

Sinclair Road Upgrades

Information Session - Engagement Summary

A public information session was held on January 24, 2024, at the Frank Hobbs Elementary School gym between 4pm and 8pm. 900 invitations were mailed out to directly impacted residents and the surrounding area. Two Notification boards were placed prior to the session along Sinclair Road informing the local users of information session details. 165 members of the public were in attendance.

The purpose of the information session was to show residents the final Sinclair Road design and create the opportunity for those interested to ask questions and learn about the design. During the session there were 8 members of the design team present, 12 info boards displayed around the room and 2 large roll plots showing the final design displayed on tables. The information shared at the [public information session](#) was posted to the project website January 25, 2024

During the information session, most residents who attended were in favour of the overall design. In addition to the numerous comments provided verbally in discussions with residents at the information session, over 24 feedback letters and emails were received commenting on the final design. Some frequently asked questions relating to construction, parking, pedestrian safety, cycling speeds and traffic flow have been summarized and answered below:

Construction Duration

Q. When will the construction start and how long will it take to complete?

A. Construction is anticipated to begin May 2024. We anticipate 18 months of construction; however, we will not have a detailed timeline until a contractor has been retained.

Q. Will the road be closed for the duration of the project?

A. Saanich is willing to entertain the idea of allowing the contractor to close the road during construction to improve safety to the workers and public. A full closure will also allow for a shorter construction duration. We will know more details once a contractor is retained.

Parking

Q. Will the existing parking on Sinclair be removed?

A. Most of the existing boulevard parking on Sinclair will be removed. There are 5 pullout parallel parking stalls that currently exist on the North side of Sinclair Road that had sufficient space within the road allowance to be reinstated. 2 parallel stalls will be fronting 2556 Sinclair Road 3 fronting 3831 Pitcombe Place on Sinclair Road.

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Q. Where are people supposed to park?

A. Each lot in Saanich is required to provide off-street parking spaces based on the building type and number of units. This includes requirements for single family dwellings, secondary suits, boarding houses, buildings containing three or more dwelling units etc. Residents with tenants are required to provide parking spaces on their private property. The exact number of parking spaces required on private property can be found in section 7 of the zoning bylaw [here](#). Residents have the option to provide additional parking spaces on their private property at their expense. If you would like to widen your driveway access, the permit application can be found [here](#).

Pedestrian Safety

Q. How will the safety of pedestrians be addressed along the Sinclair Road Upgrade Project?

A. The Sinclair project will provide over 2 km of new and upgraded pedestrian facilities, with either a sidewalk or multiuse pathway being provided on both sides of the roadway. In addition, the project will install 3 new crossings on Sinclair Road with pedestrian activated rapid flashing beacons, curb extensions to reduce crossing distance at all intersections, speed reduction and both vertical and horizontal separation from the vehicle travel lane. Pedestrian safety is among the top priority at Saanich and the project has been designed to engineering best practices and with that in mind. It should be noted that pedestrians play an essential role in ensuring safe street crossings. It is the responsibility of everyone to ensure it is safe to cross prior to crossing and follow the rules of the roadway. Pedestrians activate the flashing beacons as a warning signal to vehicles and should wait for vehicles to stop before crossing into a travel lane.

Cycling Speeds

Q. How will fast moving cyclists be addressed coming down Sinclair?

A. Removing cyclists from the roadway into their own designated lanes provides less conflict with vehicles and pedestrians. The proposed treatment for this area is to be an AAA bike lane meaning that it is safe for all ages and abilities. This requires a minimum vertical and horizontal clearance from a vehicle travel lane. The cycling facility will also be horizontally and vertically separated from pedestrians on the downhill side. Signage and yield paint markings will be installed to warn cyclists of conflict areas and adjust their speed accordingly.

Q. No one is going to cycle up Sinclair Hill, why is the District installing cycling facilities up Sinclair?

A. Sinclair roadway is like many roadways within Saanich and the greater Victoria area. Building a bike lane up Sinclair Road aligns with Saanich's priorities, goals, and policies, it can

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have a positive impact on the environment, the economy, and the well-being of people. It improves the safety of cyclists and motorists by providing a dedicated space and reducing conflicts on the road and congestion, it encourages more people to cycle, promotes physical activity and enhances community connectivity. A portion of the uphill section is a multiuse pathway which will provide space for cyclists to safely walk their bike up the hill to connect to the facilities on McKenzie. This will increase access to the amenities that Cadboro Bay has to offer attracting tourists and recreational cyclists. Saanich will be installing bike counters on the new cycle lanes to document their use in the future.

Traffic Flow

Q. Will the roundabout add to congestion and traffic delays to the 4 ways stop at Penrhyn?

A. During the conceptual design development of the mini roundabout, The District analyzed the change in traffic operations. The Penrhyn St/ Cadboro Bay Rd intersection has significantly lower vehicle volumes compared to the Sinclair Rd intersection. Most vehicles entering the Sinclair Rd/ Cadboro Bay Rd intersection are not heading north toward Penrhyn Street and when reviewed the change to a roundabout at Sinclair Rd had little impact on the operations of the Penrhyn intersection. Saanich will continue to monitor this intersection throughout the construction and after completion and will make any modifications required on an as needed basis.

Q. Roundabouts are confusing and are not safe

A. Roundabouts are generally safer than traditional intersections. Studies show a significant reduction in severe crashes, including a decrease in fatal and serious injury collisions by up to 90% and 75% respectively. The slower speeds, one-way traffic flow, and decreased number of conflict points from 32 to 8 contribute to enhanced safety. The shortened crosswalks and medians help by having pedestrians only crossing one direction of traffic at a time and reduces the amount of time they conflict with vehicles.

Based on feedback from residents in the area and other residents within the Saanich community, we see strong support for the proposed upgrades to the Sinclair roadway. With most people happy to have had the opportunity to see what we were going to be doing.

Saanich will now move forward with tendering the project. We anticipate the construction will begin in April of 2024. Further details on the schedule we be sent out once a contractor has been procured.