SAANICH COMMONWEALTH PLACE:** June 14, 2023

In total the Project Team interacted with 86 people through the two open houses.

### ONLINE SURVEY

An online survey was available between May 16 and June 18. The survey was designed as a joint survey with the Active Transportation Plan Update engagement process. To begin the survey, participants were asked if they would like to provide feedback on the Active Transportation Plan Update, Road Safety Action Plan, or both projects.

In total, 600 people completed the online survey with 547 of those respondents opting to answer questions about road safety in Saanich. The feedback will be used to develop the draft Road Safety Action Plan, along with input received through other engagement activities, conversations with stakeholders and the technical analysis.

### TARGETED ENGAGEMENT

The District hosted a series of engagement sessions with different groups and organizations representing equity-deserving populations as well as individuals with lived experience. These groups included seniors, people with disabilities, and new immigrants. Hearing from and incorporating feedback from equity-deserving groups was a critical component of this engagement process to ensure their perspectives and experiences were reflected in the final Active Transportation Plan Update.

DATE	LOCATION	AUDIENCE	ESTIMATED # OF INTERACTIONS
May 25	Cedar Hill Recreation Centre	Seniors	10
June 5	Lambrick Park	Active Transportation User Group	6
June 7	G.R. Pearkes Recreation Centre	Seniors	4
June 9	Saanich Commonwealth Place	Seniors, Persons with Disabilities	20
June 9	Cedar Hill Recreation Centre	Seniors	15
June 12	Copley Park	Active Transportation User Group	5
June 15	Victoria Immigrant and Refugee Centre Society	New Immigrants	6

# PART 3

## SPRING 2023 ENGAGEMENT

### WHO WE HEARD FROM: DEMOGRAPHIC OVERVIEW

Participants were asked to provide demographic information, including age, gender, and neighbourhood. This information provided the project team with a better understanding of who responded to the online survey.

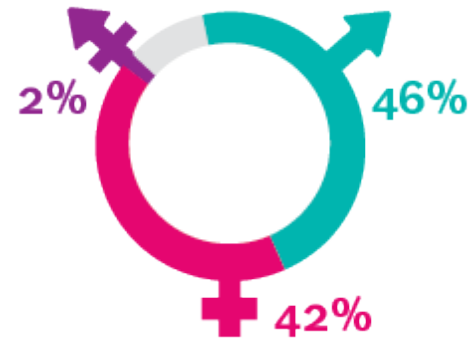
#### AGE BREAKDOWN

The largest number of survey participants were between the ages of 40 and 49 years old, representing 20% of all respondents. Other age groups also well represented in the survey included: 30-39 years, 50-59 years, 60-69 year, and 70-79 years. Respondents in these age groups drew a similar number of responses as those between 40 and 49 years - between 13% and 19%. The survey received the fewest number of responses from those 19 years and younger, with only 0.6% of respondents in this age range.



#### GENDER BREAKDOWN

Men represented 46% of all respondents, whereas 41% were women and 2% were non-binary. Approximately 9% of respondents chose not to provide a response to this question.

