

DRAFT KELSET School and Forest Park Drive Traffic Safety Study

DRAFT REPORT



Prepared by Watt Consulting Group
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KELSET SCHOOL AND FOREST PARK DRIVE

Traffic Safety Study

Prepared For: District of North Saanich

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1.0 INTRODUCTION

Traffic safety has been a concern around KELSET Elementary School since it first opened in 2008. Over the years, there have been several concerns expressed by both the school community and local residents about traffic safety and parking challenges in the vicinity of KELSET Elementary School. In the spring of 2020, School District 63 sent a letter to the District of North Saanich Council requesting safety improvements and/or traffic calming in front of the school on Forest Park Drive. More recently, Council received a resident petition from residents on Haro Park Terrace requesting traffic calming.

Based on these historic and current concerns, the District retained WATT Consulting Group to undertake the first comprehensive study to quantify and substantiate the traffic safety and parking challenges in the vicinity of KELSET Elementary School. The objectives of this study are to:

- Address safety concerns on Forest Park Drive along the KELSET school frontage, particularly the operation of the intersection of Forest Park Drive, Haro Park Terrace, and the school driveway.
- Consult with residents and the school to obtain feedback on the perception of the key issues and concerns around traffic safety at the school.
- Consult with key stakeholders in the area to obtain feedback on the perception of the key issues and concerns around traffic safety at the school.
- Present options for operational or engineering solutions to issues that are identified.
- Evaluate the impact of a new potential library at Panorama Recreation on the traffic conditions of Forest Park Drive.

See **Figure 1** for the study area location.



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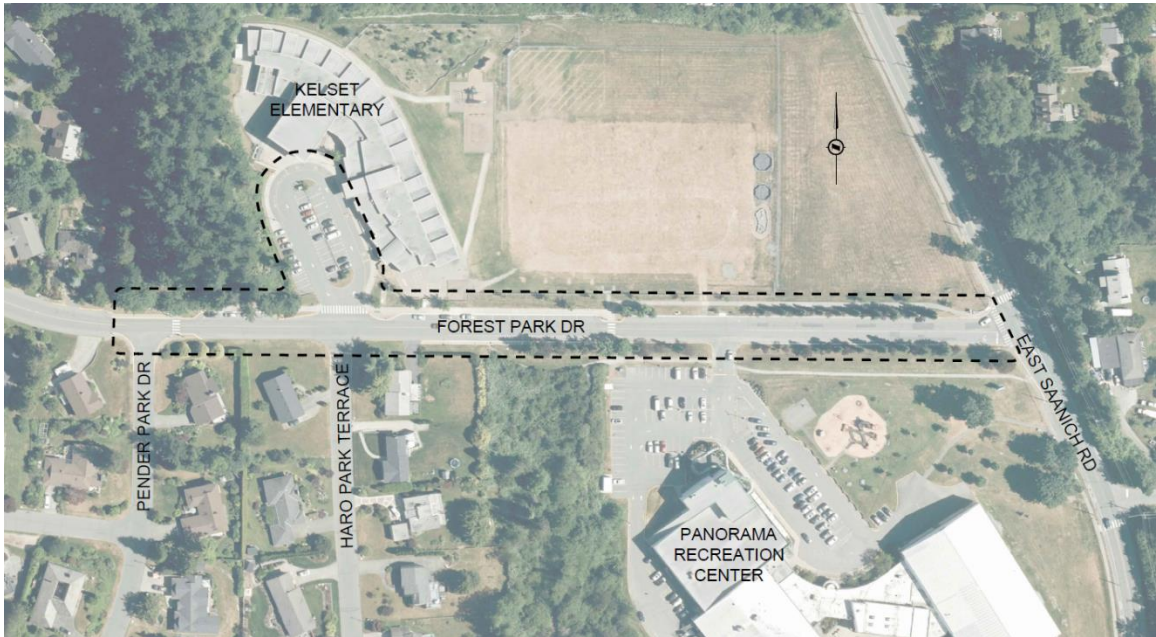


Figure 1. Study Area



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2.0 COMMUNITY ENGAGEMENT – PHASE 1

2.1 OVERVIEW

The KELSET Elementary School community along with residents of the Dean Park neighbourhood were invited to share their thoughts and feedback on current concerns, challenges, and opportunities surrounding traffic safety around the KELSET School. The key objectives of the Phase 1 engagement were as follows:

1. Confirm the current traffic safety issues in the vicinity of KELSET Elementary School.
2. Better understand the specific parking challenges in the vicinity of KELSET Elementary School.
3. Understand the preferences and desires around infrastructure and operational improvements that could be considered to increase safety in the area and address parking challenges.

The Phase 1 engagement involved an online questionnaire and an online mapping activity on the District's Connect North Saanich website that was available from December 2 to December 18, 2020, and targeted outreach and interviews with key stakeholders.

Virtual interviews were conducted via Microsoft Teams in January 2021 with the following six stakeholders:

- Dean Park Estates Community Association
- KELSET Elementary School Administration
- KELSET Elementary School Parent Advisory Council
- Panorama Recreation Center
- School District 63 (Administration)
- School District 63 (Transportation)



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2.1.1 ONLINE SURVEY

A summary of the online survey results is provided below. For a more detailed summary, please see **Appendix A**.

Profile of Respondents

A total of 140 responses were submitted to the online survey. Most respondents identified as “Parent / Guardian of child(ren) who attends KELSET Elementary School” (70%), followed by “Local Resident” (16%), and the remaining as “Other” (13%). Most of the respondents who selected “other” included those who identified as both a resident and parent/guardian along with school employees.

Respondents who have children attending KELSET Elementary School were asked to indicate how far away they live from the school. Only 14% live within 500m; 41% are within 500-1,599m, 40% are within 1,600-3,000m, and 40% live 3,000m+.

Travel Mode Share

Respondents who have children attending KELSET Elementary School were asked to indicate how their child(ren) travel to/from school prior to the COVID-19 pandemic and during the pandemic. They were also asked how they think their child(ren) will most commonly travel to and from school following the COVID-19 pandemic when regular classes and work schedules for parents return to normal. **Figures 2 and 3** presents the travel mode share for all three time periods. The graphs indicate three key findings:

- Travel to school by car has increased during the pandemic compared to the pre-COVID-19 period whereas children taking the school bus has decreased during this time.
- Those who walk/scooter/skate to school is relatively consistent pre, during, and expected post-pandemic.
- Driving children to/from school during the pandemic is anticipated to decline following pandemic where mode share was reported as 56% to school (from 65%) and 44% from school (from 51%)



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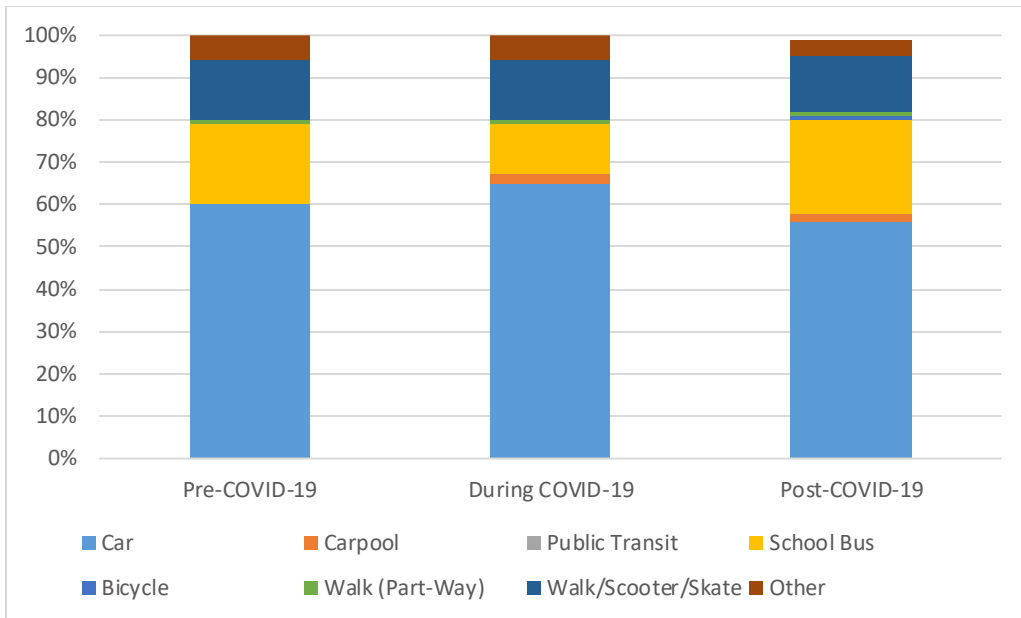


Figure 2. Travel Model Share To School

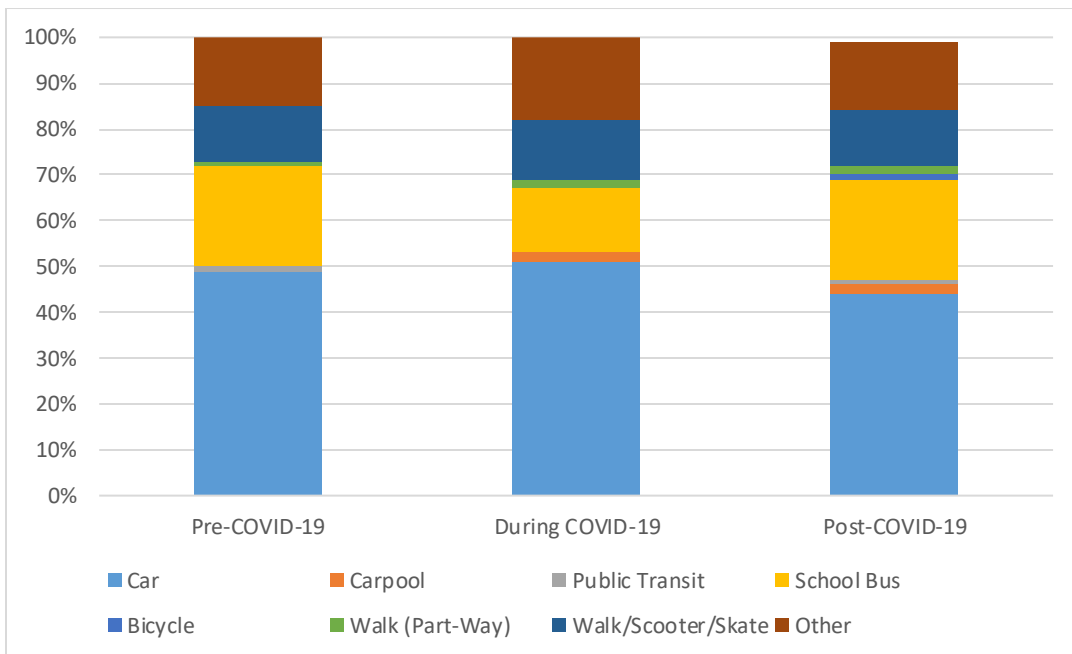


Figure 3. Travel Model Share From School



Reasons Children are Driven to School

Respondents who have children attending KELSET Elementary School were asked to indicate the main reasons why they drive their child(ren) to/from school. The top reasons are as follows:

1. Distance to school (27%)
2. Convenience / Time Pressure (19%)
3. En route to Work (16%)
4. Concern about Traffic Safety (13%)

Overcoming Barriers to Children Using Active Transportation

There were two survey questions that asked parents/guardians about the conditions that would make them feel comfortable to allow their child(ren) to walk and/or bike to/from school. **Figures 4 and 5** illustrate the results. Safer cycling routes and reduced traffic danger were the top factors for cycling whereas shorter distances and children being older were the top for walking.

