

GRANGE ROAD FAQ

Why is Grange Road Undergoing Changes?..... 2

What are the Planned Improvements on Grange Road? 2

How Will the Project Affect Trees Along Grange Road? 3

What Cycling Infrastructure Changes are Coming to Grange Road? 3

Parking Changes: What Can Residents and School-goers Expect?..... 3

What Will Grange's New Neighborhood Bikeway Look Like? 3

Visualizing the Future: What Will Grange Road Look Like Post-Project? 4

Will Grange Road Be Widened or Narrowed? 4

Traffic Calming on Grange Road: What Measures are Being Taken? 4

Are you planning to install a diverter on Grange? 5

What Will the Sidewalk Extensions at Local Side Streets Look Like? 5

How Will Speed Be Managed on Grange Road to Ensure Safety? 6

Project Timeline: When Will Construction Begin on Grange Road?..... 7



Why is Grange Road Undergoing Changes?

At Saanich, we recognize the diverse mobility needs of our residents – from walking and biking to skateboarding and carpooling. Our commitment to improving active mobility is guided by the AAA (Active Transportation Plan), adopted by the Council in 2018.

Grange Road has been identified as a key area for improvement within the ATP. This prioritization is due to several factors: the current infrastructure's poor condition, its proximity to schools and parks, and its role in neighborhood connectivity, especially linking to the Regional Trail.

Additionally, the alignment of Grange Road with the CRD Residual Solids Project is a significant supporting factor in this decision. A portion of the project funding has been contributed by the CRD to help mitigate the impact of their project on the Grange Corridor.

Feedback from our community has also been a crucial part of this process. In an open house held in February 2023, we received 123 feedback forms, with 88% of respondents supporting the need for improvements. Notably, over 60% expressed a preference for a concrete sidewalk, and the majority agreed that a 2.15m wide sidewalk would significantly enhance walkability and safety on Grange Road.

[\[Back to Top\]](#)

What are the Planned Improvements on Grange Road?

The following is an overview of the key changes planned for Grange Road. For more detailed information on each of these items, please refer to the specific FAQ questions.

Section from the Regional Trail to Burnside Road:

Infrastructure: Installation of a 2.15m wide concrete sidewalk and two-way bike lanes with concrete barriers.

Intersection Improvements at Burnside: Two additional marked crosswalks with additional pedestrian flashers, new curb returns, and reduced crossing distances at certain crossings.

Road Widening: Expansion to match the 11-meter width near Burnside to facilitate bike lanes.

[\[Back to Top\]](#)

Section from Burnside Road to Interurban Road:

Infrastructure: Installation of a 2.15m wide concrete curb and sidewalk, with the sidewalk separated from the curb where possible.

Intersection Improvements at Interurban: Narrowing the entrance to Grange Road to shorten the pedestrian crossing distance, signing and marking the crossing area for bike and pedestrian use, upgrading the pedestrian signals to RRFB flashers for better visibility, and adding road markings and delineators on Interurban near the crosswalk to help slow down traffic.

Neighborhood Bikeway: Conversion into a shared space for cars and bikes, with traffic calming measures like road narrowing, speed tables, and raised crosswalks.

Vehicle Speed Management: Introduction of a 30km/h speed limit following the removal of the centerline and bikeway designation.

[\[Back to Top\]](#)

How Will the Project Affect Trees Along Grange Road?

We're committed to developing a design that avoids tree removals throughout the corridor. Our current plan prioritizes preserving all trees along Grange Road. To ensure this, our next step involves hiring an arborist to conduct a detailed study of the area. This arborist report will catalog each tree's health and examine potential conflicts between trees and the proposed infrastructure.

[\[Back to Top\]](#)

What Cycling Infrastructure Changes are Coming to Grange Road?

The section of Grange Road from the Regional Trail to Burnside Road is a key component of our All Ages and Abilities (AAA) bicycle network, as highlighted in our Active Transportation Plan. Our goal is to create cycling infrastructure that is safe and accessible for cyclists of all ages and abilities. This involves implementing additional protective measures beyond just painting bike lanes.