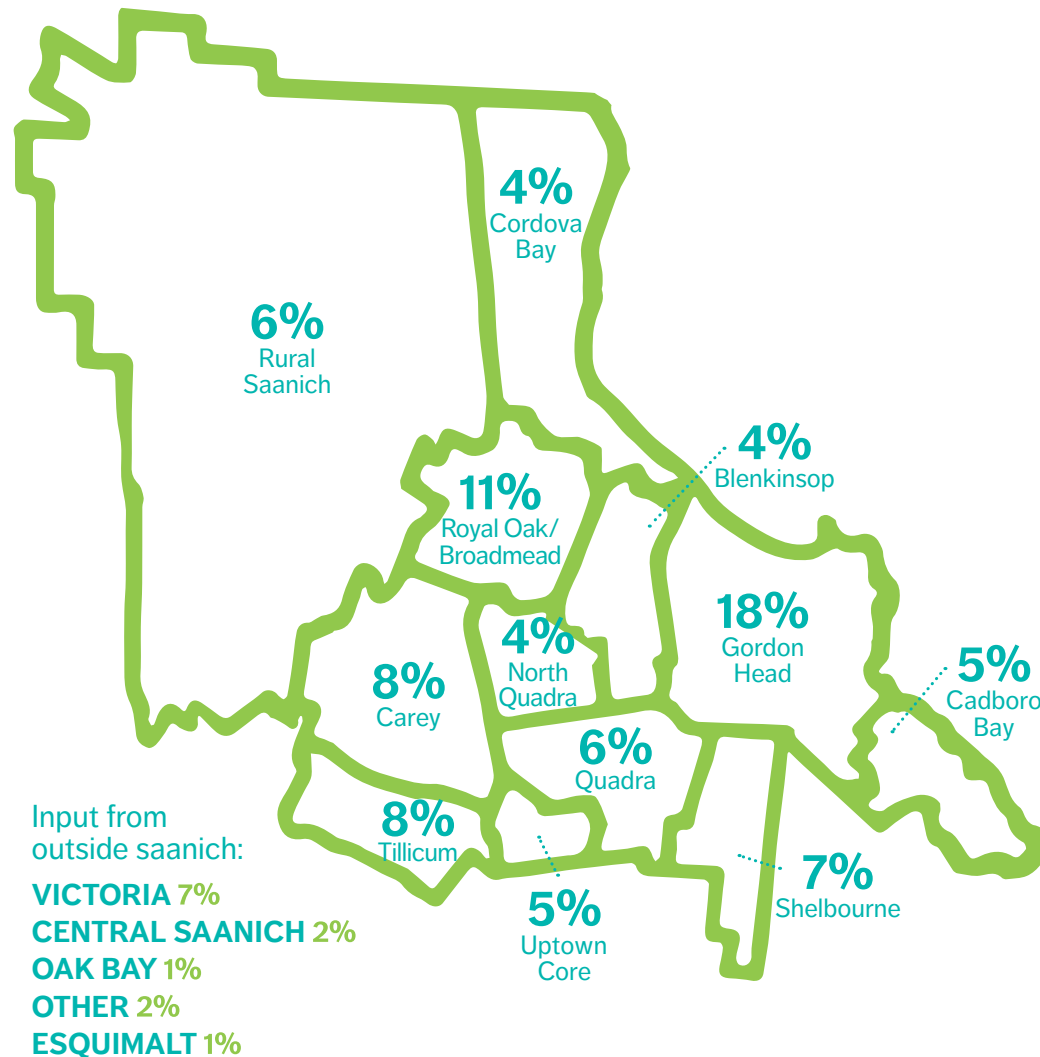


# PART 3

## SPRING 2023 ENGAGEMENT

### NEIGHBOURHOOD BREAKDOWN

The survey data reflects input from all 12 Saanich neighbourhoods, with Gordon Head receiving the highest response rate (18%), followed by Royal Oak/Broadmead (11%), Tillicum (8%), Carey (8%), Shelbourne (7%), Rural Saanich (6%), Quadra (6%), Uptown Core (5%), Cadboro Bay (5%), Cordova Bay (4%), Blenkinsop (4%), and North Quadra (4%). Other respondents from outside of Saanich indicated they lived in Victoria (7%), Central Saanich (2%), Oak Bay (1%) and Esquimalt (1%).



# PART 3

## SPRING 2023 ENGAGEMENT

### MODE OF TRANSPORTATION BREAKDOWN

Over half of survey respondents (55%) drive as their main mode of transportation, followed by those who use active transportation (bike or walk) at 38%. Approximately 4% of respondents use transit as their main transport, and 1% primarily carpool.

Respondents were asked what other ways they get around on Saanich streets, in addition to their main mode of transport. Most respondents get around by walking (69%), followed by driving (46%), biking (41%), and transit (29%).



# PART 3

## SPRING 2023 ENGAGEMENT

### MOBILITY

Respondents were asked if there was anything that impacted their mobility, and 76% of respondents indicated to having no disabilities.

Approximately 11% of respondents selected “Other” and chose to provide their own answer. Of those responses, the most common impacts to mobility included age-related limitations, chronic pain, and limitations when traveling with young children.

Of the remaining respondents, 4% use a wheelchair or other mobility device, 3% have a hearing disability, and 2% have a visual disability. Approximately 6% of respondents did not disclose an answer.

#### “IS THERE ANYTHING THAT IMPACTS YOUR MOBILITY?” (N=452)

Yes, I use a wheelchair or other mobility device	4%
Yes, a hearing disability	3%
Yes, a visual disability	2%
No, nothing impacts my mobility	76%
Prefer not to disclose	6%
Yes, another kind of disability (please specify if you wish)	11%

In another question, 5% of survey respondents indicated that they use a mobility aid, such as a wheelchair, walker, or cane.

#### “DO YOU USE A MOBILITY AID (E.G. WHEELCHAIR, WALKER OR CANE)?” (N=76)

Yes	5%
No	95%

### HOUSEHOLDS WITH YOUNG CHILDREN

Of 473 respondents, approximately 27% indicated that they have children aged 12 or younger in their homes. The remaining 73% did not.

# PART 3

# SPRING 2023 ENGAGEMENT

## WHAT WE HEARD

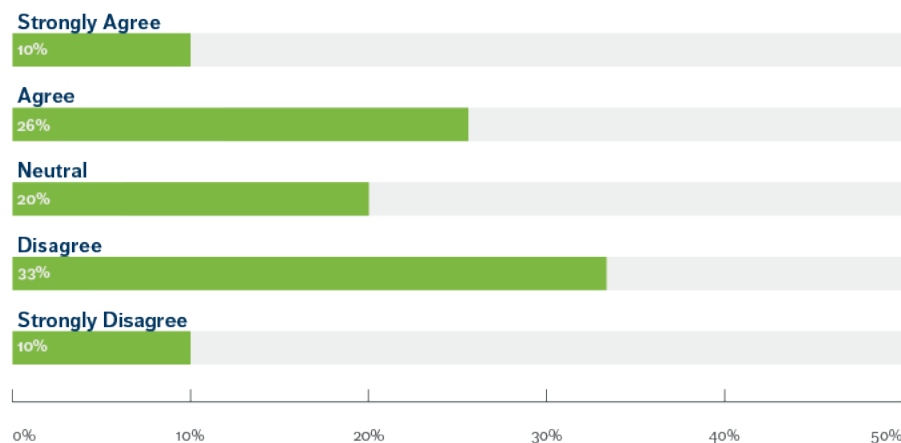
The following is a summary of what was heard through the survey about the Road Safety Action Plan.

“THINKING ABOUT YOUR EXPERIENCE TRAVELING IN SAANICH, DO YOU AGREE THAT SAANICH STREETS ARE SAFE?” (N=542)

Of the 542 responses received, the highest number (33%) disagreed with the statement that Saanich streets are safe. Approximately one-fourth of respondents (26%) agreed with the statement, whereas 20% neither agreed nor disagreed.

Overall, 43% of respondents disagreed with the statement in some way (Disagree or Strongly Disagree), 36% agreed in some way, and 20% were neutral.