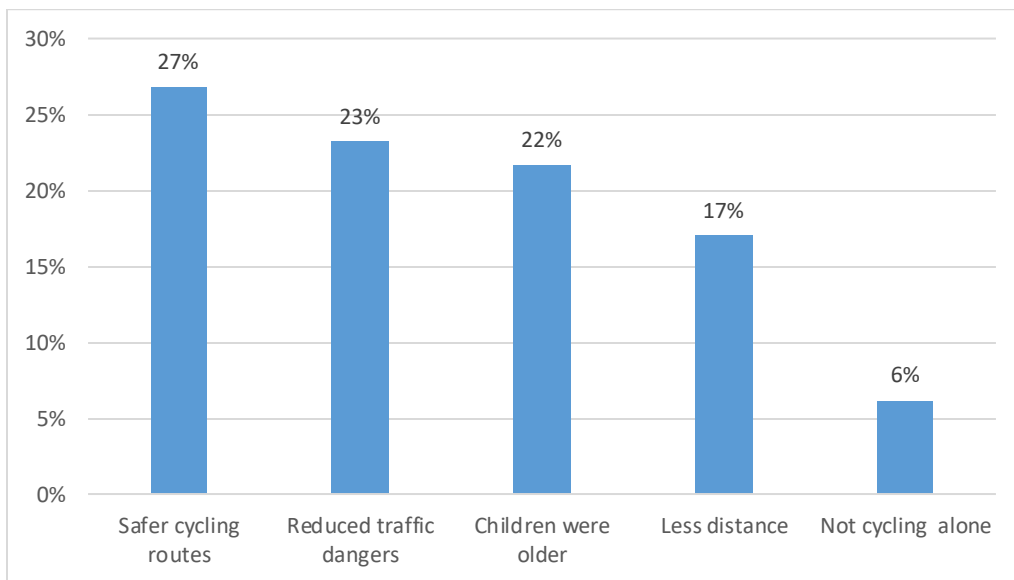


Figure 4. Conditions to Support Cycling to/from School

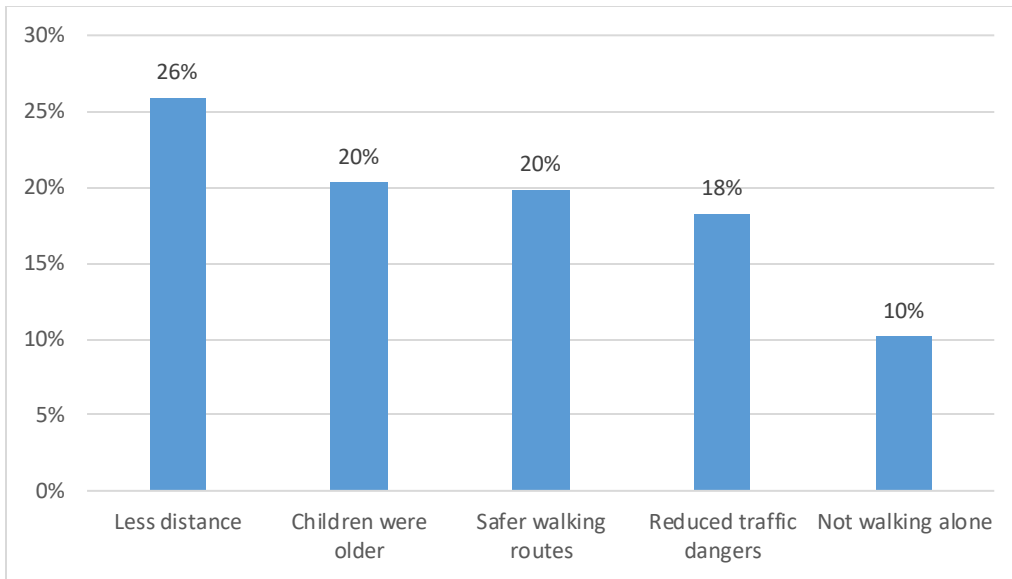


Figure 5. Conditions to Support Walking to/from School

Greatest Concerns

Respondents were asked, “What are your greatest concerns around traffic and safety issues in the vicinity of KELSET Elementary School?” Results are presented in **Table 1** below by user group. Overall, the top concern for both parents/guardians and local residents is “there is too much vehicle traffic congestion on Forest Park Drive during school drop-off and pick-up times”. Similarly, both groups are concerned about vehicles travelling too fast on Forest Park Drive.



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TABLE 1. GREATEST CONCERNS AROUND TRAFFIC AND SAFETY ISSUES

Concerns Around Traffic / Safety	User Group	
	Local Resident	Parent / Guardian
There is too much vehicle traffic congestion on Forest Park Drive during school drop-off and pick-up times	74%	99%
Difficulty turning in/out of side streets during school drop-off and pick-time times (e.g. Haro Park Terrace)	0%	19%
Vehicles driving too fast on Forest Park Drive	47%	42%
Vehicles driving too fast on Haro Park Terrace	26%	9%
You do not feel comfortable cycling on Forest Park Drive due to vehicle traffic	16%	22%
You do not feel comfortable walking / crossing Forest Park Drive due to vehicle traffic	16%	20%
Other	37%	20%



Top Improvements

Respondents were asked, “What Improvements would you like to see regarding traffic safety around KELSET Elementary School with 1 being the most important and 4 being the least important”. There were four options to choose from, as follows:

- A crosswalk at the Haro Park Terrace / Forest Park Drive intersection
- Changes in traffic control (e.g., signal, roundabout, stop sign) at the Haro Park Terrace / Forest Park Drive intersection
- Traffic calming on Forest Park Drive to support compliance with 30 km/h speed limit
- Changes to parking restrictions to limit the amount of time for drop-off / pick-up

The results are presented in **Table 2**. The data show that the most important improvement for local residents is traffic calming on Forest Park Drive whereas for parents/guardians, the top desired improvement is a crosswalk at the Haro Park Terrace and Forest Park Drive intersection. Changes to parking restrictions were the least important improvement options for both groups.

TABLE 2. SUPPORT FOR IMPROVEMENT OPTIONS BY USER GROUP

User Group	Improvement Options (1 = most important, 4 = least important)			
	Crosswalk at Haro Park Terrace / Forest Park Drive	Changes in Traffic Control at Haro Park Drive/Forest Park Drive	Traffic Calming on Forest Park Drive	Changes to Parking Restrictions
Local Resident	2.50	2.68	2.0	2.79
Parent / Guardian	2.20	2.25	2.49	3.11



2.1.2 MAPPING EXERCISE

The District's Connect North Saanich website also included a mapping activity called "Map It! – Areas of Concern". Website participants were also to place pins at locations in the study area where they wanted to identify a safety concern, which included either a pedestrian, cycling, or vehicle specific issue. A total of 29 pins were placed on the map. The common feedback received was mostly focused on pedestrian and vehicle safety. The key feedback is summarized as follows:

- Desire for a crosswalk at the Haro Park Terrace / Forest Park Drive intersection
- Desire for a roundabout at the Haro Park Terrace / Forest Park Drive intersection to make it easier for vehicles to turnaround and avoid having to drive into the school parking lot
- Desire for an additional school parking lot in the field by East Saanich Road to help facility drop-off and pick-up
- Vehicles are travelling too fast on Forest Park Drive and Haro Park Terrace. Desire for traffic calming improvements such as speed humps to help mitigate this problem

Excerpts of comments placed at the Forest Park Drive / Haro Park Terrace Intersection

"Vehicle roundabout would be good here so that you can turn around."

"There needs to be a safer solution for pedestrians here. A crosswalk on the west side would allow cars exiting the parking lot to only have to watch out for pedestrians on one side. How is there no crosswalk outside the main entrance of a school? A roundabout would also be helpful to slow traffic as well."

"When people park their vehicles on Haro Park Terrace, they jaywalk across Forest Park Drive to get to KELSET. This is very dangerous for these pedestrians because both Forest and Haro have serious problems with speeding vehicles."



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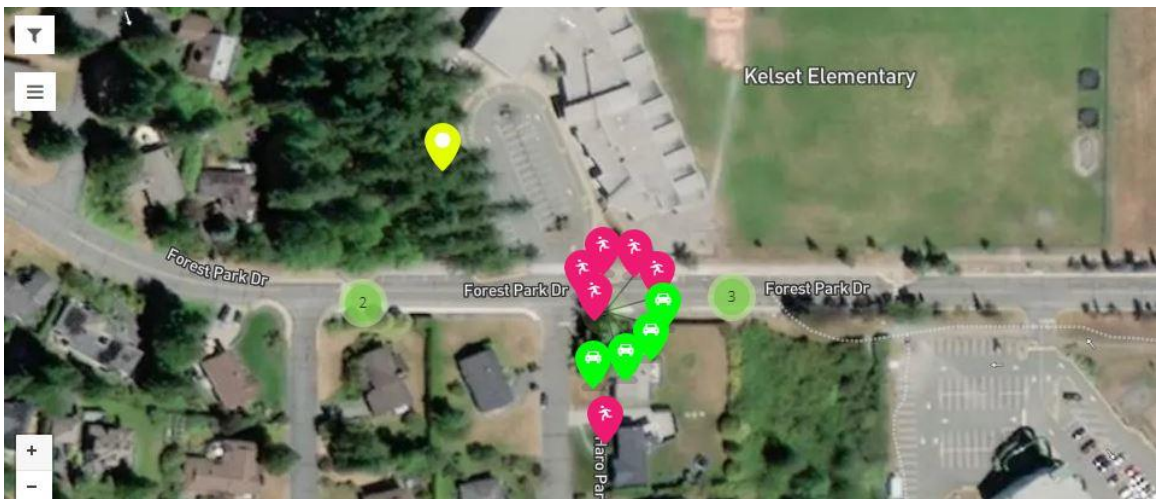


Figure 6. Excerpts from Map It! – Areas of Concern Tool



2.1.3 STAKEHOLDER INTERVIEWS

The key stakeholders (identified in Section 2.1), were asked to respond to the following two questions:

1. What are your greatest concerns around traffic and safety issues in the vicinity of KELSET Elementary School?
2. What improvements would you like to see regarding traffic safety around the KELSET Elementary School?

The major themes pertaining to traffic and safety issues are summarized as follows:

- **Lack of dedicated vehicle drop-off/pick-up zone:** the existing loop in the school parking lots is utilized by both school buses and parents for drop-off and pick-up. Interviewees reported that this has created significant conflict between these users as some parents temporarily park in the school bus zone, which makes it more challenging for the bus to pull over.
- **Parking in the Panorama Recreation Center parking lot:** while related to the theme above, parents using the northern parking lot of the Panorama Recreation Center for drop-off/pick-up was flagged as an issue. This has historically resulted in conflicts as it has resulted in less available parking for PRC patrons.
- **Lack of a safe crossing at Haro Park Terrace:** interviewees commented on how the lack of a crosswalk at Haro Park Terrace and Forest Park Drive results in children jaywalking on a regular basis. It was stressed that this is a problem and growing concern as some vehicles have been observed to speed along Forest Park Drive during school drop-off and pick-up times, which poses risks to children making the crossing at this location.
- **Speeding on Forest Park Drive:** Several of the interviewees reported that speeding on Forest Park Drive during school drop-off and pick-up is an ongoing concern.



While several concerns were raised by the interviewees, potential improvements were also identified. The major themes included the following:

- **Drop-off/Pick-up Zone at Mateo’s Park:** several interviewees indicated that the District of North Saanich and School District 63 could explore a parking lot at Mateo’s Park (the triangular field in between the school field and East Saanich Road) as a dedicated drop-off/pick-up parking lot. This would help reduce congestion on Forest Park Drive and alleviate the need for parents utilize the school loop for drop-off/pick-up.
- **Exclusive School Bus Parking Zone in School Loop:** to address conflicts between the school bus and parent vehicles, some interviewees expressed a desire to prohibit parents from using the school loop for drop-off and pick-up. The loop would only be utilized for school staff and school buses. This would also minimize children from running across the school parking lot/loop.
- **Crosswalk at Haro Park Terrace:** similar to the feedback received in the online survey and mapping exercise, some interviewees expressed a desire to see a crosswalk at the Haro Park Terrace / Forest Park Road intersection to enhance pedestrian safety for children who are dropped off on Forest Park Road.
- **Re-thinking On-street Parking Restrictions:** several interviewees explained how some parents are taking advantage of the on-street parking by parking for longer than the typical 15-minute time window required for drop-off and pick-up. Some interviewees provided detailed feedback about the need to designate the on-street stalls on Forest Park Drive closest to the school as “kiss-and-ride” or “passenger loading” parking. These stalls would be intended for parents who only require a few minutes for drop-off and pick-up. The stalls located farther away from the school on Forest Park Drive closer to East Saanich Road could be designated as 15-minute parking, which would give parents enough time to walk their child(ren) to and from the entrance of the school.
- **Traffic Calming:** to address speeding concerns, some interviewees indicated that speed humps and speed readers should be considered. The LAU, WELNEW Tribal School in Central Saanich was pointed to as a successful example where speed



readers and flashers are in place to help motorists comply with the 30 km/h speed limit.

- **Roundabout at Haro Park Terrace:** while only mentioned by a couple of interviewees, there is a desire for a roundabout at the Haro Park Terrace / Forest Park Drive intersection to improve traffic flow and make it easier for parents to turn around.

2.2 SUMMARY OF KEY FINDINGS

The top findings from the engagement are summarized below:

- **Most Children are Driven to/from School** | Before and during the COVID-19 pandemic, most children are driven to/from school. Travel to school by car has increased during the pandemic compared to the pre-COVID-19 period whereas children taking the school bus has decreased during this time. Driving children to/from school during the pandemic is anticipated to decline following pandemic where mode share was reported as 56% to school (from 65%) and 44% from school (from 51%)
- **Greatest concerns around traffic safety** | For both local residents and parents / guardians, too much vehicle traffic congestion on Forest Park Drive during school drop-off and pick-up times is the greatest concern around traffic safety.
- **Crosswalk at Haro Park Terrace:** a crosswalk at Haro Park Terrace was reported as the most desired improvement among parents / guardians in the online survey to address the issue of children jaywalking on a regular basis. The stakeholder interviewees also expressed a desire to see a crosswalk at this location to enhance pedestrian safety for children who are dropped off on Forest Park Road.
- **Traffic calming:** the need for traffic calming was reported as the most desired improvement among local residents in the online survey. The stakeholder interviewees also indicated that they have observed speeding on Forest Park Drive during school drop-off and pick-up. Traffic calming measures like speed humps and speed readers were identified as potential solutions.
- **Rethinking parking:** there is broad consensus that the existing parking arrangement is not working well. The existing loop in the school parking lot / loop



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is utilized by both school buses and parents for drop-off and pick-up. Interviewees reported that this has created significant conflict between these users as some parents temporarily park in the school bus zone, which makes it more challenging for the bus to pull over. There is a need to have designated areas for pick-up and drop-off to address the parking challenges.



3.0 DATA COLLECTION

3.1 TRAFFIC CONDITIONS

Automated traffic counters were installed between December 1st to December 8th, 2020 to understand the traffic volumes and vehicles speed on Forest Park Drive and Haro Park Terrace in the vicinity of the KELSET school. The counters were installed at the following three (3) locations:

- Forest Park Drive west of the school access;
- Forest Park Drive east of the Panorama Recreation Center access; and
- Haro Park Terrace south of Forest Park Drive.

The counter locations are shown on **Figure 7** below. The full count summaries are located in **Appendix B**.



