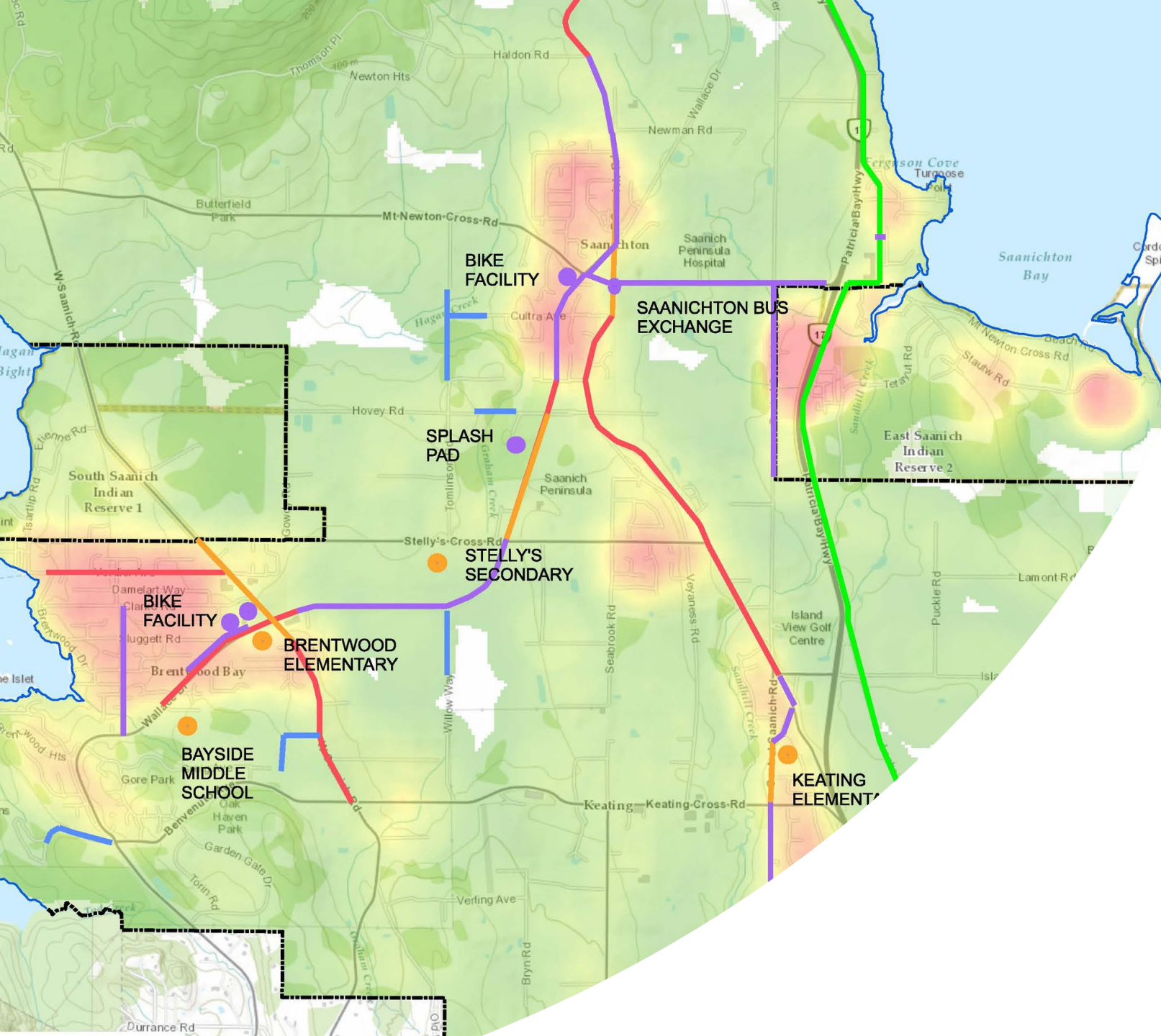




**Central
Saanich**

Wallace Drive & Upper Marchant Traffic meeting

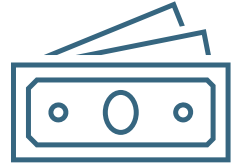
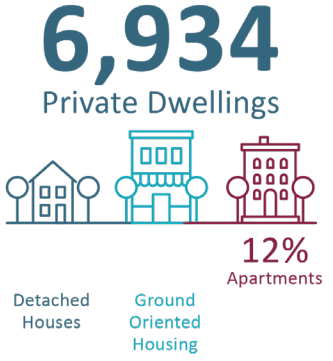
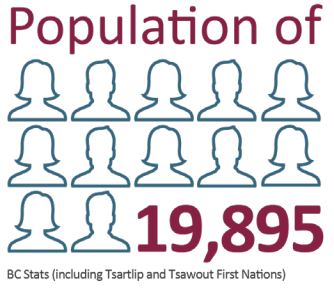
May 28, 2024



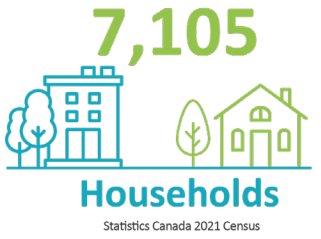
Agenda

- Introduction
- Police Road Safety management
- Engineering planning and resourcing
- Public education
- What we've done
- What we're doing
- What we're planning to do

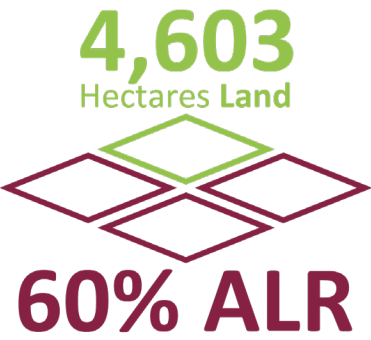
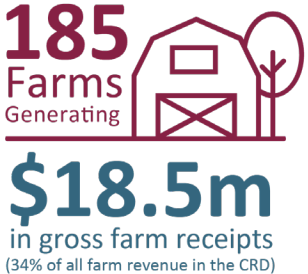
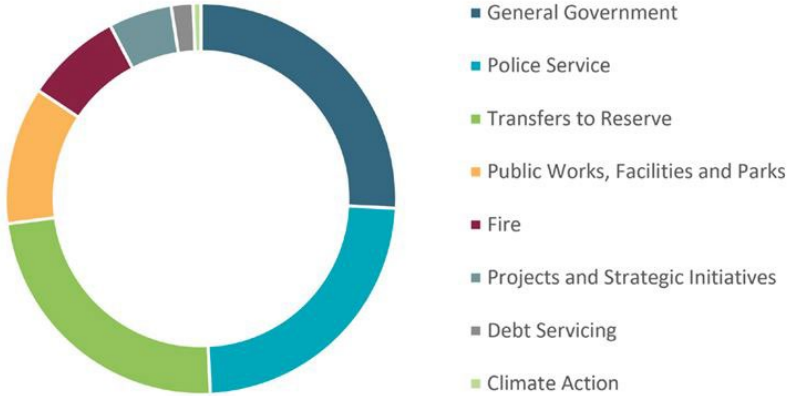
Municipal Snapshot



2024 budget=\$61.8M
Including
Special projects totaling \$1.9M
\$19.9M capital program



2024 Expenses (General Operating)





Central
Saanich

Integrated Planning



Central Saanich Police Service

Road safety is a top concern of Central Saanich residents and District and, as a result, is one of the CSPS's Strategic Priorities.

How are we managing road safety?

CSPS uses data-led strategies and an evidenced-based approach to improve road safety:

- internal and external partners and various stakeholders;
- road users & community members;
- ICBC;
- CRD's Integrated Road Safety Unit; and
- District's Traffic Safety Committee.