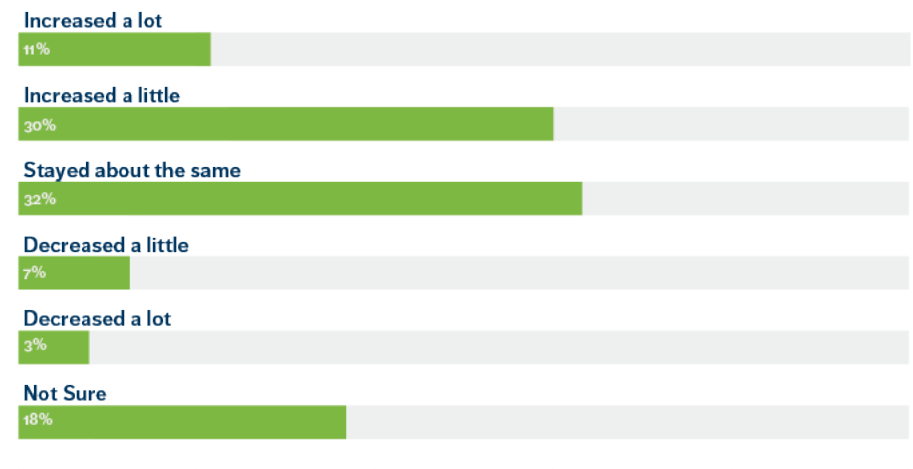
The graph below illustrates the distribution of responses to this question.



“THINKING ABOUT THE LAST FIVE YEARS, DO YOU THINK THE NUMBER OF SERIOUS INJURIES AND DEATHS ON SAANICH ROADS HAS?” (N=544)

Of the 544 responses received, almost one-third (32%) believed that the number of serious injuries or deaths has stayed about the same in the last five years. Approximately 30% of respondents thought that the number had increased by a small amount, whereas 10% of respondents thought that it had decreased at any rate (a little or a lot). Almost one-fifth of respondents (18%) were not sure.

The graph below illustrates the distribution of responses to this question.



# PART 3

## SPRING 2023 ENGAGEMENT

### “HOW SAFE DO YOU FEEL DOING THE FOLLOWING IN SAANICH?” (N=544)

Respondents were asked to indicate their feeling of safety while travelling with different transportation modes: walking, cycling, driving, motorcycle, and micro-mobility devices (kick scooter, e-scooters, skateboards, etc.).

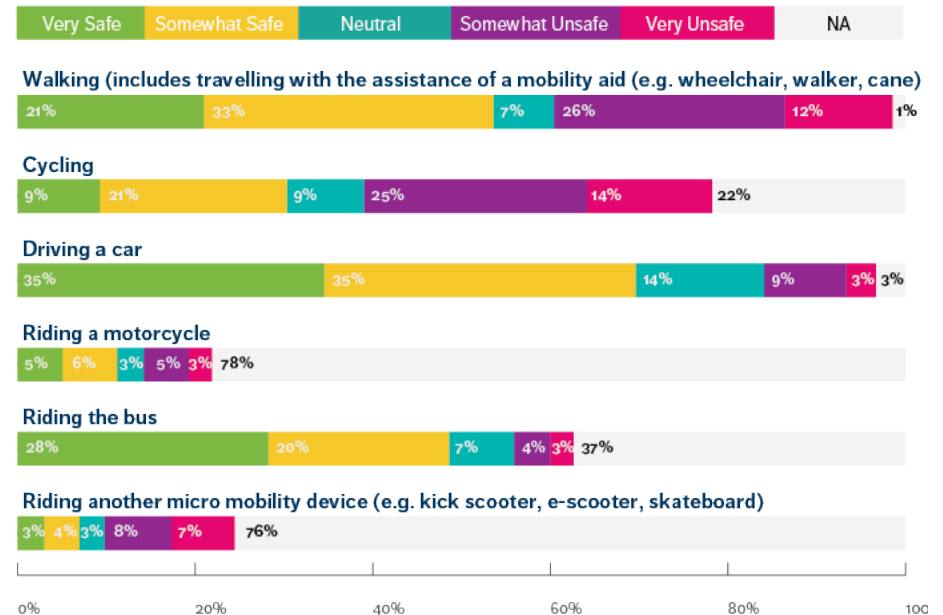
Overall, survey participants indicated that they felt safest while driving a car. Driving received the highest number of “Very Safe” (35%), “Somewhat Safe” (35%), and “Neutral” (14%) responses. Similarly, users who rode the bus indicated higher levels of safety, with a high proportion of responses in the “Very Safe” and “Somewhat Safe” categories (77% of bus riders).

The highest number of “Very Unsafe” and “Somewhat Unsafe” responses came from cycling and walking, respectively. Of the people who cycled (excluding respondents who answered “NA”), half of respondents (50%) felt somewhat or very unsafe while cycling. Of the people who walked, approximately 39% felt somewhat or very unsafe.

Of the people who ride a micro-mobility device (25% of total respondents), three out of five respondents indicated they feel unsafe while travelling in Saanich, the highest proportion of “unsafe” responses from the options provided.

Of the people who ride motorcycles (22% of total respondents), over half feel safe, 35% feel unsafe, and 14% were neutral.

The graph on the right illustrates the distribution of total responses to this question.



# PART 3

## SPRING 2023 ENGAGEMENT

"WHICH OF THE FOLLOWING DO YOU FEEL ARE THE GREATEST CONTRIBUTORS TO SERIOUS INJURIES AND DEATHS ON SAANICH ROADS? PLEASE SELECT YOUR TOP 3 IN ORDER OF IMPACT TO YOU." (N=544)

Respondents were asked what they felt were the top 3 contributors to serious injuries or deaths on Saanich roads. The graph on the right illustrates the distribution of total responses.