Figure 7. Automated Counter Locations



3.1.1 TRAFFIC SPEEDS

The speed limit on Forest Park Drive is 30 km/h within the study area. In addition to the 30 km/h regulatory signage, Forest Park Drive is also signed as a school zone and as a playground zone. Each of these three signs has a 30km/h limit; however, the times they are applicable differ and could cause confusion. There are also '30 km/h' stenciled paint markings on the road surface. In order to understand the traffic speed characteristics within the study area, the speed data was examined separately for the AM school drop off, PM school pick-up, from 8am to 3:30pm, and non-school hours (3:30pm to 8am). The measured 85th percentile speeds are summarized in **Table 3**.

TABLE 3. 85TH PERCENTILE SPEED SUMMARY

Counter Location	Direction	AM School (8:00-9:00AM)	PM School (2:30-3:30PM)	School Hours (8:00AM- 3:30PM)	Weekday (Non- School)
Forest Park Dr (west of KELSET access)	EB	33 km/h	33 km/h	36 km/h	40 km/h
	WB	34 km/h	34 km/h	37 km/h	41 km/h
Forest Park Dr (east of Panorama Rec Center access)	EB	35 km/h	34 km/h	37 km/h	40 km/h
	WB	30 km/h	29 km/h	34 km/h	38 km/h
Haro Park Terrace	NB	20 km/h	20 km/h	21 km/h	21 km/h
	SB	24 km/h	24 km/h	25 km/h	27 km/h

AM / PM School Hours

During the school pick up and drop off periods (1 hour each), traffic on Forest Park Drive west of the KELSET school driveway has an 85th percentile speed of 33 km/h. A similar 85th percentile speed of 32 km/h was observed east of the rec center driveway. The observed speeds were within 3 km/h of the posted speed limit. Therefore, there is not any significant speeding during this period.

On Haro Park Terrace, the 85th percentile speed was 22 km/h during the AM and PM peaks which is well below 30km/h.



School Hours

The observed speeds were slightly higher during school hours than at the drop-off and pickup times as it includes periods where students may not be on the roadway, with the 85th percentile speeds 4-7 km/h higher than the posted speed limit. These speeds are less than 10km/h above the posted speed limit.

Weekday (Non-Peak)

During the non-school period, the 85th percentile speeds on Forest Park Road at the west and east counters were 40 km/h and 39 km/h respectively, which exceeds the posted speed limit by 10 km/h. The speeds are similar in both the eastbound and westbound directions, indicating that the speed is not a result of the downhill approach from the west.

Overall the speed data does not indicate a significant speed issue on this section of Forest Park Drive.

3.1.2 TRAFFIC VOLUMES

The Average Weekday Daily Traffic (AWDT), AM peak hour, and PM peak hour volumes at each count location are summarized in **Table 4**.

TABLE 4. TRAFFIC VOLUME SUMMARY

Counter Location	AM Peak (8:00-9:00AM)	PM Peak (2:30-3:30PM)	AWDT
Forest Park Dr (west of KELSET access)	153	167	1,394
Forest Park Dr (east of Panorama Rec Center access)	362	355	2,719
Haro Park Terrace	20	29	180

At the Forest Park Drive count location west of the school access, the AWDT was found to be 1,394. This volume is 17% less than the 2009 volume (1681) observed at the same location during a previous traffic study conducted at the same location in 2009, shortly after the school was constructed; however, the 2020 peak hour volumes (153 in the AM



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and 167 in the PM) are 10% higher in the AM peak and 20% higher during the PM peak than the 2009 volumes (138 in the AM and 133 in the PM).

The higher peak hour traffic is consistent with the survey results which indicate more students are being driven to school during the pandemic. It is expected that these volumes will decrease slightly (10-20 vph) post-pandemic. As most of this traffic is related to the school most of this traffic occurs within a short window with the hour and not evenly spread throughout the hour which increases congestion.



3.2 PARKING

3.2.1 METHODOLOGY

Manual observations of parking occupancy and duration were conducted for the study area during two representative school weekdays.¹ The observation periods on both days included a morning count (8:00 a.m. to 10:00 a.m.) and an afternoon count (2:00 p.m. to 4:30 p.m.), which was intended to capture the peak periods for school drop-off and pick-up along the non-peak times. Observations were conducted in 15-minute increments by recording a snapshot of the number of vehicles parked and/or their license plates in each location during the morning and afternoon survey periods. The following assumptions were used in the data analysis:

- **Average Parking duration:** All observed vehicles were assumed to be parked for a minimum of 15-minutes due to the limitations in the data collection method. By virtue of conducting quarterly hour counts, parking duration that was less than 15 minutes is not represented in the data.
- **Max parking duration:** Vehicles that were observed to park for several hours in the morning and afternoon periods were assumed to have parked in an on-street space for the entire day.

3.2.2 PARKING SUPPLY

The study area consisted of approximately 73 on-street parking spaces where parking is permitted. See **Table 5** for the location of the on-street parking supply. On-street parking is available on Forest Park Drive, Pender Park Drive, and Haro Park Terrace.

¹ The survey dates were: Wednesday, November 26, 2020 and Thursday, November 27, 2020.



TABLE 5. SUMMARY OF ON-STREET PARKING SUPPLY

Road Segment		Side	Restriction	Supply
Forest Park Drive	Pender Park Dr – Haro Park Terr	N	Unrestricted	4
		S	No Parking Allowed	
	Haro Park Terr – East crosswalk	N	Unrestricted	12
		S	15-min drop-off	9
	East crosswalk – East Saanich Rd	N	Unrestricted	18
		S		9
Pender Park Drive	Forest Park Dr – Orcas Park	W	Unrestricted	4
		E		4
Haro Park Terrace	Forest Park Dr – 8927 Haro Park	W	Resident	7
		E	Parking Only	6
Total				73

3.2.3 PARKING UTILIZATION

Parking utilization results are typically discussed in relation to a target occupancy rate (utilization) of 85%. This is a commonly used number in the industry that represents an optimal balance between supply and demand, where parking supply meets demand but is not oversupplied. When parking utilization is greater than 85%, there is a higher likelihood that vehicles will spend more time circling to search for parking (i.e., “cruising for parking”), which can exacerbate traffic congestion and result in driver frustration. However, the 85% target occupancy rate is more suitable in a downtown context or commercial area where multiple users are competing for parking and where there is greater variation in the time limits.

In the context of a school zone, the target occupancy rate of 85% is less applicable. There is no existing literature or best practice around a target occupancy rate for a school zone. However, for the purposes of this report, a 50% target was utilized. This means that for



a street block where there are ten on-street parking spaces, five spaces should be vacant to ensure drivers can reliably find a vacant space during drop-off and pick-up periods.

Parking utilization was recorded for each on-street space in 15-minute increments over a two-day period. Below is a summary of the key findings:

- Overall, the peak parking utilization across the study area was 25% during the morning (8am to 10am) and 23% during the afternoon (2pm to 4:30pm).
- The north side Forest Park Drive (Pender Park Dr to Haro Park Terr) had the highest parking utilization observed with 85% during the morning and 50% during the afternoon periods.
- The north side of Forest Park Drive (Haro Park Terr to East crosswalk) had the second highest utilization with 49% during the morning and afternoon periods.
- The north side of Forest Park Drive (East crosswalk to East Saanich Road) had low utilization with 20% and 24% in the morning and afternoon periods, respectively.
- The north side of Forest Park Drive (East crosswalk to East Saanich Road) had low utilization with 20% and 24% in the morning and afternoon periods, respectively.
- The south side of Forest Park Drive (East crosswalk to East Saanich Road) had even lower utilization with 11% during the morning and afternoon periods.



The parking utilization on the north side of Forest Park Drive was higher compared to the south side. This means that more drop-off and pick-up is occurring on the north side compared to the south side.



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TABLE 6. SUMMARY OF ON-STREET PEAK PARKING UTILIZATION, MORNING

Road Segment		Side	Mean Utilization
Forest Park Drive	Pender Park Dr – Haro Park Terr	N	85%
	Haro Park Terr – East crosswalk	N	49%
		S	20%
	East crosswalk – East Saanich Rd	N	20%
S		11%	
Pender Park Drive	Forest Park Dr – Orcas Park	W	20%
		E	5%
Haro Park Terrace	Forest Park Dr – 8927 Haro Park Terr	W	9%
		E	2%
Average			25%

TABLE 7. SUMMARY OF ON-STREET PEAK PARKING UTILIZATION, AFTERNOON

Road Segment		Side	Mean Utilization
Forest Park Drive	Pender Park Dr – Haro Park Terr	N	50%
	Haro Park Terr – East crosswalk	N	49%
		S	28%
	East crosswalk – East Saanich Rd	N	24%
S		11%	
Pender Park Drive	Forest Park Dr – Orcas Park	W	13%
		E	10%
Haro Park Terrace	Forest Park Dr – 8927 Haro Park Terr	W	17%
		E	3%
Average			23%



Figures 8 and 9 below illustrate the parking utilization in the morning and afternoon periods in 15-minute increments. The total parking utilization only exceeds the 50% target twice in the morning period (8:30 a.m. and 8:45 a.m.) and twice in the afternoon period (2:30 p.m. and 2:45 p.m.). This was observed to mainly occur on the north side of Forest Park Drive.

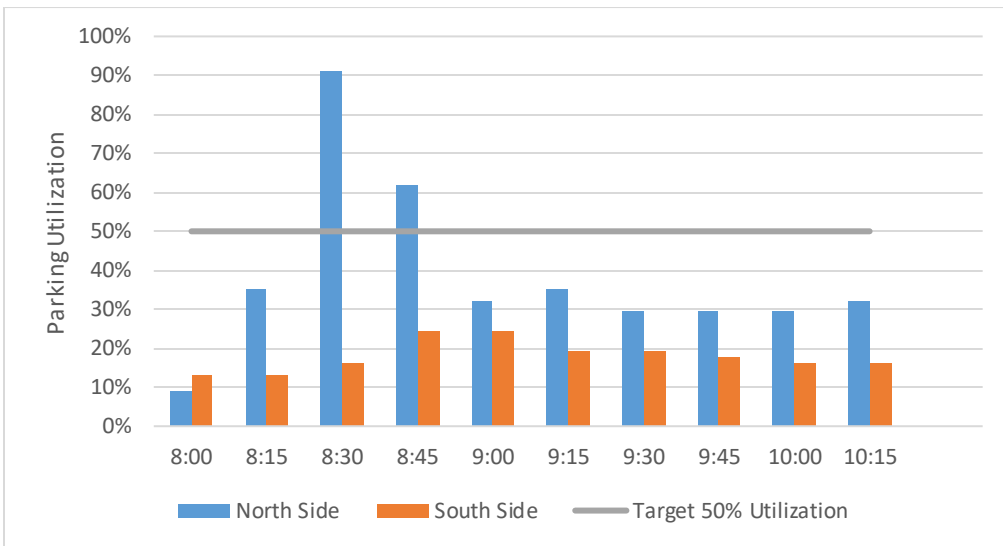


Figure 8. Parking Utilization – Morning Period

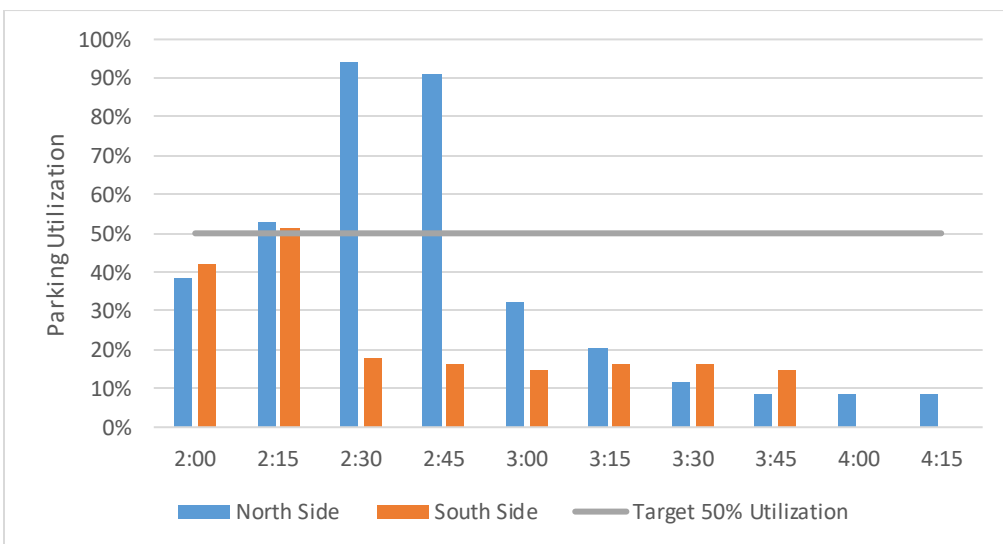


Figure 9. Parking Utilization – Afternoon Period



3.2.4 PARKING DURATION

Parking duration is the duration of time that a vehicle, based on its license plate, was observed to be parked in an on-street block. The parking duration results are discussed in relation to a 15-minute time restriction. Even though only one segment of Forest Park Drive has an explicit 15-minute time restriction, most of the on-street parking surrounding the school are intended for pick-up and drop-off, which is short-term parking.

Parking duration that is closer to the 15-minute limit is considered desirable for pick-up/drop off areas, as it indicates there is sufficient turnover on average to meet the needs of parents who are dropping off and picking up their children. Parking duration that is higher than the time limit is undesirable as it indicates vehicles are parking longer than permitted or desired. This results in lower turnover and reduces the overall productivity of the parking supply. Turnover refers to the total volume of vehicles that occupy a space to the total parking supply for a specified period of time; it is a measure of “productivity” for a parking space.

Average parking duration for all on-street parking supply was 0.8 hours (48 minutes) for the morning period and 0.73 hours (45 minutes) for the afternoon period.² This indicates that some vehicles are parking for much longer than the typical 15-minute time window that is used for pick-up and drop-off.

² Parking duration for the study area is calculated using the arithmetic average.