Police Resources for Traffic

- Full-time traffic unit (1 member) (maintained during periods of resource challenges & shifting priorities)
- Supported by the Community Engagement Officer through prevention, education and enforcement + media awareness campaigns and initiatives
- Patrol members are committed to traffic enforcement 24/7
- Use of (STOPS) Short Term Operational Plans / Focus on specific areas of concern i.e. Keating/ Wallace Rd
- Increased use of technology/ (Fleet 3) Automated License Plate readers (ALPR)
- AXON Digital Evidence management system (DEMS) i.e. Witness share video evidence
- Recently modernized and purchased new LASER units and trained members in use
- Use of volunteers with Speed Boards/ Warning letters



Challenges

Challenges and obstacles associated with enforcement and response priorities:

- Competing community needs;
- Prioritizing high-risk files impacting immediate public and officer safety needs; and
- Resourcing challenges / mental health calls / disclosure/ investigative requirements.





Central Saanich

Data

Traffic Files – Wallace Dr Between Bayside and Brentwood Schools – 2019 to 2023



Query Area



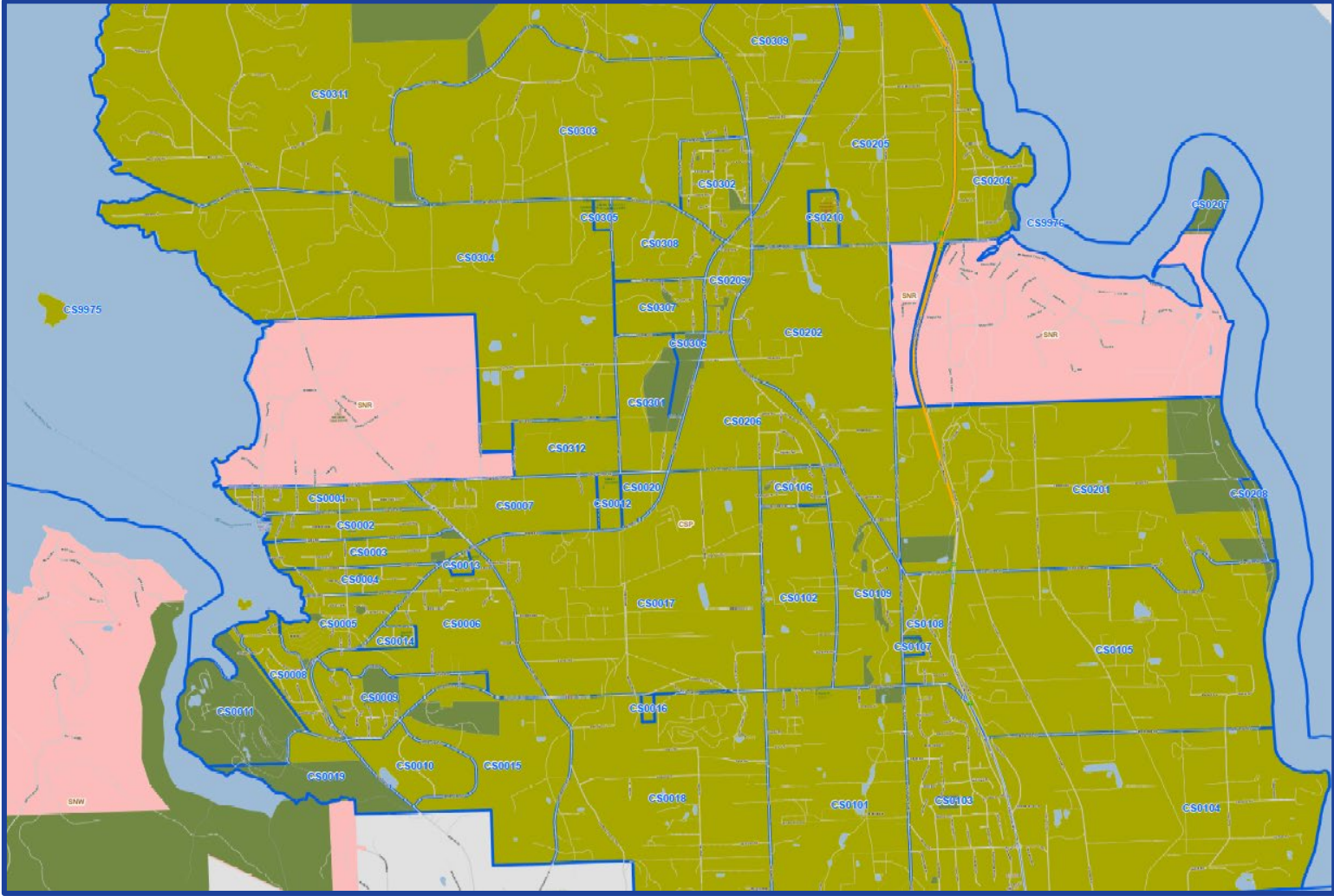
Traffic Files: Wallace Dr- Bayside>Brentwood Schools 2019 to 2023