In line with this, Saanich has been installing concrete protected barriers across the municipality as part of our Quick Build Active Transportation projects. These concrete barriers offer a cost-effective, rapid, and secure method to establish cycling infrastructure. You can see examples of our quick-build concrete bike barriers on Shelbourne Street, McKenzie Ave, and other roads throughout Saanich. The proposed two-way bike lane on Grange Road will include these concrete barriers to ensure safety for cyclists while minimizing disruption to the existing road layout.

[\[Back to Top\]](#)

Parking Changes: What Can Residents and School-goers Expect?

Parking arrangements along Grange Road have been carefully considered to balance the needs of the community, the existing road conditions, and the proposed new infrastructure.

Section from the Regional Trail to Burnside Road:

Parking on the east side of the road will be retained and four spaces will be removed on the west side of the road.

Section from Burnside Road to Interurban Road:

Parking is currently prohibited on both sides of Grange Road. Parking will continue to be prohibited on both sides of the road, with the exception of approximately four spaces near Interurban Road as indicated in the concept plans.

[\[Back to Top\]](#)

What Will Grange's New Neighborhood Bikeway Look Like?

New bicycle markings on Grange Road—from Burnside to Interurban—designate the road as a neighborhood bikeway. Unlike traditional bike lanes, a neighborhood bikeway means that cars and bikes share the same space on the road. This design is ideal for streets with lower motor

vehicle volumes and speeds, as it creates a safe and comfortable environment for both cyclists and drivers to coexist.

To support the transformation of Grange Road into a neighborhood bikeway, we're making several enhancements. These include removing the yellow centerline, implementing traffic calming measures, adding bicycle pavement markings, and reducing the speed limit. These changes are focused on ensuring that Grange Road is a safe, shared space that accommodates the needs of both cyclists and motorists.

[\[Back to Top\]](#)

Visualizing the Future: What Will Grange Road Look Like Post-Project?

Once the project on Grange Road is completed, you can expect road enhancements that respect and maintain the existing neighborhood aesthetic. Similar to the Active Transportation project we recently completed on Arrow Road, Grange Road will feature a new concrete sidewalk with subtle changes to the roadway alignment. The Arrow Road project, which spanned from Cedar Hill Road to Oakdale Place, involved upgrading a substandard asphalt sidewalk to a concrete one and introduced a 6-meter wide roadway with new curvature. Importantly, this was achieved while prioritizing tree retention, requiring no tree removals, and preserved the area's natural aesthetic.

For Grange Road, we're planning a design that aligns with these principles. You can expect a new concrete sidewalk accompanied by a 5.5-meter wide road, carefully curved to protect the existing trees. This approach ensures that while we improve safety and functionality, we also keep the neighborhood's character intact.

[\[Back to Top\]](#)

Will Grange Road Be Widened or Narrowed?

The adjustments to Grange Road's width vary in different sections to accommodate the proposed design. Between the Regional Trail and Burnside Road, we are widening a section of Grange Road to match the existing 11-meter width found near Burnside to accommodate the proposed two-way bike lanes.

Conversely, for the majority of Grange Road between Burnside and Interurban, we are narrowing or matching the existing width of the road. The current width in this section is inconsistent, averaging around 5.5 – 6 meters. Our plan is to reduce this to a uniform 5.5 meters. This strategic narrowing serves two key purposes: it enables us to navigate around trees without needing to remove them, and it contributes to traffic calming, enhancing road safety. As part of this process, you'll notice areas where additional pavement is being added on one side of the road. These adjustments are made to slightly shift the road alignment, allowing us to circumvent trees and other natural features.

[\[Back to Top\]](#)

Traffic Calming on Grange Road: What Measures are Being Taken?

To enhance road safety and create a more pedestrian and cyclist-friendly environment on Grange Road, we are implementing a comprehensive set of traffic calming measures. These

strategies are designed to naturally slow down vehicle speeds and encourage more cautious driving. They include:

Narrowing the Road: Reducing the overall road width to 5.5 meters, which naturally encourages slower driving speeds.

Centerline Removal: Eliminating the yellow centerline, except at major intersections, to reduce the perception of Grange Road as a thoroughfare route and create a shared roadway space.

Speed Tables: Installing speed tables (similar to speed bumps) at strategic locations to physically moderate vehicle speeds.

Raised Crosswalks: Adding raised crosswalks at two minor intersections, enhancing pedestrian visibility and safety.