As shown below, many of the street blocks in the study area had an average duration that exceeded 15-minutes.

- **Forest Park Drive**
 - Pender Park Drive to Haro Park Terrace
 - north side (morning: 1.7 hrs; afternoon: 1.2 hrs).
 - Haro Park Terrace to East Crosswalk
 - north side (morning: 0.81 hrs (49 minutes); afternoon: 1.1 hrs).
 - south side (morning: 0.45 hrs (27 minutes); afternoon: 1.1 hrs).
 - East Crosswalk to East Saanich Road
 - south side (afternoon: 0.41 hrs (25 minutes))
- **Pender Park Drive**
 - Forest Park Drive to Orcas Park –
 - west side (morning: 1.0 hrs)
 - east side (afternoon: 0.5 hrs (30 minutes))
- **Haro Park Terrace**
 - Forest Park Drive to 8927 Haro Park Terrace
 - west side (morning: 1.5 hrs; afternoon: 1.5 hrs).

There were only a few street blocks where vehicles parked for around 15-minutes:

- Haro Park Terrace (east side, Forest Park Drive to 8927 Haro Park Terrace)
- Pender Park Drive (west side (afternoon), Forest Park Drive to Orcas Park)

The parking duration data also provides insight on the maximum amount of time a vehicle was observed parking. As previously stated, vehicles that were observed to park for several hours in the morning and afternoon periods were assumed to have parked in an on-street space for the entire day. Over the two-day count period, a total of 17 vehicles were observed to park for greater than 5 hours. Below is a summary of the street segments where parked vehicles were observed to park for more than 5 hours:

- Forest Park Drive (Pender Park Drive to Haro Park Terrace) – multiple vehicles parked for more than 6 hours with one parked for 7.2 hours



- The north side of Forest Park Drive (Haro Park Terr to East crosswalk) – multiple vehicles parked for more than 6 hours with one parked for 8 hours
- The north side of Forest Park Drive (East crosswalk to East Saanich Road – one vehicle observed to park for 7.7 hours
- The south side of Forest Park Drive (Haro Park Terr to East crosswalk) – one vehicle parked for 6.2 hours
- The west side of Haro Park Terrace (Forest Park Dr – 8927 Haro Park Terr) – one vehicle parked for 7.5 hours

The parking duration data indicate that some vehicles are parking for several hours over the course of the day. This could include staff working at KELSET Elementary School and/or employees working at Panorama Recreation Center.

3.3 SITE OBSERVATIONS

A site visit was conducted during the AM and PM peak hours on Wednesday, November 11, 2020, in order to, observe the traffic and parking patterns and behaviours. During the site visit, the following observations were noted:

AM Peak Hour

- The formal on-street parking spaces and drop-off spaces were full by 8:35 am.
- The majority of vehicles approaching from East Saanich Road and dropping off students used the school parking lot loop or the rec center parking lot to turn around. No u-turns at the school entrance intersection were noted.
- Traffic cones are placed in the center of the crosswalk across the school access. It is assumed this is to prevent u-turns in the driveway entrance and to prevent vehicles from circulating around the parking lot. The cones also allow the crossing guard to more easily stop students halfway across the intersection to allow traffic in / out of the driveway.
- Vehicles were observed using the school bus drop-off area to drop off students.
- One school bus was observed stopping in the westbound travel lane west of the rec center crosswalk to drop off 1-2 students.
- By 8:39 am, traffic was backed up from East Saanich Road to the school access.



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Traffic Cones Placed in Center of Access Driveway Crosswalk



Traffic Queuing Back from East Saanich Road

PM Peak Hour

- As in the AM, the majority of student pickup traffic uses the school parking lot or rec center parking lot to turn around.
- Traffic cones are placed in the center of the crosswalk across the school access (same as AM).
- Once formal parking spots were full, drivers parked illegally (adjacent to yellow curb) on south side of Forest Park Drive nearly to East Saanich Road.
- Four (4) U-turns were noted at the Forest Park Drive / Haro Park Terrace / KELSET access intersection. Three occurred between 2:00 and 2:30PM before students



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were released; the fourth occurred at 3:20PM, after the rush volumes had subsided.



Parking / Pickup Spaces Full; Illegal Parking Against Yellow Curb



School Bus Picking Up in Westbound Travel Lane

Overall Observations

- When there are no vehicles parked, the travel lanes of Forest Park Drive are visually very wide, which may potentially lead to speeding along the corridor.
- The on-street parking closest to the school is being utilized for full-time parking, presumably by school staff.



- The corridor is oversigned and includes conflicting signage that may confuse drivers or cause drivers to ignore the signage. Examples include:
 - Approaching from the west, there is non-standard ‘crosswalk ahead’ signage 200m before the west crosswalk. Another ‘crosswalk ahead’ warning sign is located 85m prior to the crosswalk.
 - In both directions, the corridor is signed as a 30km/h zone, a school zone, and a playground zone. This may result in driver confusion; as school zones are only in effect from 8am to 5pm on school days, drivers may believe the speed limit is 50 km/h outside of these hours. The same applies to playground zones, which are in effect from dawn to dusk. There is also a second westbound school zone sign that is non-standard (diamond sign instead of pentagon sign).



Speed Limit / School Zone / Playground Zone Signage on Forest Park Dr



Non-standard ‘Crosswalk Ahead’ Signage 200m West of Crosswalk



4.0 PROBLEM CONFIRMATION

Based on the results of the survey, mapping exercise, and stakeholder interviews conducted in the Phase 1 consultation, the potential issues were identified and reviewed during the data collection process. The following outlines the identified problems and confirms if a perceived or actual issue.

4.1 VEHICLE SPEEDS ON FOREST PARK DRIVE AND HARO PARK TERRACE

During the AM and PM peak hours, 85th percentile vehicle speeds on Forest Park Drive were within 5 km/h of the posted speed limit of 30 km/h, indicating that widespread speeding is not occurring during pick-up and drop-off times. The congestion that occurs during drop off and pickup does not allow for vehicles to speed.

During the school day, the observed 85th percentile speeds are 37 km/h, 7 km/h above the posted limit. Outside of school hours, the 85th percentile speeds are 40 km/h. This indicates that minor speeding is occurring during non-pick-up / drop off times. This speeding may be a result of the visually wide lanes that occur when vehicles are not parked on both sides of the road. The road is not designed for 30 km/h, although it is posted as a 30km/h roadway; drivers naturally tend to drive to the design of the road. It is also possible that the redundant and conflicting signage is causing driver confusion.

During all time periods, 85th percentile vehicle speeds on Haro Park Terrace were less than 25 km/h. Speeding issues were not observed on Haro Park Terrace.

4.2 TRAFFIC CONGESTION DURING PICK-UP / DROP-OFF TIMES

During the school pick up and drop off periods traffic was observed backing up between East Saanich Road and the school access in both directions. Queues from the school driveway to the east occur as drivers wait to turn into the school access; this occurred due to congestion in the school parking lot circulation lane. The duration of peak congestion is short, lasting less than 10 minutes twice a day.



4.3 INSUFFICIENT DEDICATED VEHICLE PICK-UP / DROP-OFF SPACE

During site observations and based on the parking data, the formal on-street parking and drop-off zone space on Forest Park Drive quickly filled to capacity during pick up and drop off, resulting in parents dropping students off in no-parking zones on Forest Park Drive and in the school bus loading zones in the school parking lot.

4.4 PARENT PICK-UP / DROP-OFF WITHIN THE BUS AREA

During site observations, multiple vehicles were observed pulling into the bus drop off zone in the school parking lot, preventing buses from loading / unloading in the designated area and causing further congestion issues within the parking loop and on East Saanich Road.

4.5 LACK OF SAFE CROSSING AT HARO PARK TERRACE

Students were observed randomly crossing Forest Park Drive to access the south side of the road. There is no marked crosswalk at Haro Park Terrace; the nearest crosswalks are 70m west at Pender Park Drive and 110m east at the Panorama Recreation Center.



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5.0 OPTIONS

Based on the actual problems identified in Section 4 the following options per problem were identified to mitigate the issues.

5.1 LACK OF CROSSWALK AT HARO PARK TERRACE

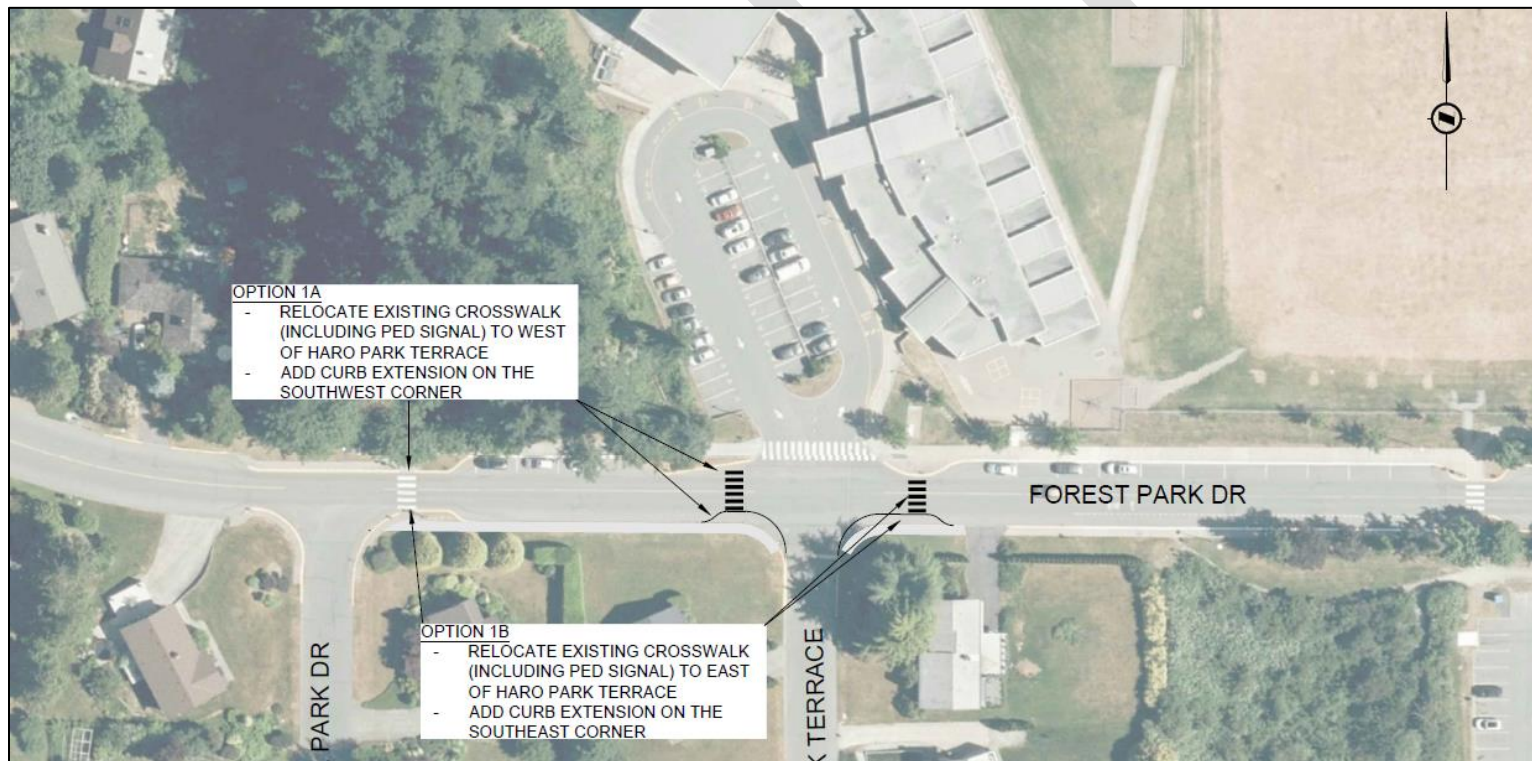


Figure 10: Haro Park Terrace Crosswalk Options



Option	Description	Benefits	Drawbacks
Option 1A	Relocate the Pender Park Drive crosswalk to the west leg of Forest Park Dr / Haro Park Terrace (including flashers and zebra markings)	<ul style="list-style-type: none"> - provides a more direct crossing for students - being located on the west leg reduces the impact on traffic accessing the parking lot from the east - a curb extension would shorten pedestrian crossing distance and visually narrow the road 	<ul style="list-style-type: none"> - less direct crossing than an east-leg crossing; most students would need to cross three legs to reach the school (south-west-north) from the south side parking
Option 1B	Relocate the Pender Park Drive crosswalk to the east leg of Forest Park Dr / Haro Park Terrace (including flashers and zebra markings)	<ul style="list-style-type: none"> - provides the most direct crossing to encourage students to cross at marked crosswalk; most students would cross only the east leg of the intersection - a curb extension could be added to the southeast corner to shorten pedestrian crossing distance and visually narrow the road 	<ul style="list-style-type: none"> - would interfere with the flow of traffic from East Saanich Road into / out of the parking lot, potentially increasing congestion

Option 1A is the preferred option to deal with the concern about the lack of pedestrian crossing as it avoids having children cross in a high-volume area as parents enter and exit the school parking lot.