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
VTs	25	69	72	27	9	49
WARNING	4	5	14	20	4	10

							2024 -Jan 1 to May 27
Count of INCIDENT	Year						
Row Labels	2019	2020	2021	2022	2023	2024	Grand Total
215 ALC FAIL-90		1					1
215 ALCOH-3DAY		1		1			2
215 DRUG				1			1
COLL-DMGE <1000	1						1
COLL-DMGE<10000		1	1				2
COLL-DMGE>10000			1				1
COLL-NON-FATAL			1				1
DRIVNG COMPLNT	3	6	7	1	1	2	20
DRV DISQ/SUS-PRV			1				1
FAIL STOP-PROV		1					1
IMPOP MV (A)	1			1			2
PARKNG VIOLATN	1	1	2	1	2		7
PRHB/SUSP-NOT215	1	1		1			3
TRF-INS VIOLATN	1			1		1	3
TRF-OTH MOVE	4	2	3	4	3	3	19
TRF-OTH MUNCIPL	2		1				3
TRF-OTH NON-MOVE				2			2
Grand Total	14	14	17	13	6	6	70



Traffic Files – entire District 2019 to 2023



Traffic Files – entire District 2019 to 2023

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
VTs	1250	1043	1399	895	849
WARNING	63	195	540	534	373

Count of INCIDENT INCIDENT	YEAR					Grand Total
	2019	2020	2021	2022	2023	
215 ALC FAIL-90	17	12	9	7	10	55
215 ALCOH-24HR	3	3	4	4	2	16
215 ALCOH-3DAY	7	9	9	15	7	47
215 ALCOH-7DAY		1	2	1		4
215 DRUG	3	4	5	2	4	18
COLL-DMGE <1000	9					9
COLL-DMGE >1000	23					23
COLL-DMGE<10000	61	67	72	60	63	323
COLL-DMGE>10000	29	24	41	39	41	174
COLL-FATAL			1			1
COLL-NON-FATAL	14	17	17	12	10	70
DANG OP-MV	1	2	1	1	3	8
DR W/O-PROV		3	1		2	6
DR WH/PROH-CCC		2			2	4
DRIVNG COMPLNT	216	190	250	145	168	969
DRV DISQ/SUS-PRV	13	30	19	12	3	77
FAIL STOP (CCC)	3				3	6
FAIL STOP-PROV	5	4	17	15	16	57
IMPOP MV (A)	14	20	32	50	34	150
IMPOP MV (A)-CBH					1	1
IMPOP MV(DRG)		3		3	2	8
IMPOP V/B/A (A)			1			1
IMPRD OP MV A/D	1			2	2	5
IMPRD OP MV UNSP		1				1
IMPRD OP VBA A/D				1		1
PARKNG VIOLATN	84	83	93	72	100	432
TRAFF-OTH SCH I				1		1
TRF-DISP PROV VT	21	2	2	4	3	32
TRF-INS VIOLATN	15	27	18	41	11	112
TRF-OTH FEDERAL				5		5
TRF-OTH MOVE	296	207	239	212	243	1197
TRF-OTH MUNCIPL	41	30	29	28	20	148
TRF-OTH NON-MOVE	35	27	46	63	50	221
TRF-WRIT WARN			2	5	1	8
Grand Total	911	768	910	800	801	4190



