

Public Participation

Steering Committee

In order to ensure the community had ample opportunity to provide feedback on a continual basis, and following the guidelines set out in the Manual on Policy and Procedure for Traffic Calming in Saanich, a Steering Committee was established for this Neighbourhood Transportation Management Plan. The Steering Committee consisted of staff, consultants, members of the North Quadra Community Association, Saanich Safer City Project, Saanich Police Department and Saanich Fire Department.

The purpose of the Steering Committee was to ensure that, as key stakeholders, the views of the community were being represented and the issues of primary importance to the community were being addressed. The Saanich Police and Fire Departments opted not to attend meetings, but to be kept informed of all discussions and decisions made by the committee.

The Saanich Safer City Project had already undertaken research which was provided to the consultants (see Appendix and Table 1). This research was used by the consultants to identify the issues about which the community held strong views. The consultants were then able to analyse these issues, draw comparisons with other areas and develop conclusions regarding this Study Area. In the course of the study it became apparent that the Safer City Project data was under represented from the area west of Quadra. This was addressed through input from the Open Houses and Steering Committee.

The Steering Committee was invited to meet with the consultants and staff.

- Start Up Meeting - a meeting schedule was established. It was agreed the committee would work with consultants and staff at the Open Houses to ensure the general public understood the issues. In addition to the work schedule, the committee reviewed the format to be used for the public consultation process
- Second Meeting - the open house format and the issues identified were discussed, the Steering Committee assisted in identifying Community Priorities and suggesting solutions that might be appropriate. These issues and potential solutions were included in an information flyer that was distributed to the community by Canada Post, on the project web site and on the information boards used at the 1st Open House
- Third Meeting - the findings of the consultants and their preliminary recommendations were discussed in detail, the Steering Committee assisted in identifying solutions that would be acceptable in the community. The material was then prepared for a second information flyer distributed via Canada Post, on the project web site, and on the information boards used at the 2nd Open House
- Final Meeting – the Steering Committee considered input from the 2nd Open House and additional speed data collected in September and reviewed the final report to be presented to Council

Saanich Safer City Study

To launch the project, the consultants reviewed data collected by, and the recommendations of, the Safer City Study, conducted earlier in 2004. This study was aimed at collecting data from the community that would assist the municipality in developing specific projects to improve travel safety. The work was funded in part by ICBC. The “Safer City” study process is described in the appendix. The current study develops these concerns into appropriate countermeasures for this community.

The issues identified by the neighbourhood were grouped into three major areas:

- Shortcutting traffic (includes Traffic volumes)
- Speeding
- Pedestrian (and Cyclist) safety

In this table the numbers represent “votes” by the Project Team members which ranked the importance of the identified issues.

Table 1 Safer City Project Data Summary

	Issues								
	Speeding	Volume	Calming	Sidewalk	Signs	Safety	School	Parking	Other
Total Times Mentioned	4	5	0	5	0	15	3	4	0
Percent Response	15	19	0	19	0	58	12	15	0

School Interviews

The consultants undertook interviews with the Principal, or Designate, of the three schools in the study area:

- Lake Hill,
- Rogers, and
- St. Margaret’s

and the two just on the outskirts of the area:

- Reynolds, and
- St. Andrews

It was determined that although the latter two schools were not directly in the area, motor vehicle traffic to and from the schools, and lunch-time pedestrian movements from the schools, across McKenzie to the commercial zone within the study area, would affect the study and should be considered. The major issues identified through these meetings were:

- Safe student access
- Drop-off and Pick-up issues
- New transit plans for the area

Table 2 summarizes the input from the school interviews. The full responses are provided in the appendix.

Table 2 School Interview Summary

	Issues										Solutions							
	Speeding	Volume	Calming	Sidewalk	Signs	Safety	School	Parking	Other	Humps	Diversers	Traffic Circles	4 Way Stop	Sidewalk	Signals	Crosswalk	Parking Restrictions	Signs
Lake Hill and St. Margaret's																		
Number	1	3	0	1	0	12	0	1	3	0	0	0	0	2	0	3	0	0
Percentage	8	23	0	8	0	92	0	8	23	0	0	0	0	15	0	23	0	0
Rogers																		
Number	0	2	0	1	0	10	0	2	1	0	0	0	0	0	1	0	0	0
Percentage	0	18	0	9	0	91	0	18	9	0	0	0	0	9	0	0	0	0
Reynolds and St. Andrews																		
Number	2	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0
Percentage	50	25	0	0	0	50	0	0	25	25	0	0	0	0	0	0	0	0
Total Schools																		
Number	3	6	0	2	0	24	0	3	5	1	0	0	0	2	1	3	0	0
Percentage	11	21	0	7	0	86	0	11	18	4	0	0	0	7	4	11	0	0

Petitions

Two petitions were received from groups of residents, copies of the text are provided in the appendix. Petition 1 (Saanich Road) was signed by 50 people, Petition 2 (Douglas Street) was signed by 36 people. This input was considered with other comments. In the following table the responses are weighted by the number of signatures on each petition.

