

# Tillicum Elementary School Update

## Background

The District of Saanich is committed to improving safety around its 39 schools and encouraging parents and children to choose active ways of getting to and from school. Active travel is not only a healthier choice, it is better for the environment and increases quality social time for families and friends in the neighbourhood.

Active and Safe Routes to School is a community based initiative that promotes the use of active transportation (walking, biking, bussing, and rolling) for the daily trip to and from school. To be successful, Active and Safe Routes to School involves many groups, including parents, students and school administration, school boards, municipal staff, public health, and local law enforcement agencies.

In 2015 the District of Saanich began work with the CRD, individual school Principals, Parent Advisory Committees, and the School District to develop planning documents to help guide future infrastructure decisions and identify solutions to problems in each school's vicinity. Every school community has its own concerns and suggestions for ways to reduce or eliminate them. Each solution might be the responsibility of a different municipal department or even level of government. The purpose of this document is to provide an update to the school community on work that has been completed, and what is still left to do.

Tillicum Elementary School completed their School Travel Plan in 2016. The complete Tillicum Elementary School Travel Plan can be found on our website at the following link:

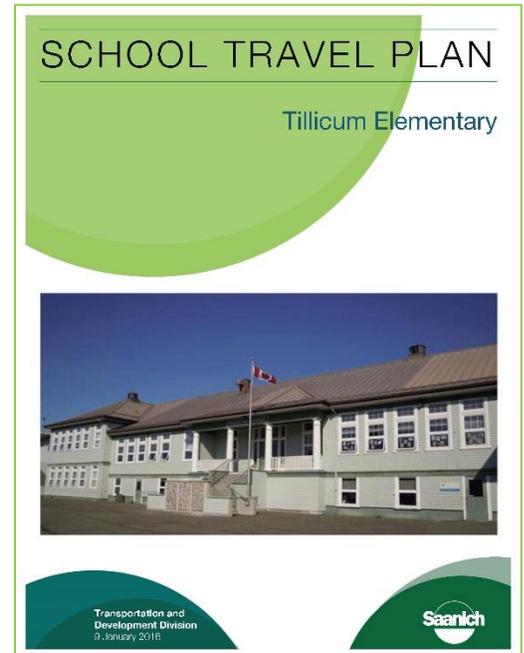
<https://www.saanich.ca/EN/main/community/getting-around/walking/safe-routes-to-school.html>

## Update 2021

On the next page you will find a table summarizing the key actions and the status of each.

Tillicum Elementary School is currently scheduled to revisit this plan in 2025.

If you have questions, suggestions or comments about this document or any of the actions identified. Please contact [engineering@saanich.ca](mailto:engineering@saanich.ca) and one of our staff will be happy to help in any way they can.



Location	Description	Implementation	Status
Orillia St & Maddock Ave	Improve pedestrian safety	Review intersection (curbing, crosswalks) with attention to pedestrian safety. Sidewalk at NE, NW, SW corners is basically at road grade – no curb to separate cars from pedestrians waiting to cross. Poor visibility for pedestrians crossing Maddock, and hydro pole on NW corner obstructs visibility – review to see if it can be moved. Raised x-walk across Maddock is barely raised, quite low – investigate possible improvements.	Currently in Design. Estimated construction 2022
Orillia St & Burnside Rd W	Poor visibility and wide crossing distance	Review possible pedestrian safety improvements for crossing Orillia at Burnside. Review possibility of curb bulge on the SE side of the intersection to improve visibility and shorten crossing distance.	Estimated construction 2022
Orillia St & Burnside Rd	Currently there are concerns about traffic backing up in the school zone.	Review potential left-turn restriction at intersection.	Left turn restriction not warranted, no restrictions will be installed
Albina St & Maddock Ave	Steep grade, poor sightlines	Review treatment options for pedestrian safety concerns on Albina St. No north-south crosswalk across Maddock and no sidewalk on Albina St south of Maddock Ave, especially problematic given steep grade and poor sightlines. Consider installing a sidewalk on one side of Albina St between Maddock Ave and Obed Ave or installing traffic calming measures.	Crosswalk to be reviewed. Albina sidewalk south of Maddock is included in the Active Transportation Plan as a long term priority

Burnside Rd W, between Tillicum Rd and Seaton St	Traffic speed and volume (along with narrow sidewalks) were concerns for Tillicum parents on this popular walking route. Currently no signage on this portion of Burnside to indicate that road borders a schoolyard.	Explore possibility of installing signs on median for increased visibility.	School Area signs are installed. Reduction in speed limit not consistent with national guidelines.
Burnside Rd W, between Seaton St & Orillia St	Currently, sidewalk is fairly narrow and right next to fast moving traffic.	Explore pedestrian improvements for popular walking route, south side of Burnside Rd W between Seaton St & Orillia St. Improvements could include a buffer between the sidewalk and motor vehicle traffic, which could take the form of landscaping/vegetation or the continuation of the bike lane along Burnside Rd W.	Long-term project. Major reconstruction of the roadway will be required as the road is currently built out to the edge of the right-of-way.
Burnside Rd W & Donald St	Improve accessibility	Review curb return and hydro pole placement.	This will be a long term improvement
Burnside Rd W & Tillicum Rd	Congested intersection	<p>Review pedestrian safety concerns at heavily used intersection with unconventional orientation. Check pedestrian signal phasing with standards of the Institute of Transportation Engineers to ensure it is accessible to all pedestrians, including children, seniors, and those with mobility challenges. Consider automatic pedestrian phase recall.</p> <p>Completed: pedestrian signal improvements, including countdown timers.</p>	Completed. Longer walk times provided, and they come on automatically during the daytime.

Harriet Rd at Maddock Ave	Harriet Road crossing at Maddock Ave W curb drops are currently not in alignment with the painted crosswalk – consider correcting to increase accessibility to pedestrians of all mobility's.	Review pedestrian crossings of Harriet Road. Consider improvements to existing crossings, and increasing pedestrian crossing options.	This will be a long term improvement
Seaton St & Hampton Rd	Improve pedestrian safety	Review pedestrian safety concerns at intersection with askew orientation and inconsistent curb returns and sidewalks on four corners of the intersection. Review curb returns and consider improvements, particularly on west side of Seaton St as that side features a sidewalk but lacks curb returns.	Completed
Traffic circles throughout catchment	Improve pedestrian safety	Review pedestrian pathways through traffic circles to ensure they are clearly separated from motor vehicle traffic. Review to ensure there are sidewalk pads with appropriately positioned curb letdowns at all intersections featuring traffic circles. Consider additional directional signage to clarify driver navigation through the intersection.	This will be a long term improvement