Monitoring/evaluation



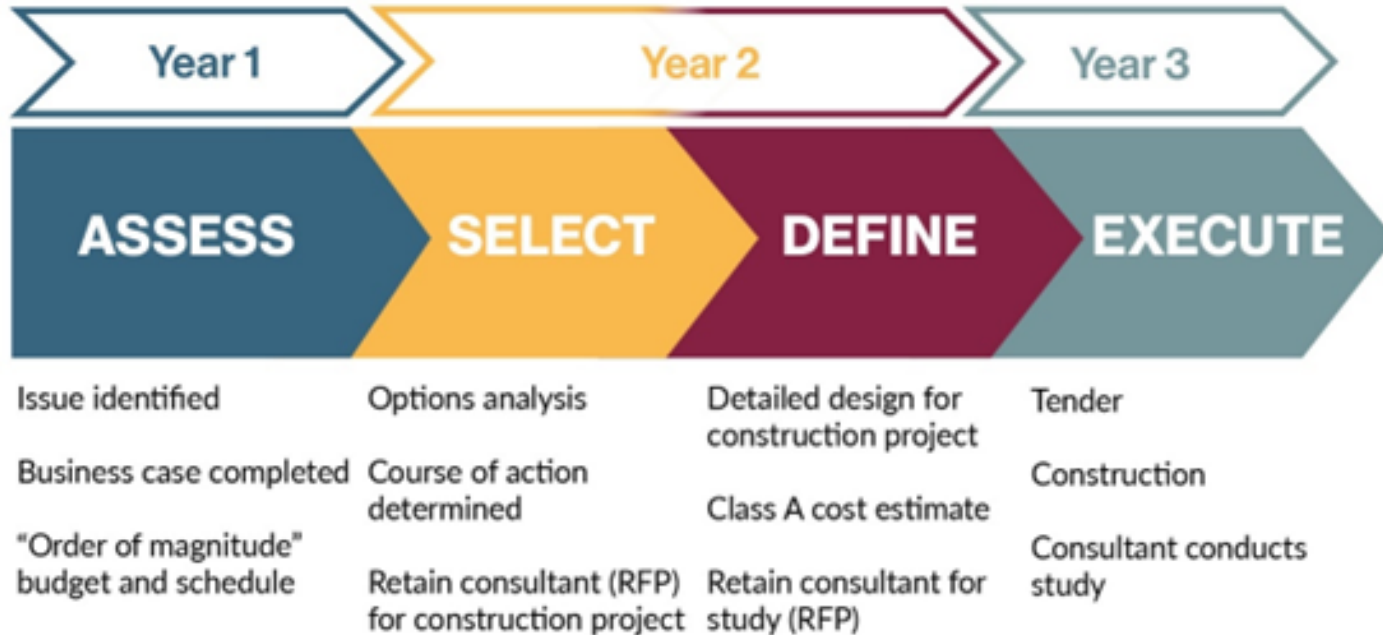
1) Immediate or **short-term** traffic safety concerns > Traffic Safety Committee

When evaluating traffic safety concerns:

- Data collection (ICBC crash statistics, historic traffic speed and volume counts, District, Police and Bylaw history within the area of concern)
- Review of area concerning current best practices such as TAC, BC amendments to TAC, Vision Zero, National Association of City Transportation Officials (NACTO) design guides, and BC Active Transportation Design Guidelines
- Discussion on possible root cause of issues – roads are a network, safety concerns can stem from adjacent road issue

Monitoring/evaluation

2) Some road safety issues brought to the District require **long-term** capital improvements Why? Factors such as planned underground improvements, upcoming development in the area, funding and resourcing requirements, and/or complexity in design and permitting.