Table 3 Petition Summary

	Issues										Solutions							
	Speeding	Volume	Calming	Sidewalk	Signs	Safety	School	Parking	Other	Humps	Diversers	Traffic Circles	4 Way Stop	Sidewalk	Signals	Crosswalk	Parking Restrictions	Signs
1 - Saanich Road	1					1			1	1								
2 - Douglas Street				1		1								1				
Total Times Mentioned	1	0	0	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0
Percent Response	29	0	0	21	0	50	0	0	29	29	0	0	0	21	0	0	0	0

General Public

The public was given opportunities to study the information and express their views through:

- Feedback forms (2) - delivered by mail to each home and business in the study area
- Open Houses (2) – comment forms available and opportunity to ask questions of staff, consultants, and Steering Committee members
- Website – project information posted on the website
- Email/telephone/mail – direct contact with staff and the consultants

Prior to each of the Open Houses, a flyer was distributed via Canada Post to each resident and business in the study area inviting participation in the public consultation process. The flyer contained a response form which could be mailed, and it identified the consultants' project website where the Open House information was posted, comments could also be made via email directly from the website. A notice was placed in the Saanich News and a notice was posted on the project website. All comments received in writing are included in the findings for the Open Houses (see summary tables and appendix).

Open House 1

The first Open House for the general public was held on Thursday, June 24th, 2004 at Rogers Elementary School. The purpose of the Open House was to allow the public to consider what issues were important to them, to review the results of the work of the consultants to date, and to consider some of the options for solutions available to them.

The format of the Open House was informational. No formal presentation was made. Instead, the public were invited to walk around several information boards describing the reason for the project, the players, the issues already identified by the Safer City study and the consultants, the types of solutions with the pros and cons which can be used to manage traffic in a neighbourhood, and the opportunities available to them for input. Staff, the consultants, and members of the Steering Committee were on hand to answer any questions.

For residents who were unable to attend, the flyer solicited feedback and could be dropped off at Saanich municipal offices, or mailed to the consultants.

From a long list of issues which had been identified as concerns to the community in the Saanich Safer City Study, including Safety, Vehicle Speeds, Traffic Volumes, Shortcutting Traffic, Pedestrian and Cyclist Safety, and Signs, Paint Lines and Sight Distances, the following key areas of study were identified:

- Shortcutting
- Speeding
- Pedestrian and Cyclist Safety
- Sidewalks and Parking

The following principal locations were identified:

- Shortcutting – Ambassador/McBriar/Lucas/Nicholson
- Speeding – Cedar Hill Cross, Douglas, School and Playground Zones
- Pedestrian and Cyclist Safety
 - Clatworthy/Morris
 - Borden/Cedar Hill Cross/Lochside
 - Quadra (Crossing)
- Sidewalks and Parking
 - Morris/Cedar Hill Cross/Borden
 - Douglas, and
 - Lucas (School Route)

It should be noted that it was felt by the Committee that Safety, a major issue to residents, was to be included in all the issues studied.

The following typical solutions were also illustrated:

- Sidewalks and Crosswalks
- Diverters or Partial Closures
- Speed Humps
- Paint Lines
- Sight Distance
- School and Playground Zones
- Provision for Cyclists
- Small Traffic Circles
- Raised Crosswalks and Intersections
- Parking

It should be noted that 4-way stops were not considered an appropriate solution for this area because they have not been shown to be effective at reducing speed between blocks and there is significant noise generated by 4-way stops.

Approximately 50 people attended the first Open House with approximately ½ of those people submitting written feedback. Many were concerned with traffic movements and pedestrian crossings of Quadra and to a lesser degree McKenzie which are not included in the study although they are in the study area.

Table 4 Open House 1 Responses

	Issues									Solutions								
	Speeding	Volume	Calming	Sidewalk	Signs	Safety	School	Parking	Other	Humps	Diverters	Roundabouts	4 W Stop	Sidewalk	Signals	Crosswalk	Parking Restrictions	Signs
Total Times Mentioned	30	27	4	15	1	40	6	6	25	24	2	9	1	16	23	12	4	3
Percent Response	49	44	7	25	2	66	10	10	41	39	3	15	2	26	38	20	7	5

The project team reviewed the feedback from the public at this meeting (and other feedback received by direct contact with staff and consultants) the input of the steering committee, and additional research conducted by the consultants and staff.