Of the 544 responses received, the most popular answers for the #1 contributor were:

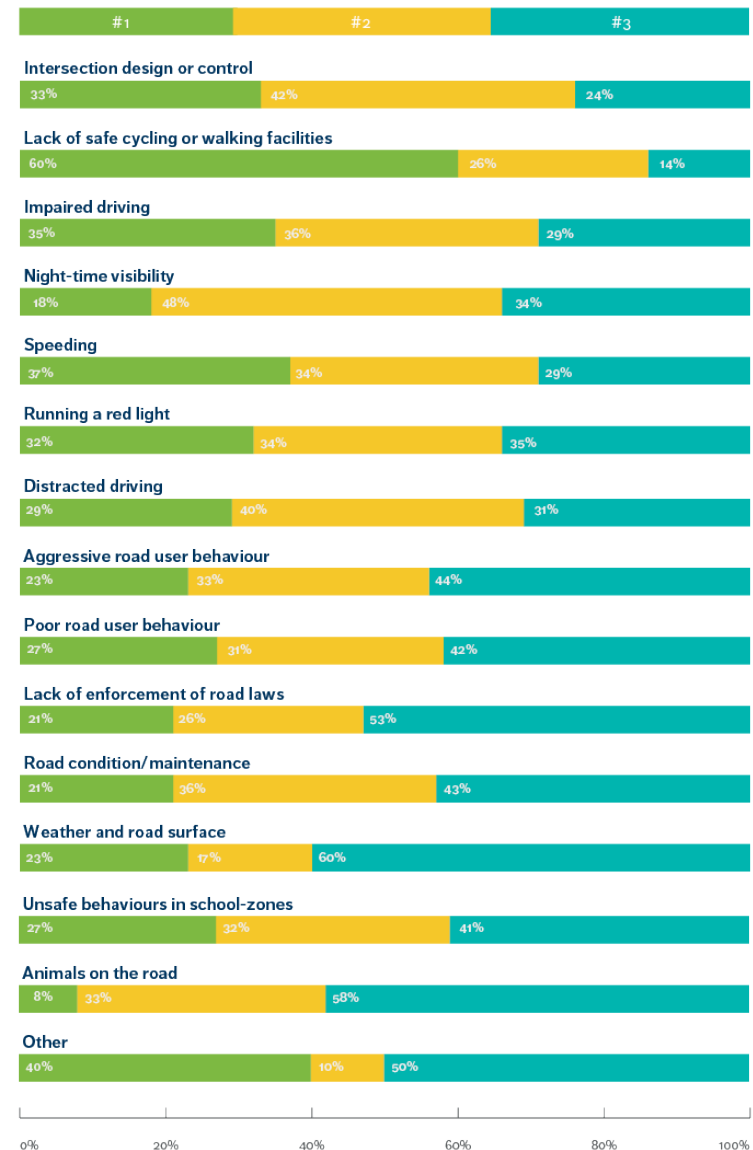
- Lack of safe cycling or walking facilities (60%)
- “Other” (40%) which included
  - Road user visibility (e.g. sightlines of people walking or driving)
  - Road user awareness at crosswalks or intersections
  - Lack of traffic calming
  - Narrow roads
- Speeding (37%)

The most popular answers for the #2 contributor were:

- Night-time visibility (48%)
- Intersection design or control (42%)
- Distracted driving (40%)

The most popular answers for the #3 contributor were:

- Weather and road surface (60%)
- Animals on the road (58%)
- Lack of enforcement of road laws (53%)





# PART 3

## SPRING 2023 ENGAGEMENT

"IF THERE IS ONE THING THAT WOULD MAKE YOU FEEL MORE COMFORTABLE TRAVELLING AROUND, WHAT WOULD IT BE? PLEASE SPECIFY THE MODE(S) OF TRAVEL THIS MOST APPLIES TO." (N=427)

Respondents were asked to provide a written answer about what would make them feel more comfortable traveling in Saanich.

Of the 427 responses received, the highest number of them related to driving (37%), closely followed by cycling and walking, and then micro-mobility and transit. The table below shows how many references to each transportation mode were made.

TRANSPORTATION MODE	# OF MENTIONS
Driving	160
Cycling	155
Walking	145
Micro-mobility	11
Transit	6
General Comments (all modes)	40

The written responses have been categorized into common themes. The highest number of comments expressed that adding dedicated bike lanes would increase their comfort level when traveling in Saanich. This is closely followed by comments to add more sidewalks throughout the community. Respondents also suggested various improvements to Saanich's road infrastructure (road surface,

traffic lights, consistency of roads, etc.) as well as additional enforcement of road laws, such as speeding or running red lights.

The remaining responses mentioned increasing traffic calming, specific references of problem locations, speed limit concerns, driver visibility, patterns of unsafe travel interactions, and making Saanich more accessible for people with mobility challenges. The table on the right shows the number of common themes and how often they were mentioned.

COMMENT THEME	# OF MENTIONS
Bike Lanes	109
Sidewalks	107
Road Infrastructure Improvements	79
Enforcement	66
Traffic Calming	48
Reference to a specific location	42
Speed limit concerns	39
Visibility	35
Safety considerations	34
Accessibility	11

# PART 3

## SPRING 2023 ENGAGEMENT

"MANY COMMUNITIES, INCLUDING SAANICH, HAVE SET A LONG-TERM GOAL OF ZERO SERIOUS INJURIES OR DEATHS FROM ROAD COLLISIONS (VISION ZERO). HOW IMPORTANT IS IT FOR SAANICH TO AIM FOR SUCH A GOAL?" (N=539)

Very Important	61%
Somewhat Important	23%
Somewhat Unimportant	11%
Very Unimportant	5%