Transportation planning

Numerous design considerations are taken into account:

- TAC Road Classification (Local, Collector/Arterial, Minor, Major)
- Road design speed and volume
- Rural or Urban Road
- Nature of traffic (residential, commercial, etc)
- Drainage considerations
- Environmental Impact
- Underground and overhead utilities
- Road right-of-way width
- Annual operating direct costs
- Annual operating effort – maintenance, additional bylaw or police enforcement
- Initial capital costs
- Addressing the root cause of issues



Central
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Transportation planning & resourcing

The District is taking an integrated approach that includes:

This ensure funds are spent cost-effectively, problems are resolved, and no new problems are created in the process



What we've done

- Police enforcement and monitoring
- Active Transportation Plan
- Safe Routes to School
- Traffic calming
- Wayfinding

Active Transportation Plan



Vision

The Central Saanich Active Transportation Plan will enable people of all ages and abilities to walk and cycle throughout the community, while respecting our unique character and heritage.

About the ATP

- Started ATP project 2018/19; considerable community input
- Adopted ATP 2021; heavily grant reliant. Put long-term funding model in place 2022
- 2023 – Received \$5.5M grant from province; District also putting \$5M+ towards ATP projects for next 4 years
- Projects completed to date: highest priorities of the ATP (focus on school zones and interconnecting village centers)
- Projects upcoming:
 - Wallace Drive, Mt Newton Cross Road, Central Saanich Road, West Saanich Road, Saanichton Village improvements, Tanner improvements, and more



Central
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How do we design AT infrastructure?

Items to take into consideration:

- context - urban, suburban, rural, and nature of primary use
- site specific conditions – road right-of-way widths, drainage, operations and maintenance
- vehicle speed and volume
- traffic on the adjacent streets – roads are a network
- available funding
- coordination with other infrastructure projects

Generally higher speeds and higher volumes create the need for increased separation

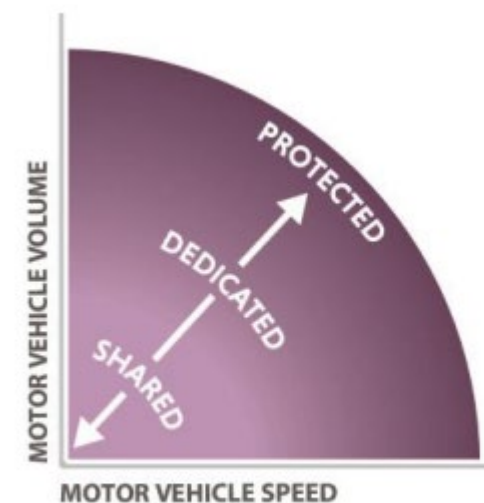


Figure 5. Conceptual Bicycle Facility Selection Diagram

B.C. Active Transportation Design Guide



BRITISH COLUMBIA
ACTIVE TRANSPORTATION
DESIGN GUIDE

2019 Edition

Design will depend on a number of factors, including the available road space, design speed, traffic volume, and funding.

Where funding is limited, it may be possible to construct short-term, interim facilities that can be upgraded in future.

Street Design Standards

see District's Engineering Specifications and Drawing Standards

	LOCAL ROADS	COLLECTOR ROADS	MINOR ARTERIAL ROADS	MAJOR ARTERIAL ROADS
TRAFFIC SERVICE FUNCTION	Traffic movement is the secondary consideration	Traffic movement and land access is are of equal importance	Traffic movement is the primary consideration	Traffic movement is the primary consideration
LAND ACCESS FUNCTION	Land access is the primary consideration		Land access is the secondary consideration	Limited, restricted or prohibited access
ROAD WIDTH				
NUMBER OF MOVING LANES	As low as one shared by vehicles on an alternative directional basis	Typically two with additional lanes at some main intersections	Typically two with additional lanes at some main intersections	Typically three or more with additional lanes for turning at intersections
PARKING	Typically both sides	On one or both sides	Limited, but can n one or both sides if feasible	Limited and quite often restricted and/or prohibited
TWO-WAY TRAFFIC VOLUME FROM T.A.C.	<3,000	1,000 – 12,000	5,000 and more	Up to 30,000

How were the ATP priority projects selected?