5.2 ON-STREET PARKING

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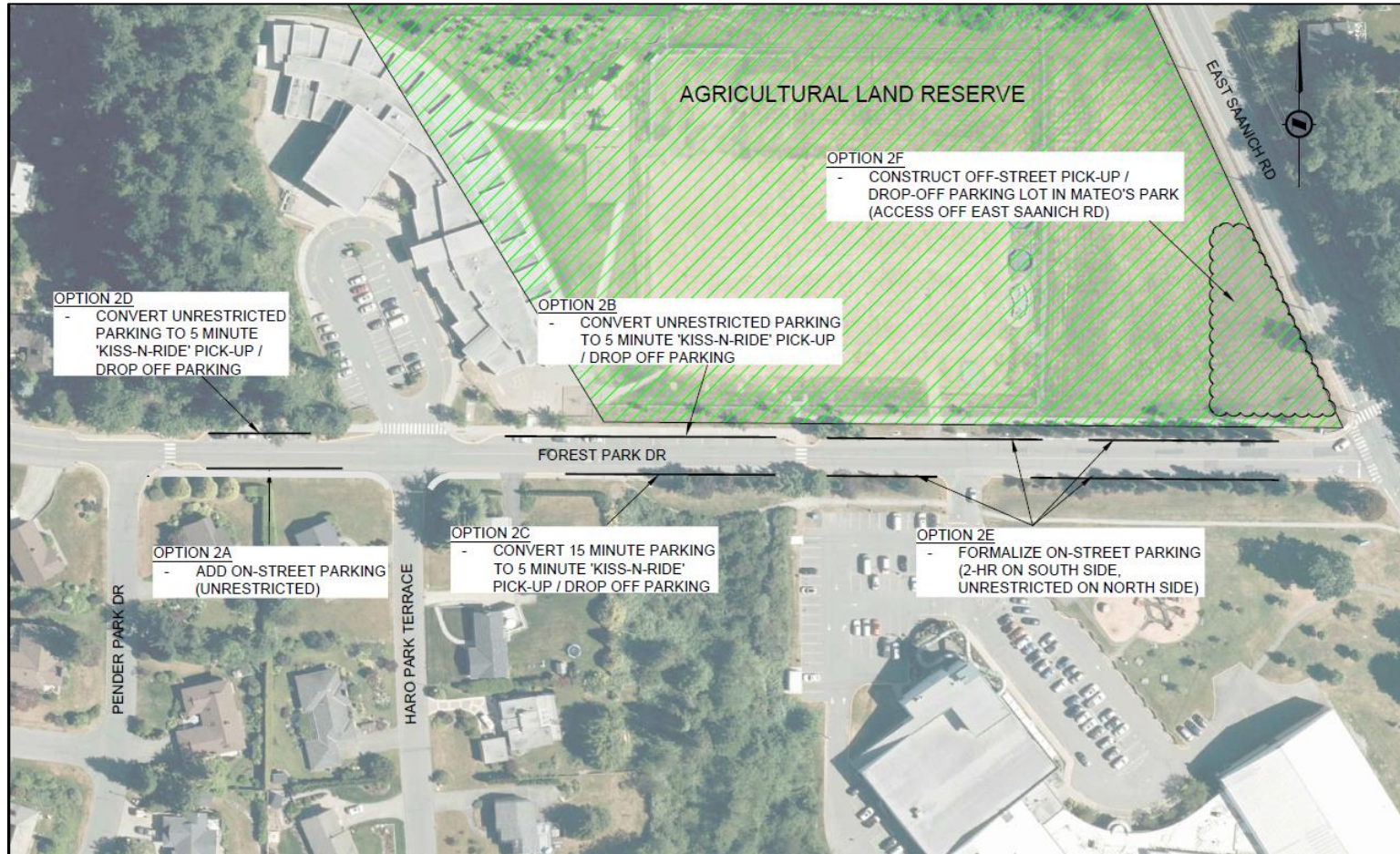


Figure 11: On-Street Parking Options



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Option	Description	Benefits	Drawbacks
Option 2A	Add unrestricted parking on the south side of Forest Park Drive west of Haro Park Terrace. This measure would add 5 to 6 parking spaces.	<ul style="list-style-type: none"> - increases the available on-street parking supply that could be used by longer term parkers, freeing up spots east of Haro Park Terrace for pick-up/drop-off - parked vehicles would visually narrow the roadway, encouraging slower speeds 	<ul style="list-style-type: none"> - could interfere with the sightline of approaching eastbound traffic towards pedestrians on the southwest corner of Haro Park intersection if no curb extension were installed.
Option 2B	Convert the existing unrestricted parking on the north side of Forest Park Dr east of the school access to short term 5 minute passenger parking during school pick-up and drop-off (8am to 9am and 2:30 to 3:30pm).	<ul style="list-style-type: none"> - provides additional short term parking spaces by discouraging all-day parking - allows longer term parking outside of peak hours 	<ul style="list-style-type: none"> - vehicles currently parking here for the full day would need to park elsewhere
Option 2C	Convert the existing 15 minute parking on the south side of Forest Park Dr east of the school access to 5 minute passenger parking during school pick-up and drop-off (8am to 9am and 2:30 to 3:30pm)	<ul style="list-style-type: none"> - encourages shorter stops for drivers, thereby increasing the availability of pick-up / drop off spots - would be consistent with proposed parking on the north side of Forest Park Drive 	<ul style="list-style-type: none"> - would not substantially increase supply - may increase the number of children crossing Forest Park Drive
Option 2D	Convert existing unrestricted parking on the north side of	<ul style="list-style-type: none"> - provides four additional short term parking spaces by 	<ul style="list-style-type: none"> - vehicles currently parking here for the full



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Option	Description	Benefits	Drawbacks
	Forest Park Dr west of the school access to 5 minute passenger parking during school pick-up and drop-off (8am to 9am and 2:30 to 3:30pm)	discouraging all-day parking - allows longer term parking outside of peak hours	day would need to park elsewhere - could encourage drivers to pick-up / drop off students west of the school parking lot, thereby requiring drivers to turn around at Pender Park Drive
Option 2E	Install additional formal on-street parking on Forest Park Drive east of the Panorama Recreation Center crosswalk (unrestricted on north side; 2-hr time restriction on south side)	- formalizes areas already being used for parking - provides additional legal parking on the south side of the road for school and Panorama - parking visually narrows the road, encouraging vehicles to slow down	- parking may be used by rec center patrons or other users, lowering the available supply during pick up and drop off
Option 2F	Construct an off-street surface parking lot in Mateo's Park (the triangular field in between the school field and East Saanich Road)	-provides additional parking supply that could be utilized for drop-off / pick-up purposes and school staff -would potentially result in less vehicle traffic on Forest Park Drive as some parents would not need to rely on the school loop or on-street parking for drop-off / pick-up	-Mateo's Park is currently designated as "Agricultural Land Reserve" and would require the area to be removed from the ALR or an exemption provided to allow for parking

Options 2A, 2B, 2C and 2E are recommended to be implemented together.



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5.3 SCHOOL PARKING LOT LOOP / BUS LOADING AREA

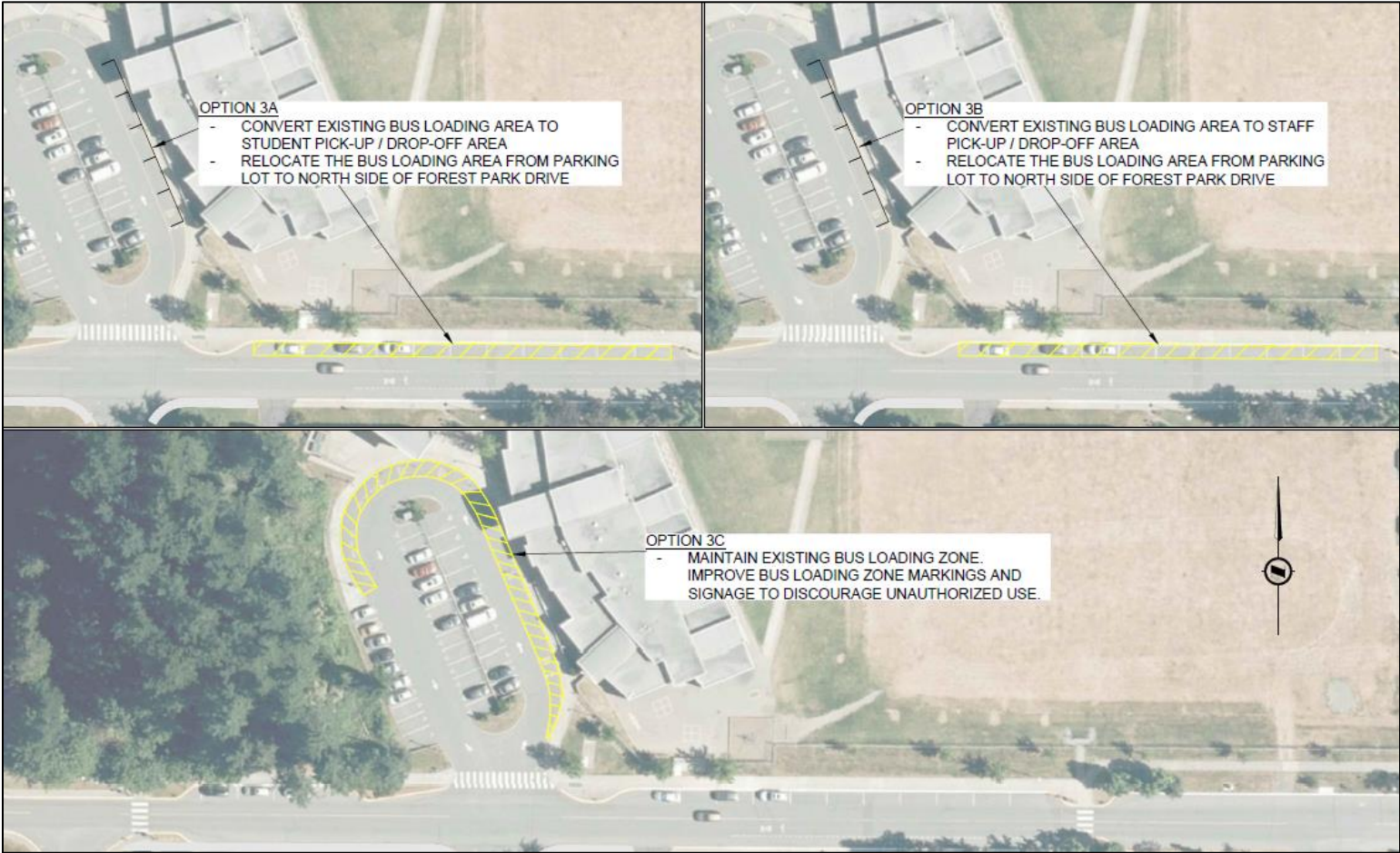


Figure 12: Parking Lot Loop / Bus Loading Area Options



Option	Description	Benefits	Drawbacks
Option 3A	Relocate the bus loading area currently in parking lot loop to the north side of Forest Park Dr east of the school access and convert existing bus loading area to student pick-up / drop off area	<ul style="list-style-type: none"> - reduce the conflicts between buses and passenger vehicles within the parking lot loop - formally moves the student pickup / drop off to the loop 	<ul style="list-style-type: none"> - buses would likely still use the loop to turn around - parents may continue to park in relocated bus loading area on-street - students dropped off on District sidewalk (less direct to front door) - increased congestion within the parking lot loop due to increased parent pick ups/drop offs
Option 3B	Relocate the bus loading area currently in parking lot loop to the north side of Forest Park Dr east of the school access and convert existing bus loading area to additional staff parking	<ul style="list-style-type: none"> - moves all day staff parking from on-street into the school lot - improves the circulation of the parking lot loop for the bus - free up four on-street parking spaces for use as student pick-up / drop off; however, they would use Pender Park Drive to turn around 	<ul style="list-style-type: none"> - buses would still use the loop to turn around - parents may continue to park in relocated bus loading area on-street - reduces on-site pick-up / drop off space within the school lot - increased congestion within the parking lot loop due to increased parent pick ups/drop offs
Option 3C	Retain bus loading zone on outside of parking lot loop. Discourage parent parking in bus loading	<ul style="list-style-type: none"> - retains the ability for two buses to use loading area at one time 	<ul style="list-style-type: none"> - parents may still try to load / unload in bus loading area



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Option	Description	Benefits	Drawbacks
	area through improved markings, signage, and on-street parking options.	- reduced conflict between buses and parents using bus loading area	

The preferred option is Option 3C.



5.4 TRAFFIC CALMING / ADDITIONAL MEASURES

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Figure 13: Traffic Calming / Additional Measures Options



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Option	Description	Benefits	Drawbacks
Option 4A	Remove the excess / conflicting signage along Forest Park Drive including playground sign and extra school zone.	- reduces driver confusion and may improve compliance with speed limit	- removing redundant / conflicting school zone and playground zone signs may be perceived by public as reducing the safety of the corridor
Option 4B	Install curb extension including trees / vegetation at intervals along Forest Park Drive	- curb extensions would physically and visually restrict lane width, encouraging drivers to drive at slower speeds	- would require removal of 1 parking space per extension
Option 4C	Install a mountable traffic circle at Forest Park Drive / Haro Park Terrace intersection	- provide a turn-around for drivers without having to use school parking lot loop - provide traffic calming effect - provide a mountable island to allow buses to drive over island as required for parking lot access / egress	- buses are unable to use turn-around and would have to loop in parking lot - drivers could choose to travel over mountable island instead of around - buses are required to drive over mountable area to make the turn
Option 4D	Install a pedestrian refuge island in the school access driveway	- reduces the crossing distance for students, allowing them to stop halfway across - formalizes the refuge currently being created by traffic cones - simplify the access design by creating separate entrance / exit lanes - discourages u-turns in the intersection as the width is reduced.	- less space for maneuvering / turning buses; however, buses still accommodated - restricts circling around the parking lot loop and may increase drivers looping out of the parking lot and into the intersection

Options 4A, 4B, and 4D are proposed to be implemented.