Based on this review, it was determined that the Key Issues to be evaluated would be:

- Speeding
- Shortcutting Traffic
- Lack of Sidewalks
- Parking
- Pedestrian and Bicycle Safety

The possible solutions to be considered were identified as:

- Traffic Circles
- Speed Humps
- Road Closures or Diverters
- Raised Crosswalks
- Sidewalks
- Curb Extensions

At a later date Chicanes were added as a recommended solution in one location, along Douglas.

Subsequent review of the data on traffic speed, intersection safety and traffic volumes, and the project team's review of the area, indicated that these issues are area-wide and not restricted to specific locations. These issues are not dissimilar to issues found in other areas of Saanich.

Open House 2

The 2nd Open House was held on November 17th, 2004 at the Church of the Nazarene. Residents were informed of the meeting through a mailed flyer and notice in the Saanich News. The flyer contained a summary of the issues and public responses, a list of the recommendations including a map showing the affected areas, some background information including policy issues and implementation and monitoring procedures, and a short questionnaire and feedback form.

At the 2nd Open House, the same format was used with information boards set up to allow the public to review a summary of the issues which had been identified and addressed, and the strategy used to arrive at the solutions. As well as the recommended options, the boards provided information that reviewed what options had been considered and rejected. Members of the consulting team, staff and the Steering Committee were on hand to assist residents with their questions. No formal presentation was made.

The strategy presented at the 2nd Open House included of the following key proposals:

- Installing Speed Humps to manage Speeding and deter Shortcutting on Nicholson, McBriar, Ambassador, Lucas, Morris, Cedar Hill Cross, Saanich and Rogers
- Installing Raised Crosswalks on Cedar Hill Cross, Morris, and Rogers as part of the Speed Hump installation to improve Pedestrian Safety

- Installing a Painted Crosswalk at Lucas to improve Pedestrian Safety
- Installing a Curb Bulge and Crosswalk on Beckwith at Belvedere Place to improve Pedestrian Safety
- Reviewing the Sidewalk needs on Lucas and Douglas in conjunction with the “Safer School Travel” program
- Upgrading or installing new Sidewalks on Rogers, Cedar Hill Cross, and Nicholson
- Creating a No Parking zone on Chesterlea at Lark to improve Pedestrian Safety
- Installing Traffic Circles and realignment to improve Intersection Safety and manage Speeding on Morris at Nicholson and McBriar and Lilly/Kincaid
- Installing Chicanes on Douglas to manage Speeding
- Reviewing the need for Traffic Signals and Crosswalks on Quadra to provide safer Left Turns and Pedestrian Crossings
- Ensuring Signs and Paint Lines at intersections are correctly placed and adequately visible, and that Sightlines are not obscured by vegetation.

Over 100 people attended the 2nd Open House. A total of 120 comment forms were received by staff and the consultants after the 2nd Open House, including emails and letters. The responses are summarised below. The last line of the table indicates the “strength” of the Yes/No responses, a high value indicates a large “yes” relative to “no “ response and thus overall support for a proposal. A low value indicates a more evenly divided response, showing less support for the proposal.

Table 5 Open House 2 Responses

	Support					Oppose				
	Traffic Circles	Humps/Crosswalk	Rogers Sidewalk	Douglas Chicanes	Overall	Traffic Circles	Humps/Crosswalk	Rogers Sidewalk	Douglas Chicanes	Overall
Responses	61	80	72	44	51	31	19	12	35	18
Percentage	50	66	60	36	42	26	16	10	29	15
Difference: Yes-No%	24	50	50	7	27					

As a result of the feedback from the Open House, review of additional speed data, and the final meeting of the Steering Committee, the following changes were made to the strategies presented by the consultants:

- Replacement of Chicanes on Douglas with Speed Humps and the inclusion of a future sidewalk
- Replacement of the Traffic Circle on Lily/Kincaid with Speed Humps

- Referral of the Sidewalk and Parking issues on Rogers to the School Board
- Additional Curb Bulges and Sidewalks on Beckwith

Which resulted in the following final recommendations:

- Speed Humps on Cedar Hill Cross Road/Morris, Nicholson/McBriar/Ambassador, and on Douglas/Lily/Rogers
- Raised Crosswalks on Cedar Hill Cross Road, Morris, and Rogers
- Traffic Circle and road realignment at Morris/Nicholson
- Road Realignment at Morris/McBriar and Morris/Ambassador
- Construction or Upgrading of Sidewalks at Cedar Hill Cross Road/Morris, and Nicholson
- Review of sidewalk needs on Douglas, Rogers and Lucas
- Curb Bulges where required at Raised Crosswalks, and on Beckwith
- Raised Crosswalk, Curb Realignment and Sidewalks at Cedar Hill Cross/Borden
- Maintain or improve traffic operations and capacity at the key signalized intersections on Quadra and McKenzie
- At Intersections, ensure that traffic control signs are visible, paint stop and centre lines where appropriate, and sight lines are adequate.