- Public support (established community plans and public input Active Transportation Plan process)
- Locations where pedestrian and cyclist activity is high (a village area or in proximity to a school, park or community facility)
- Addresses a network gap or helps connect existing routes
- Addresses a known safety issue or provides a notable safety improvement
- Address a known accessibility issue or provides a notable accessibility upgrade
- Opportunity to coordinate with planned improvements of the District or other agencies
- Represents good overall value to the District

ATP: Specific Areas of Concern

Certain areas of Central Saanich are to be the focus of targeted traffic speed management strategies. These locations were identified as areas of concern by residents and through the District's traffic monitoring programs (automated traffic counters, speed reader boards).

The following locations are to be prioritized:

- Central Saanich Road (entire length)
- West Saanich Road (between Keating Cross Road and Wallace Drive)
- Keating Cross Road (west of the Keating Business District)
- East Saanich Road (between Saanichton and the North Saanich border, as well as between Central Saanich Road and Highway 17)
- Stelly's Cross Road
- Brentwood Drive
- Oldfield Road
- Verdier Avenue
- Lochside Drive (north of Mount Newton Cross Road)
- Mt Newton Cross Road
- Wallace Drive (West Saanich Road to Mt Newton Cross Road)



Central
Saanich

Streets & Traffic Safety Priority Projects

A prioritization exercise was undertaken to identify priority projects, these improvements include:

- A. Keating Cross Road (Central Saanich Rd – Highway 17)
Sidewalk upgrades and improved road condition as part of Keating Flyover
- B. Wallace Drive / Marchant Road Intersection Improvement
Complete
- C. Mount Newton Cross Rd / East Saanich Rd Intersection Improvement
Improvements to intersection operations and pedestrian crossing safety