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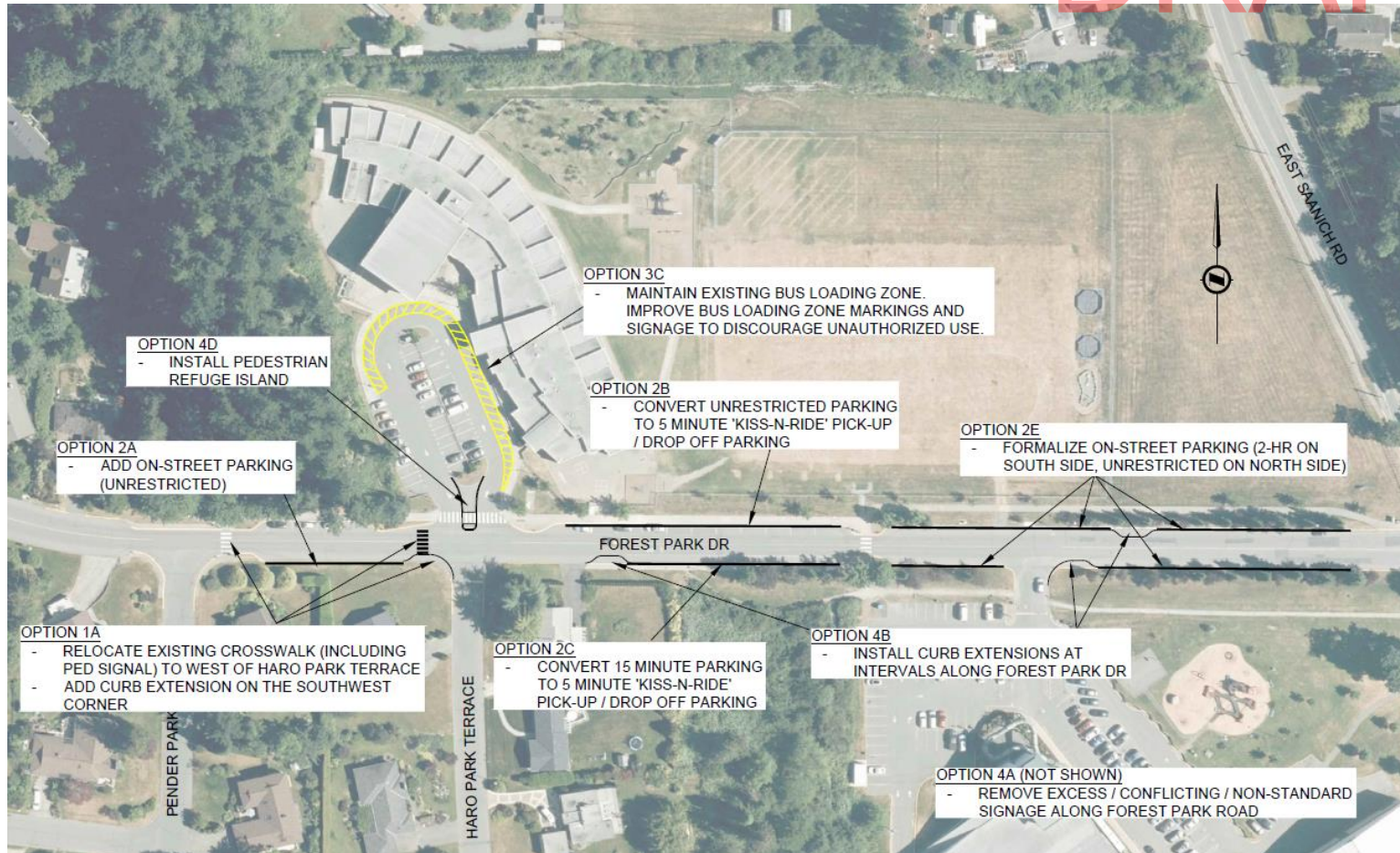


Figure 14. Recommended Improvement Options



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6.0 COMMUNITY ENGAGEMENT – PHASE 2

[PLACEHOLDER]

7.0 CONCLUSIONS & RECOMMENDATIONS

[PLACEHOLDER]



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APPENDIX A: ONLINE SURVEY RAW RESULTS

KELSET School Safety Survey

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SURVEY RESPONSE REPORT

21 November 2020 - 20 December 2020

PROJECT NAME:

KELSET Traffic Safety Study

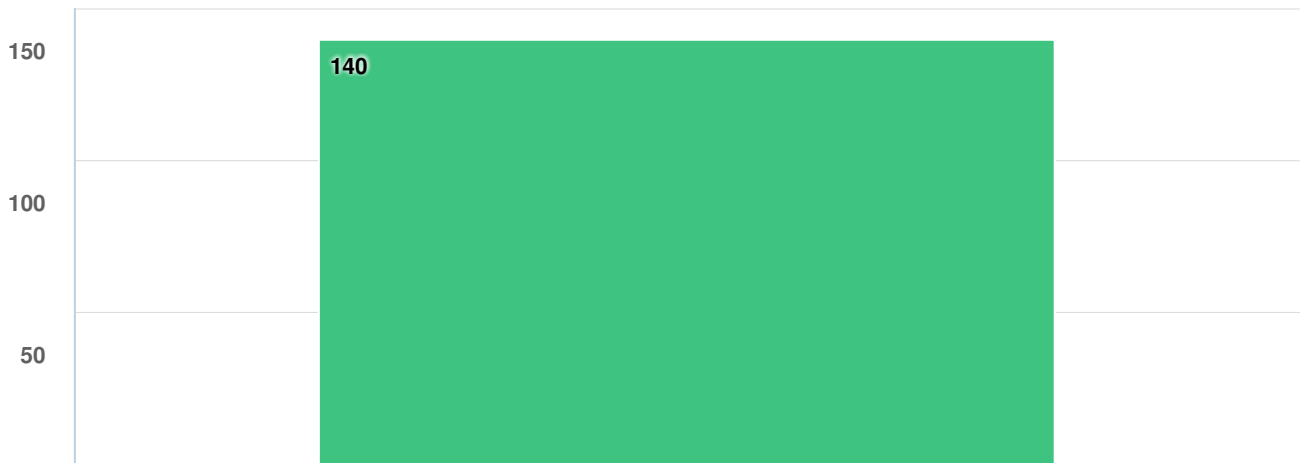
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SURVEY QUESTIONS

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Q1 Privacy Disclaimer:By clicking “I Agree” below you agree to the collection, use, and disclosure of any information you subm...



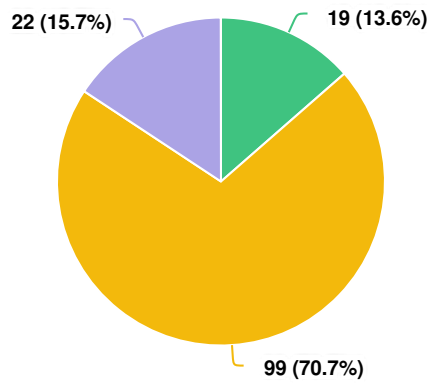
Question options

- I Agree

Mandatory Question (140 response(s))

Question type: Checkbox Question

Q2 Which of the following best describes you? (Please select one response only)Note - If you are both a parent of children att...



Question options

- Local resident of Dean Park (no association with KELSET Elementary School)
- Parent / guardian of a child(ren) who attends KELSET Elementary School
- Other

Mandatory Question (140 response(s))

Question type: Radio Button Question

Q3 | If you answered 'Other' to the question above, please give a brief description of your interest below.

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Anonymous 12/01/2020 04:58 PM	Both a local resident and parent
Anonymous 12/01/2020 09:21 PM	Employee of KELSET Elementary
Anonymous 12/01/2020 09:30 PM	East Saanich Rd
Anonymous 12/01/2020 09:42 PM	I am a teacher at KELSET and I live in Dean Park
Anonymous 12/01/2020 09:45 PM	Crossing Guard/Ea staff
Anonymous 12/01/2020 11:43 PM	Just south on East Saanich Rd.
Anonymous 12/02/2020 05:36 AM	North Saanich
Anonymous 12/02/2020 08:28 AM	I live in Dean Park AND my children attend KELSET.
Anonymous 12/02/2020 10:05 AM	Local resident of Dean Park and parent of Kelset child
Anonymous 12/02/2020 10:42 AM	North Saanich Resident parent of former kelset student
Anonymous 12/02/2020 10:48 AM	Dean Park resident AND parent of Kelset children
Anonymous 12/02/2020 10:54 AM	Live in Dean park and kids attend Kelset
Anonymous 12/02/2020 11:25 AM	Resident, daughter will attend kindergarten next fall
Anonymous	Former parent

12/02/2020 11:35 AM

Anonymous

I am both a resident of Dean Park and send my child to Kelset

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12/02/2020 12:05 PM

Anonymous

Work in Saanichton live in North Saanich and drive my 4 year old down East Saanich daily

12/02/2020 02:22 PM

Anonymous

MayneView Terrace

12/02/2020 05:50 PM

Anonymous

Uncle, Driver

12/02/2020 06:16 PM

Anonymous

Out of School Care provider providing care and after school pick up for KELSET students.

12/02/2020 07:53 PM

Anonymous

Both a parent and a resident of Dean Park

12/02/2020 08:45 PM

Anonymous

Live near Dean Park and drive there often.

12/03/2020 12:44 PM

Anonymous

Grandparents

12/05/2020 05:06 PM

Anonymous

My parents live in Dean Park and do childcare for me. I am at their place often.

12/12/2020 09:06 PM

Anonymous

My children attended KELSET

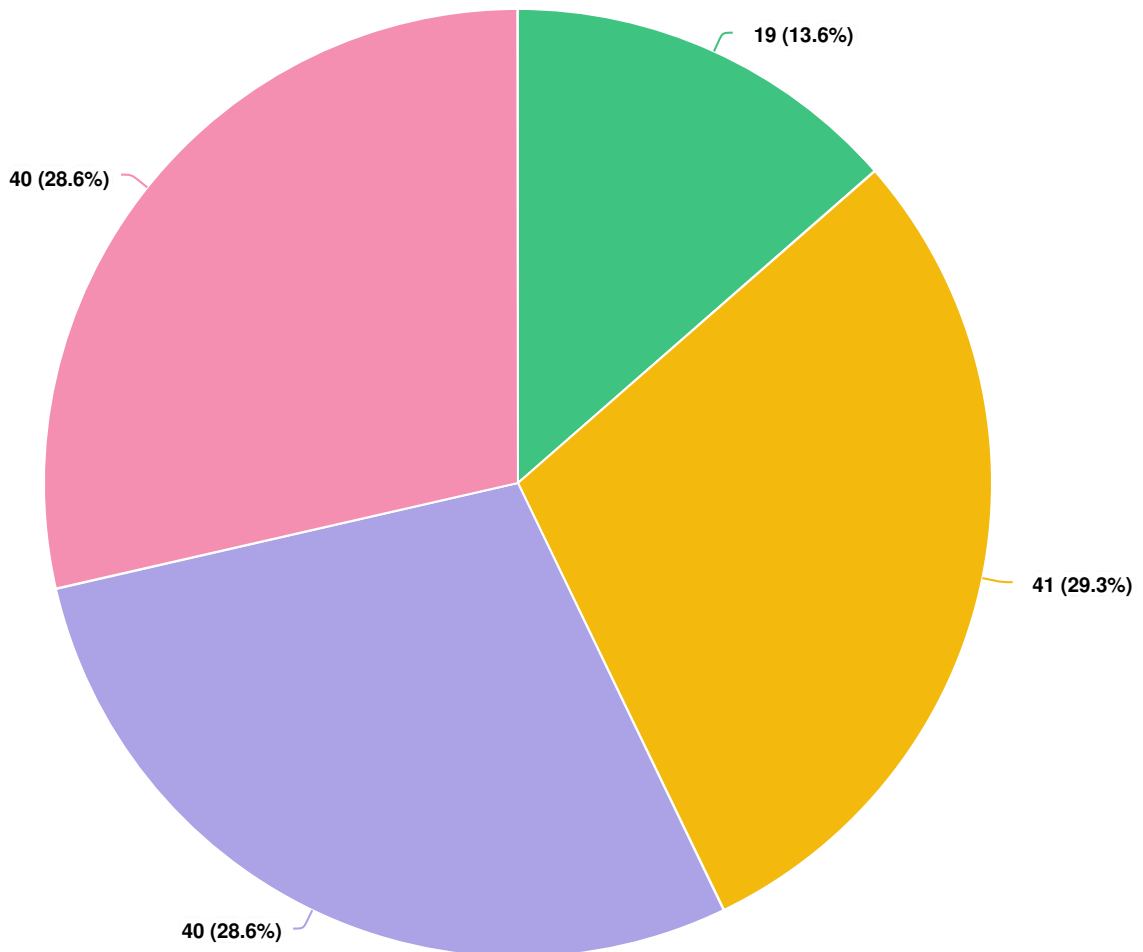
12/12/2020 10:55 PM

Optional question (24 response(s), 116 skipped)

Question type: Single Line Question

Q4 How far from school do you live? If you are not sure, check Google Maps.