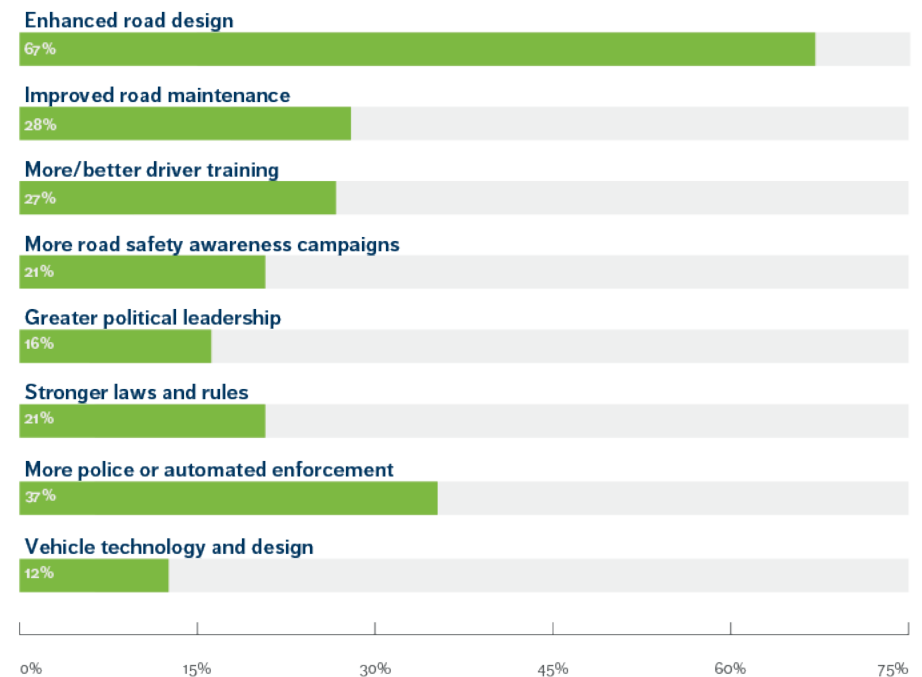
Of 539 respondents, approximately 61% indicated that it is very important for Saanich to aim for Vision Zero, with an additional 23% indicating that it is somewhat important.

Approximately 11% indicated that such a goal is somewhat unimportant for Saanich, and 5% of respondents indicated that Vision Zero is very unimportant to the District. The table below illustrates the distribution of total responses.

"WHAT DO YOU FEEL WOULD HAVE THE BIGGEST INFLUENCE ON ACHIEVING VISION ZERO? PLEASE SELECT YOUR TOP THREE:" (N=545)

Of 545 responses received, two-thirds of respondents (67%) felt that enhancing road design would have the biggest influence on achieving Vision Zero in Saanich. Respondents also felt that more police or automated enforcement (37%), improved road maintenance (28%), and better driver training (27%) would contribute to this goal.

The graph below illustrates the distribution of total responses.



# PART 3

## SPRING 2023 ENGAGEMENT

**"IS THERE ANYTHING MISSING OR THAT YOU WOULD CHANGE ABOUT THE DRAFT VISION?" (N=257)**

Survey participants were shown the following draft vision of the Road Safety Action Plan, which was created with the help of the project’s Steering Committee and conversations with local stakeholders:

“Saanich is leading the way as a community with a safe and accessible transportation system for all our residents, free of traffic-related fatalities and serious injuries. By aligning with the provincial policy, we will cut traffic-related fatalities and serious injuries in half by 2030. To achieve this vision, together with our partners, other levels of government and the public, we will prioritize, fund, implement and evaluate road safety initiatives using the Safe System Approach.”

Of the 257 responses received, 94 of them (37%) said they would not change anything about the draft vision of the Road Safety Action Plan. The remaining responses provided a range of different suggestions, which have been categorized into common themes.

Respondents provided various adjustments to the language contained within the draft vision, and others expressed that the vision should contained more emphasis on themes such as road design, road safety education, and action from the District and its leaders. The table below shows the total number of themes and mentions from the written responses that were received.

COMMENT THEME	# OF MENTIONS
I wouldn't change anything	94
Adjustments to vision language	64
Emphasis on road design	33
Emphasis on road safety education	20
Demonstrate action/leadership	15
Emphasis on enforcement	15
Vehicle design	10
Stronger laws and rules	8
More and better driver education	4
Emphasis on road maintenance	1

# PART 3

## SPRING 2023 ENGAGEMENT

### "IS THERE ANYTHING MISSING OR THAT YOU WOULD CHANGE ABOUT THE DRAFT GUIDING PRINCIPLES?" (N=237)

Respondents were then shown the 6 identified guiding principles that will be used to guide the actions within the Road Safety Action Plan. The guiding principles are:

#### GUIDING PRINCIPLES

Data + Evidence	Foster a Culture of Safety
Collaboration and Partnerships	Protect the Most Vulnerable
Sustainable Funding	Equity

Of 237 responses, 93 of them (39%) said they would not change anything about the draft guiding principles. The remaining responses were read and categorized into main themes.

Respondents expressed that the guiding principles could incorporate more include more emphasis on road design, road user behaviour (e.g. acknowledging that some road users will make mistakes or exhibit unsafe behaviour under any circumstance), and crash data (e.g. Saanich being more explicit in the data points and rationale behind road safety decisions). There were additional mentions about implementing cost-effective solutions, increasing enforcement from police or automatic cameras, more awareness about road safety, and advocating for stronger road safety laws.

COMMENT THEME	# OF MENTIONS
I wouldn't change anything	93
Enhanced road design	54
Road user behaviour	26
Crash data enhancement	25
Implement cost-effective solutions	19
More police or automated enforcement	12
More road safety awareness campaigns	8
Stronger laws or rules	8

### WRITTEN CORRESPONDENCE

During the engagement period, the project team received 16 emails from community members with feedback related to the Road Safety Action Plan. The emails included road safety topics such as pedestrian safety, road design, excessive speeding, traffic light placement, and other location-specific concerns.

# PART 3

## SPRING 2023 ENGAGEMENT

### MAPPING EXERCISE

As a companion tool to the online survey, community members had the opportunity to provide location-based feedback about areas in Saanich.

Using the online mapping platform StoryMaps, this activity prompted survey participants to place a point on a virtual map of Saanich, each one indicating their safety concern for four travel modes: walking, cycling, driving, and transit. Participants could then leave a comment associated with their point, and participants could place multiple points during the activity. In total, participants placed 2,926 points on the virtual map.