Roadways are a Network

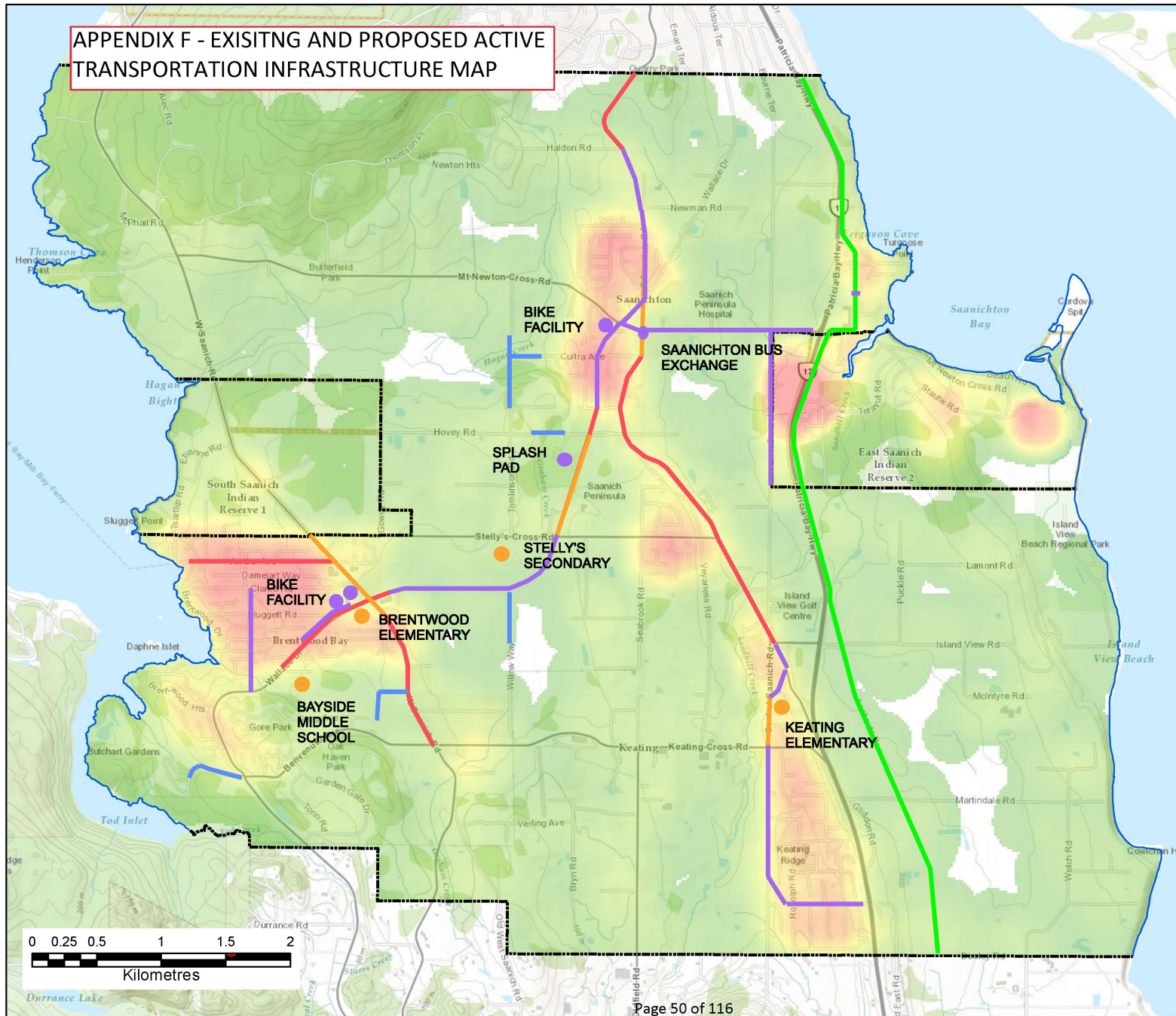


Roadways are a network and interconnected.

Changes to one road will affect connected and adjacent roads.

It is important traffic calming is applied only where required to address undesirable traffic conditions, as inappropriate applications may have an adverse impact on nearby streets, cyclists, and larger vehicles unable to properly navigate the street (i.e., buses, trucks, emergency services).

APPENDIX F - EXISTING AND PROPOSED ACTIVE TRANSPORTATION INFRASTRUCTURE MAP



Central Saanich
Heatmap for
Building Density

Legend

- Municipal Boundary**
- District Boundary
- Shoreline
- Building Footprints
- Parcels
- Creeks
- Ponds
- Building Density**
- High
- Low



- LOCHSIDE TRAIL
- PATHWAY
- BIKE LANE
- BIKE ON SHOULDER
- PROPOSED WORKS



What we're currently doing

- Strategic Plan implementation
- Evaluation of potential safety improvements in the area
- Signage and paint markings review and update, including renewed school zone and painting and signage





Central
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Education and Engagement

- Outreach and engagement in transportation planning
- Safe driving education campaigns
 - Public ads, Signage, Videos
 - + Complementing traffic enforcement
- Capital Bike contract – bike skills for public and students
- New staff working group on education and active transportation supporting programs (incl speed and safe driving)
- New communications specialist resources with part-time hours for this work



Existing Speed Limit Reductions

A number of streets in Central Saanich have 30, 35 or 40 km/h speed limits per the Speed Regulation Bylaw no.1357, including streets in the Brentwood Bay Village area, portions of Lochside Drive, Stelly's Cross Road and Island View Road, and other select minor streets.

Traffic Speed Management

Reducing the posted speed limit is an important first step to improving road safety in critical village / residential areas.

There is also a need to address traffic speed and motorist behavior more broadly throughout Central Saanich using a combination of physical design interventions, police enforcement, signage and supporting measures,

Road safety education campaigns are also being used to reach the broader community.

What we're planning on doing

- Ongoing improvements – engineering, enforcement, education, engagement, evaluation
- Transportation Management Plan
- Update Active Transportation Plan – start 2025
- Apply for update to the Safe Routes to School program for Brentwood Bay Elementary



**Central
Saanich**

Questions?