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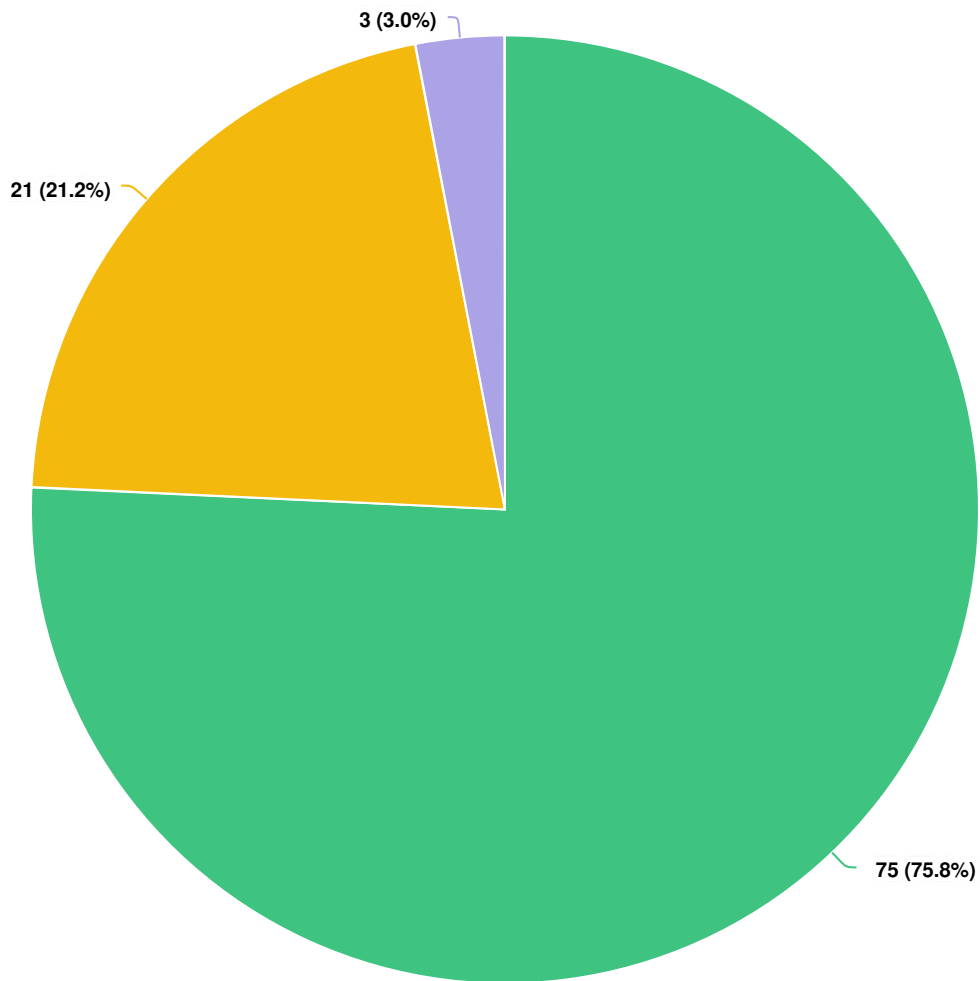
Question options

- Less than 500 metres
- 500 metres to 1,599 metres
- 1,600 metres to 3,000 metres (3 kilometres)
- Over 3,000 metres (3 kilometres)

Mandatory Question (140 response(s))
Question type: Radio Button Question

Q5 How many children do you currently have attending KELSET Elementary School?

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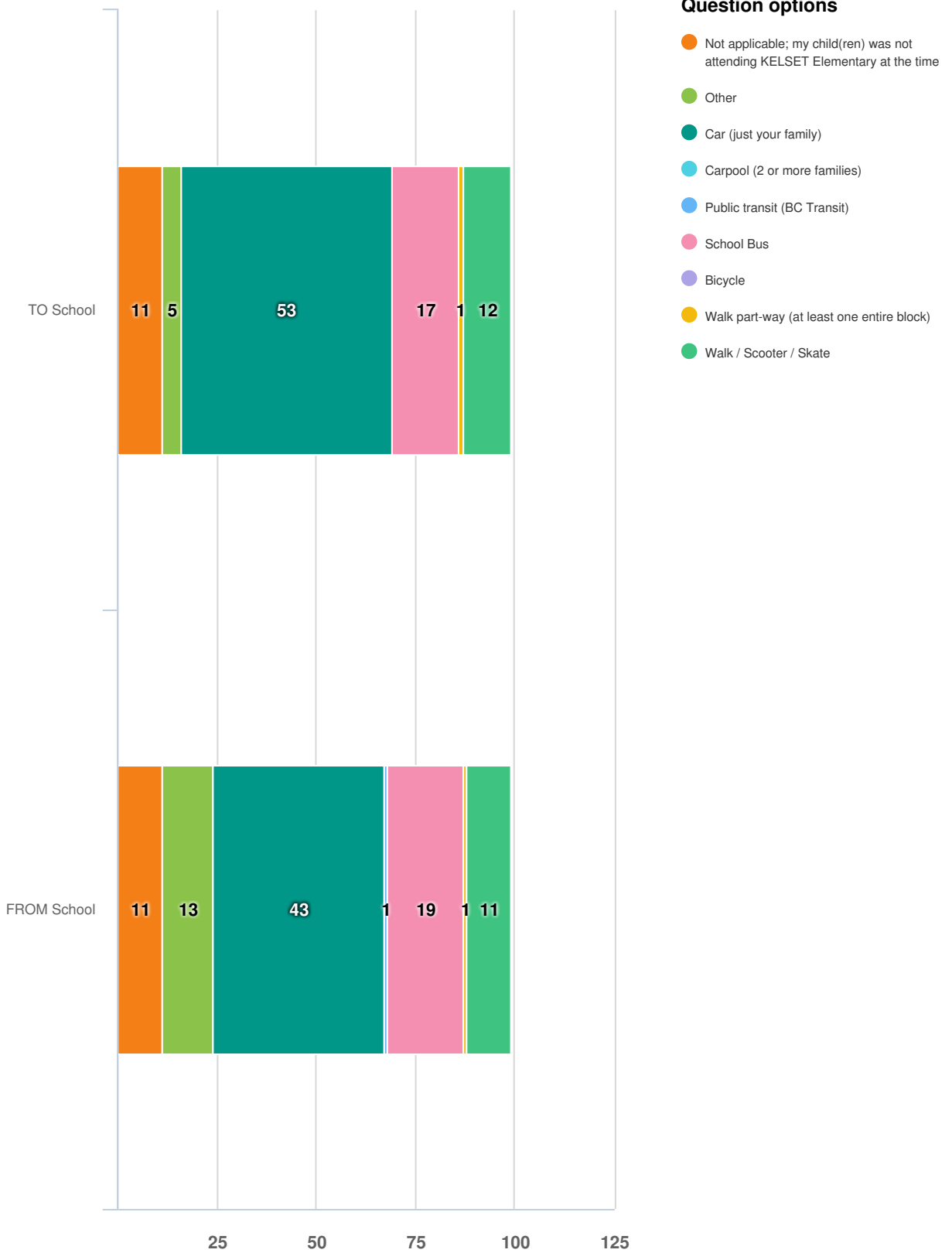
Question options

- One child
- Two children
- Three or more

Mandatory Question (99 response(s))
Question type: Radio Button Question

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Q6 How was your child(ren) most commonly travelling to and from school before the COVID-19 pandemic (January / February 2020)? (If two modes are common, e.g., walking and driving, choose the one they do most often).



Mandatory Question (99 response(s))
Question type: Likert Question

TO School

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Not applicable; my child(ren) was not attending KELSET Elementary at the time : 11



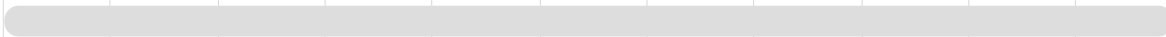
Other : 5



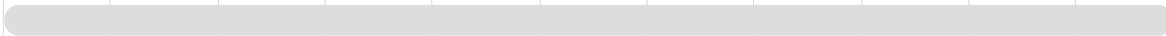
Car (just your family) : 53



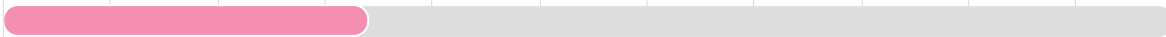
Carpool (2 or more families) : 0



Public transit (BC Transit) : 0



School Bus : 17



Bicycle : 0



Walk part-way (at least one entire block) : 1



Walk / Scooter / Skate : 12



5 10 15 20 25 30 35 40 45 50 55 60

FROM School

DRAFT

Not applicable; my child(ren) was not attending KELSET Elementary at the time : 11



Other : 13



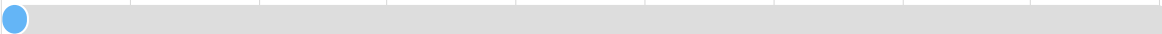
Car (just your family) : 43



Carpool (2 or more families) : 0



Public transit (BC Transit) : 1



School Bus : 19



Bicycle : 0



Walk part-way (at least one entire block) : 1



Walk / Scooter / Skate : 11



5 10 15 20 25 30 35 40 45 50

Q7 | If you answered 'Other' to the question above, please give a short description on how you travel to or from school.

DRAFT

Anonymous
12/01/2020 04:31 PM

On their out of school care bus

Anonymous
12/01/2020 09:35 PM

Child attended child care onsite then moved to another location so was bused

Anonymous
12/01/2020 09:36 PM

Drive my child to out of school care (mctavish) and my child then takes the out of school care bus to school. Picked up on bus by out of school care and home via car from out of school care

Anonymous
12/02/2020 05:41 AM

My child went to before and after school care at in the garden

Anonymous
12/02/2020 10:13 AM

While we live relatively close (easily within walking distance), our kids cannot connect with Kelset using the most direct route as the path through the forest is blocked by a chain link fence.

Anonymous
12/02/2020 10:48 AM

they attend after school care - thus no school pick up for myself at that time

Anonymous
12/02/2020 12:17 PM

Pick up via daycare

Anonymous
12/02/2020 08:55 PM

After school care bus

Anonymous
12/02/2020 09:50 PM

I drive my son to Pacific Heart childcare, then they have their own bus to take the kids to and from school.

Christina
12/02/2020 10:15 PM

Out of school care bus

Anonymous
12/03/2020 01:46 PM

Out of school care (In The Garden) would take them to and pick them up from the school. Sometimes they would walk, sometimes they would be driven..

Anonymous
12/03/2020 03:44 PM

My child travels to school on a small bus with before and after school care

Anonymous
12/13/2020 08:55 AM

My child meets an after school care provider in the field and then walks across the lower sidewalk to catch their bus parked behind Panorama

Anonymous
12/13/2020 12:02 PM

After school transport

Anonymous

Afterschool care pick up by walk or bus 3 times/week, 2 times/ week - car

12/13/2020 07:11 PM

(just our family)

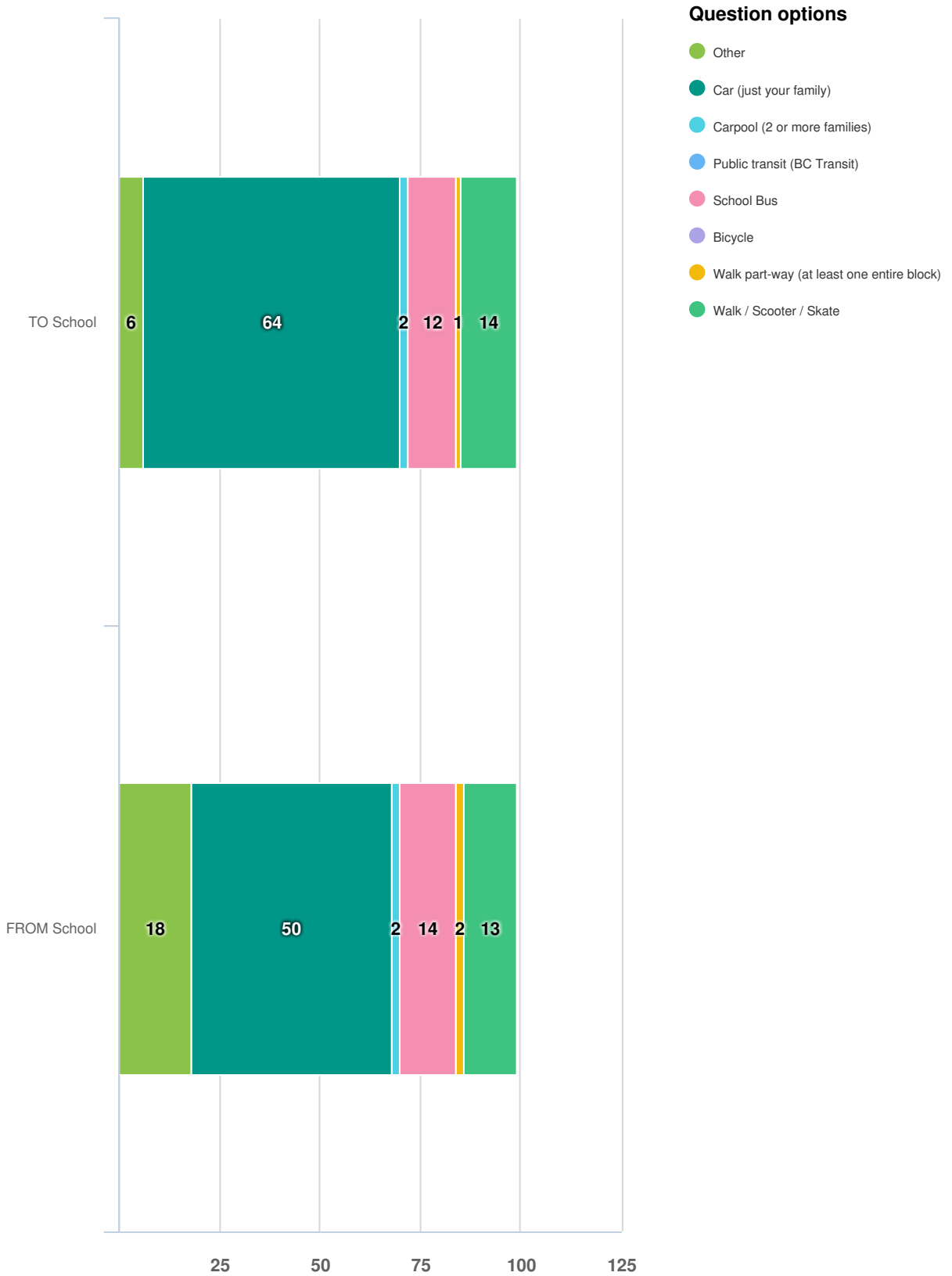
Optional question (15 response(s), 125 skipped)

Question type: Single Line Question

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Q8 How is your child(ren) most commonly travelling to and from school during the COVID-19 pandemic? (If two modes are common, e.g., walking and driving, choose the one they do most often).