The highest number of concerns were placed in the Tillicum area. High concentration of points were also located at the intersections of Trans-Canada Highway 1 and several Saanich streets including McKenzie Avenue, Tillicum Road, and Interurban Road. The Quadra area received the second highest number of concerns, followed closely by Carey, Saanich Core, Gordon Head, and Rural Saanich.

The maps in this section show the areas where participants placed the highest concentration of points within the virtual map.

NEIGHBOURHOOD	# OF POINTS	PERCENTAGE
Tillicum	654	22%
Quadra	350	12%
Carey	332	11%
Saanich Core	310	11%
Gordon Head	306	10%
Rural Saanich	270	9%
Shelbourne	216	7%
Cordova Bay	146	5%
Royal Oak	112	4%
North Quadra	108	4%
Cadboro Bay	82	3%
Blenkinsop	40	1%

# PART 3

## SPRING 2023 ENGAGEMENT

### WALKING – AREAS OF CONCERN

Through the mapping exercise, a concentration of safety concerns were identified in the following areas:

#### BURNSIDE ROAD WEST (FROM TILLICUM CENTRE TO HIGHWAY 1 OFF-RAMP)

Participants indicated concerns with the safety of pedestrian crossings in this area, particularly the crosswalks on the eastern side of Tillicum Centre and the sidewalks intersecting with the west entrance of Burnside Plaza and the adjacent gas station. Points were also placed on the crosswalk on the Highway 1 off-ramp. Vehicles speeding through this crossing was the primary concern.

#### TILLICUM ROAD (FROM REGINA AVENUE TO HIGHWAY 1 INTERSECTION)

On this segment of Tillicum Road, participants expressed discomfort when using the crosswalk near Regina Avenue and when crossing Highway 1.

#### INTERURBAN ROAD AND BURNSIDE ROAD WEST

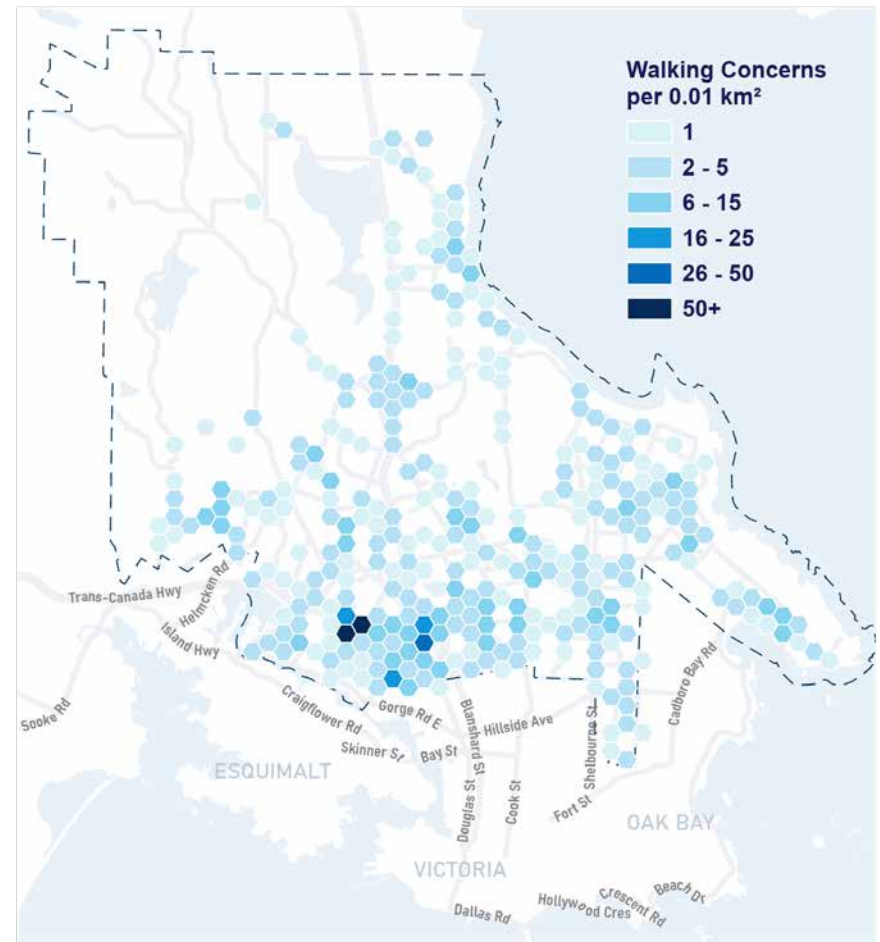
The crosswalk between the Coquitiz River Trail and the Galloping Goose was cited as a concern, due to high vehicle speeds, poor visibility for drivers, and its proximity to Colquitz Middle School.

#### DOUGLAS STREET AND BOLESKINE/SAANICH ROAD

The long crossing distances across Douglas Street, combined with the large traffic volumes during peak hours, were cited as concerns on this intersection.

#### BURNSIDE ROAD WEST AND HARRIET STREET

Participants mentioned that vehicles at this intersection travel at high speeds, particularly when turning onto the crosswalk.



# PART 3

## SPRING 2023 ENGAGEMENT

### CYCLING – AREAS OF CONCERN

In the cycling category, the top areas of concern were identified as:

#### BURNSIDE ROAD WEST AND INTERURBAN ROAD

The crosswalk connecting the Colquitz River Trail and the Galloping Goose was identified as a common concern for people cycling. Participants cited poor visibility as a reason why cars struggle to stop for pedestrians and cyclists at this location.

#### BURNSIDE ROAD WEST (ALBION TO DUPPLIN)

Narrow roads and a lack of cycling facilities at this location were identified as concerns.