Road Curvature: Introducing curvature to the road alignment to create a chicane effect, which requires drivers to navigate more attentively, thereby reducing their speed.

Sidewalk Extensions: Extending sidewalks at local side streets to narrow the driving space and increase the pedestrian area, further calming traffic.

These measures collectively contribute to a safer and more comfortable road environment for all users of Grange Road.

[\[Back to Top\]](#)

Are you planning to install a diverter on Grange?

No, the feedback that we received at the open house was largely opposed to the installation of a diverter, so we have removed it from the plan.

[\[Back to Top\]](#)

What Will the Sidewalk Extensions at Local Side Streets Look Like?

Sidewalk extensions at local side streets, particularly at T intersections, are designed to prioritize pedestrian movement and safety. In these designs, the sidewalk continuously extends across the road at the intersection, rather than terminating at the curb. This creates a seamless pedestrian path, with the following features:

Continuous Pathway: The sidewalk extends across the street, maintaining a consistent level and surface, which improves accessibility and ease of walking.

Ramped Concrete Access: At the point where the sidewalk intersects with the road, there are ramped concrete sections. This contrasts with the traditional approach of continuous asphalt roadway and curb returns, making the pedestrian pathway more distinct and safer.

Pedestrian Priority: This design visually and physically emphasizes pedestrian space over vehicular space at the intersection, signaling to drivers the presence of pedestrians and the need for caution.

Improved Accessibility: These extensions provide a level, accessible crossing point for pedestrians, including those with mobility devices or strollers.

This design approach enhances pedestrian safety and accessibility, particularly in areas with significant foot traffic. It encourages drivers to be more aware of pedestrian movement and reduces the likelihood of conflicts between pedestrians and vehicles.

An example of such an extension can be seen at the intersection of Westall and Doncaster, near Hillside Mall:

<https://www.google.com/maps/@48.4446593,-123.3389198,3a,44.9y,195.07h,75.7t/data=!3m6!1e1!3m4!1sqKz4nzcUHKwhg4NUq-DhKA!2e0!7i13312!8i6656?entry=ttu>

[\[Back to Top\]](#)

How Will Speed Be Managed on Grange Road to Ensure Safety?

As part of Vision Zero, motor vehicle speed is recognized and prioritized as a fundamental factor in crash severity. Crashes at higher speeds are more forceful and thus more likely to be fatal. Research has also shown that reducing speed limits can greatly increase the chances of survival for those involved in collisions, particularly vulnerable road users, such as pedestrians or cyclists who are not protected by the heavy infrastructure of a vehicle.

Saanich recently released a new Speed Limit Establishment Policy that provides direction to change speed limits on streets without a continuous yellow centre line, and a detailed methodology to evaluate and change speed limits on streets with continuous yellow centre lines.

In line with our proposed concept for Grange Road, we're planning significant changes to manage speed more effectively. A key aspect of this plan is the removal of the existing centerline on Grange Road. Additionally, Grange Road is recognized in our Active Transportation Plan as a vital component of the long-term cycling network, and we intend to establish it as a neighborhood bikeway.

These changes - removing the centerline and reclassifying Grange Road as a neighborhood bikeway - are instrumental in transitioning Grange into what we term a 'Type A' street. This designation is significant as it paves the way for implementing a 30km/h maximum speed limit, aligning with our commitment to enhancing road safety and accessibility for all users.

To formalize this speed limit change, Grange Road will be subject to a bylaw amendment process. This involves submitting the proposal to the council for approval under the Streets and Traffic Regulation Bylaw. Once approved, Grange Road will officially be recognized as a 30km/h roadway and be signed as such. For those interested in understanding more about our Speed Limit Establishment Policy and the rationale behind these changes, we encourage you to click [here](#) for more information:

<https://www.saanich.ca/assets/Community/Documents/Engineering/Speed%20Limit%20Establishment%20Policy%20Report.pdf>

[\[Back to Top\]](#)

Project Timeline: When Will Construction Begin on Grange Road?

We are currently targeting construction on Grange Road for summer of 2024. For the latest updates and detailed timelines, we encourage you to regularly visit our Current Projects webpage. Stay tuned for more information as we move closer to the start date.

[\[Back to Top\]](#)