#### CAREY ROAD AND RAVINE WAY

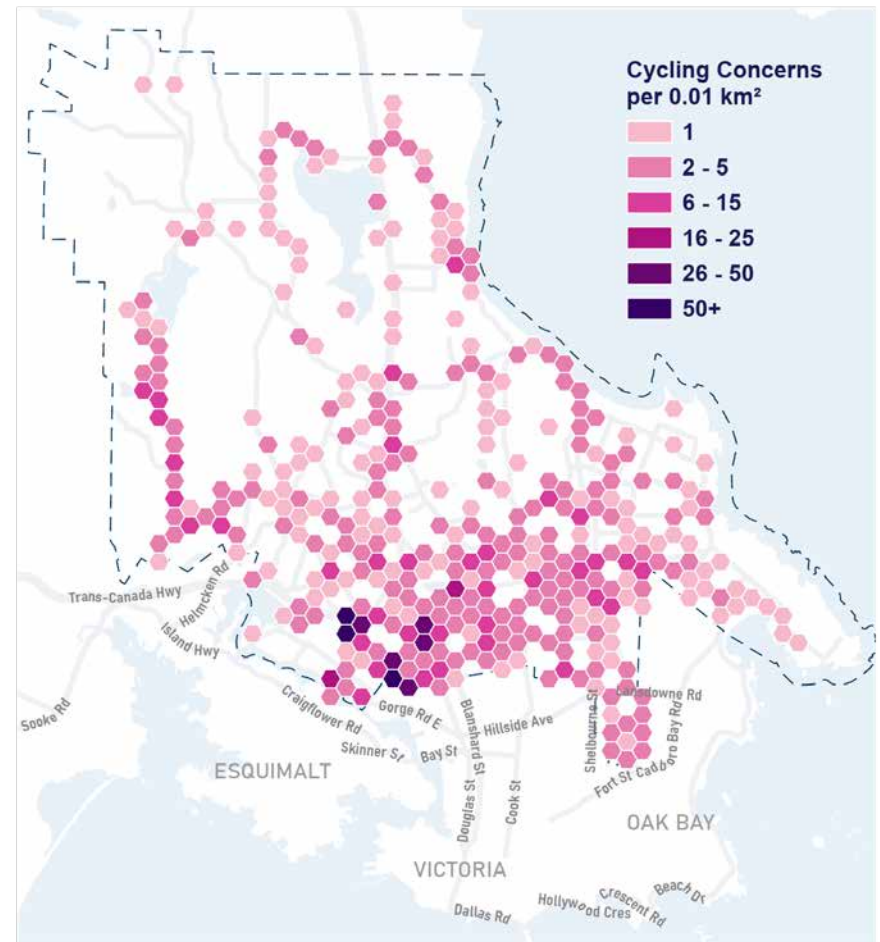
Participants mentioned there is no cycling connection from Carey Road to Ravine Way. Vehicles entering and exiting the Uptown Centre parkade also intersect with the cycling facility on Ravine Way.

#### TILLICUM AND HIGHWAY 1

No cycling-specific crossing signal, long waiting times to cross, and vehicles turning right into the crosswalk were cited as the main concerns.

Prospect Lake Road (Burnside Road West to South Prospect Lake Park)

Participants mentioned that because there is no shoulder or pathway on this section of road, vehicle drivers will pass people on bicycles unsafely.



# PART 3

## SPRING 2023 ENGAGEMENT

### DRIVING – AREAS OF CONCERN

In the driving category, the top areas of concern were identified as:

#### **CORDOVA BAY ROAD (CORDOVA BAY PARK TO DOUMAC AVENUE)**

Participants noted high vehicle speeds along this section of Cordova Bay Road, particularly in the morning and evening hours. There is a playground zone at this location that participants say is not obeyed.

#### **GLANFORD AVENUE (TAIT STREET TO BAKER STREET)**

Dangerous left-hand turns were noted along this section of Glanford Avenue. Accessing Tait Street from Glanford Avenue, accessing Glanford Avenue from Baker Street, and accessing Glanford from Marigold were the chief concerns.

#### **RAVINE WAY**

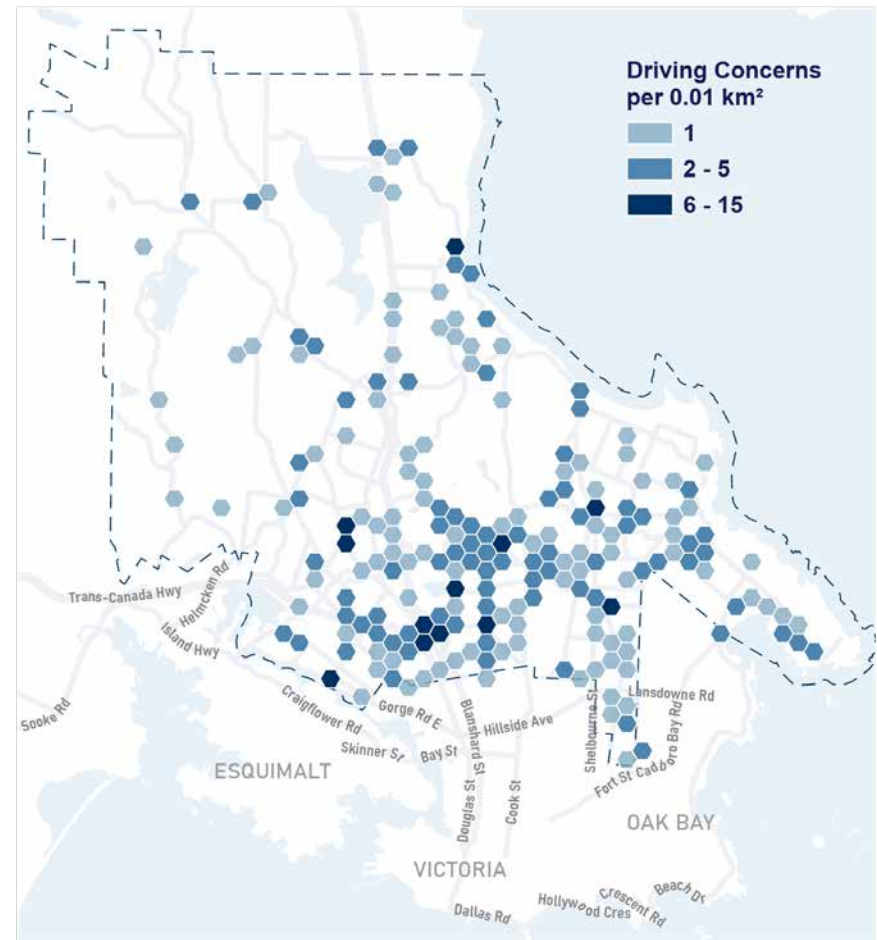
Participants noted difficulty traveling on Ravine Way during peak hours. Vehicles exiting from the shopping centres struggle to turn and enter their desired lane, and conflicts were noted when turning from Carey Road onto Ravine Way.

#### **TILLICUM ROAD (TILLICUM BRIDGE TO WALTER AVENUE)**

Narrow roadways, a short turning lane onto Gorge Road, and difficulty turning left across traffic were cited as safety concerns at this location.

#### **MCKENZIE AVENUE AT CEDAR HILL CROSS ROAD**

Unsafe left turns, vehicles crossing into the bike lane, and oversized vehicles using Cedar Hill Cross were indicated as concerns. Some participants have suggestions for enhanced intersection design, such as full traffic lights or a roundabout.





# PART 3

## SPRING 2023 ENGAGEMENT

### TRANSIT – AREAS OF CONCERN

In the transit category, the top areas of concern were identified as:

#### UPTOWN CENTRE TRANSIT EXCHANGE

Participants noted several transit concerns around the intersection of Douglas Street and Saanich Road. These include the lack of a bus shelter on Saanich Road and Oak Street, the need for more garbage bin collection in the area, and an inconvenient route transfer from buses servicing the Carey Road area.

#### HWY 17 AT SAYWARD

Participants noted that the bus stop location near Highway 17 and Sayward Road needs better transit facilities, such as a bus shelter, waiting area, and seating.

#### HWY 17 AT ELK LAKE PARK (EAGLE BEACH PARKING LOT)

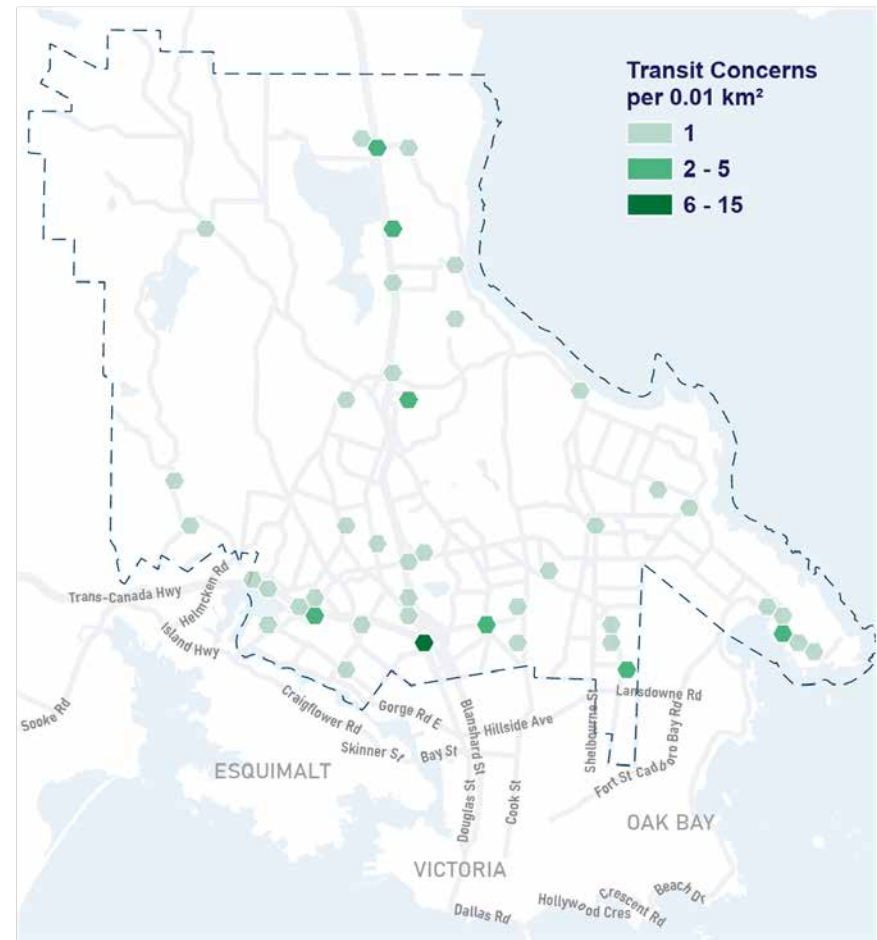
Participants suggested an additional transit stop, with pedestrian crosswalk, near the Eagle Beach parking lot at Elk Lake.

#### QUADRA STREET AND TATTERSALL DRIVE

One participant noted that the transit stop at this location sits close to the road, making it feel unsafe to wait for the bus. An additional participant noted that because of the signal timing, it takes a long time to cross Quadra and miss their bus as a result.

#### TUDOR AVENUE

Lack of transit service was noted as a concern along the extent of Tudor Avenue.



## PART 4

# NEXT STEPS

This engagement summary compiles the input received during the spring 2023 engagement period for the Road Safety Action Plan. The project team will use the input received, alongside technical work, to inform the draft Road Safety Action Plan. The draft Plan will then be presented to the community for feedback in the fall of 2023.

On behalf of the project team, we would like to thank all stakeholders and community members for their participation and valued input during this engagement period.







**#movingsaanichfwd**  
OUR 30 YEAR ACTIVE TRANSPORTATION PLAN

**2023  
update**