Mandatory Question (99 response(s))
 Question type: Likert Question

TO School

DRAFT

Other : 6



Car (just your family) : 64



Carpool (2 or more families) : 2



Public transit (BC Transit) : 0



School Bus : 12



Bicycle : 0



Walk part-way (at least one entire block) : 1



Walk / Scooter / Skate : 14



10 20 30 40 50 60 70

FROM School

DRAFT

Other : 18



Car (just your family) : 50



Carpool (2 or more families) : 2



Public transit (BC Transit) : 0



School Bus : 14



Bicycle : 0



Walk part-way (at least one entire block) : 2



Walk / Scooter / Skate : 13



Q9 | If you answered 'Other' to the question above, please give a short description of how your child(ren) travelled to or from school.

DRAFT

Anonymous
12/01/2020 04:31 PM

On their out of school care bus

Anonymous
12/01/2020 09:35 PM

Picked up by child care program

Anonymous
12/01/2020 09:36 PM

Drive my child to out of school care (mctavish) and my child then takes the out of school care bus to school. Picked up on bus by out of school care and home via car from out of school care

Anonymous
12/01/2020 09:46 PM

We are homeschooling this year

Anonymous
12/02/2020 10:13 AM

If there were sidewalks along Forest Park Road, up to Cresswell we could walk.

Anonymous
12/02/2020 10:28 AM

After school care pick up/drop off via bus

Anonymous
12/02/2020 10:48 AM

they attend after school care - thus no school pick up for myself at that time

Anonymous
12/02/2020 12:17 PM

Daycare pick up

Julie
12/02/2020 07:15 PM

Out of school care bus

Anonymous
12/02/2020 08:20 PM

Every other week we bring our neighbours kids home. I so after school care for them about 10 days a month.

Anonymous
12/02/2020 08:55 PM

After school care bus

Anonymous
12/02/2020 09:50 PM

Pacific heart childcare bus

Christina
12/02/2020 10:15 PM

Out of school care bus

Anonymous
12/03/2020 08:25 AM

We have stayed home this year.

Anonymous
12/13/2020 08:55 AM

My child continues to meet an after school provider and walks across the lower crosswalk to load their bus parked at Panorama

DRAFT

Anonymous
12/13/2020 12:02 PM

After school transport

Anonymous
12/13/2020 02:23 PM

Out of School care provider bus

Anonymous
12/13/2020 02:40 PM

Out of school care bus

Anonymous
12/13/2020 07:11 PM

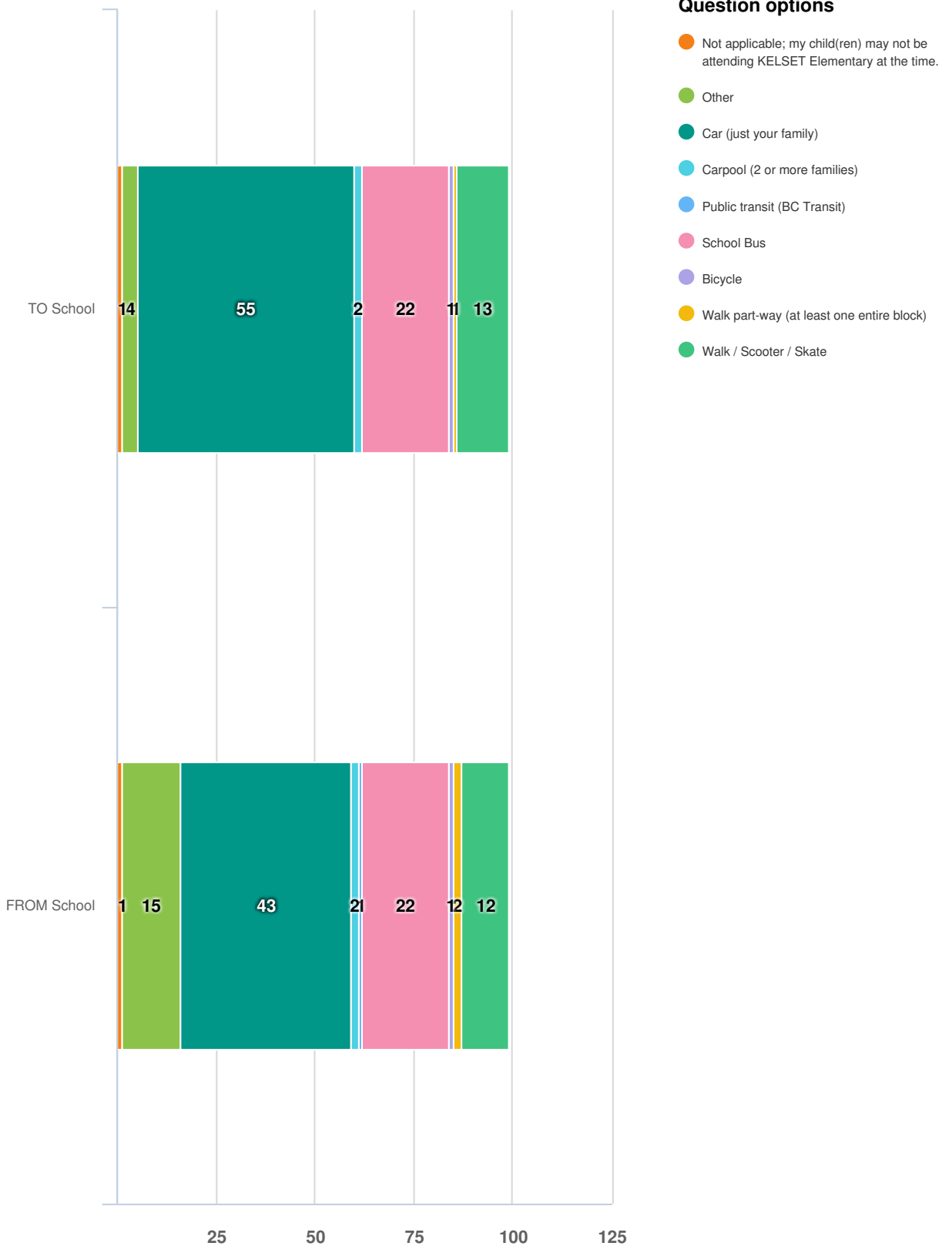
Afterschool care pick up by walk or bus 3 times/week, 2 times/ week - car
(just our family)

Optional question (19 response(s), 121 skipped)

Question type: Single Line Question

DRAFT

Q10 When regular classes and work schedules for parents return to normal following the COVID-19 pandemic, how do you think your child(ren) will most commonly travel to and from school? (If two modes are common, e.g., walking and driving, choose the one...



Mandatory Question (99 response(s))
Question type: Likert Question

TO School

DRAFT

Not applicable; my child(ren) may not be attending KELSET Elementary at the t... : 1



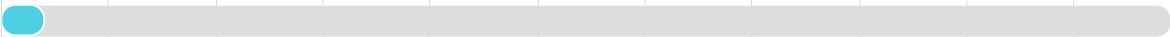
Other : 4



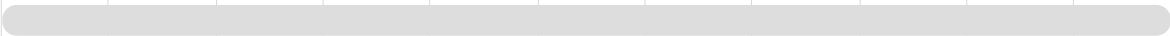
Car (just your family) : 55



Carpool (2 or more families) : 2



Public transit (BC Transit) : 0



School Bus : 22



Bicycle : 1



Walk part-way (at least one entire block) : 1



Walk / Scooter / Skate : 13



5 10 15 20 25 30 35 40 45 50 55 60

FROM School

DRAFT

Not applicable; my child(ren) may not be attending KELSET Elementary at the t... : 1



Other : 15



Car (just your family) : 43



Carpool (2 or more families) : 2



Public transit (BC Transit) : 1



School Bus : 22



Bicycle : 1



Walk part-way (at least one entire block) : 2



Walk / Scooter / Skate : 12



5 10 15 20 25 30 35 40 45 50

Q11 | If you answered 'Other' to the question above, please give a short description on how you travel to or from school.

DRAFT

Anonymous
12/01/2020 04:31 PM

On their out of school care bus

Anonymous
12/01/2020 09:35 PM

Child care bus

Anonymous
12/01/2020 09:36 PM

Drive my child to out of school care (mctavish) and my child then takes the out of school care bus to school. Picked up on bus by out of school care and home via car from out of school care

Anonymous
12/02/2020 10:28 AM

Out of school care pick up/drop off by bus

Anonymous
12/02/2020 10:48 AM

they attend after school care - thus no school pick up for myself at that time

Anonymous
12/02/2020 12:17 PM

Pick up bydyscare

Julie
12/02/2020 07:15 PM

Out of school care bus

Anonymous
12/02/2020 08:55 PM

After school care bus

Anonymous
12/02/2020 09:50 PM

Pacific heart childcare bus

Christina
12/02/2020 10:15 PM

Out of school care bus

Anonymous
12/13/2020 08:55 AM

My child will continue with after school care provider

Anonymous
12/13/2020 12:02 PM

After school transport

Anonymous
12/13/2020 02:23 PM

OSC provider bus

Anonymous
12/13/2020 02:40 PM

Out of school care bus

Anonymous
12/13/2020 07:11 PM

Afterschool care pick up by walk or bus 3 times/week, 2 times/ week - car (just our family)

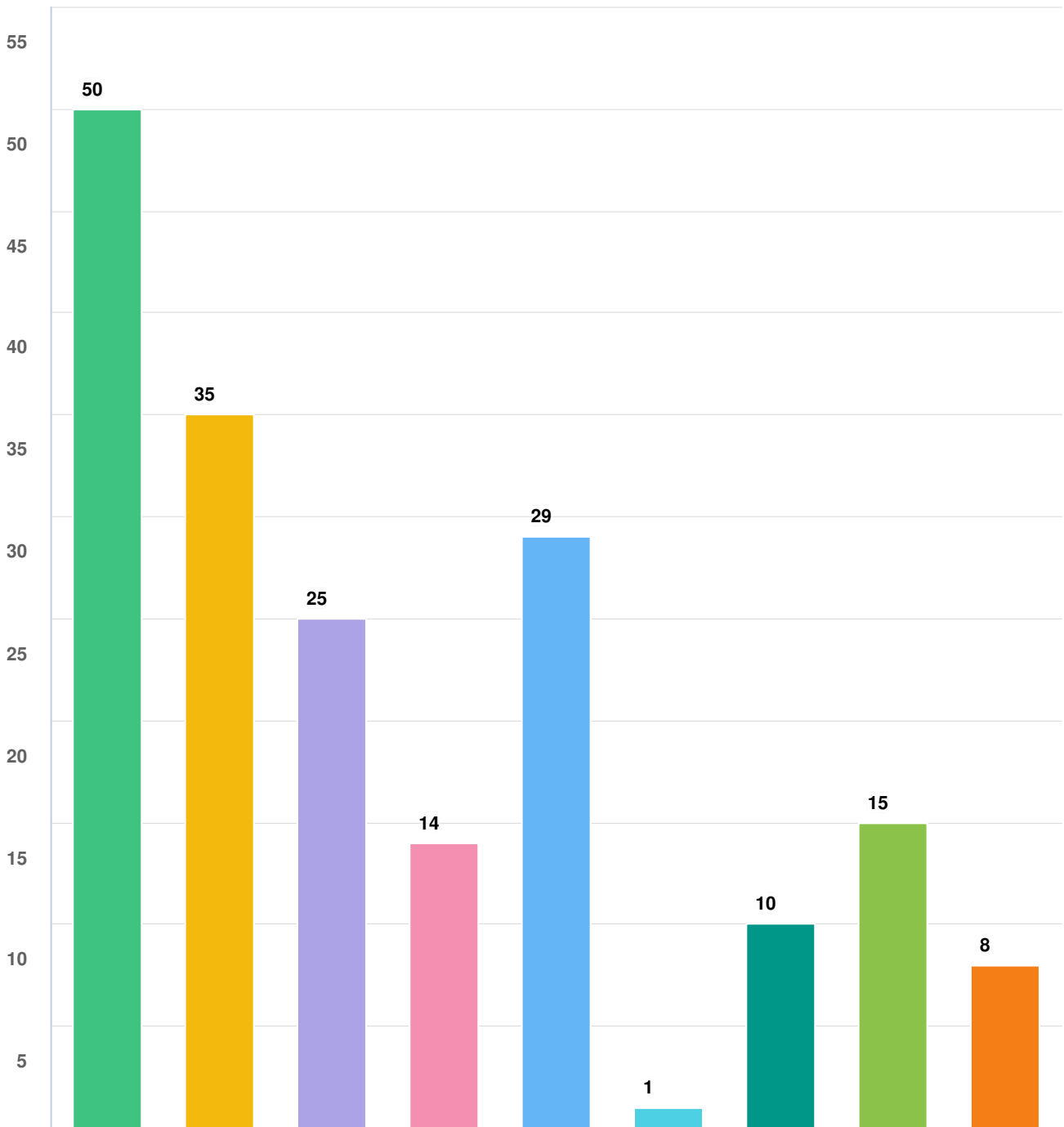
Optional question (15 response(s), 125 skipped)

Question type: Single Line Question

DRAFT

DRAFT

Q12 What are the main reasons your child(ren) is/are usually driven to/from school? (Select up to three responses)



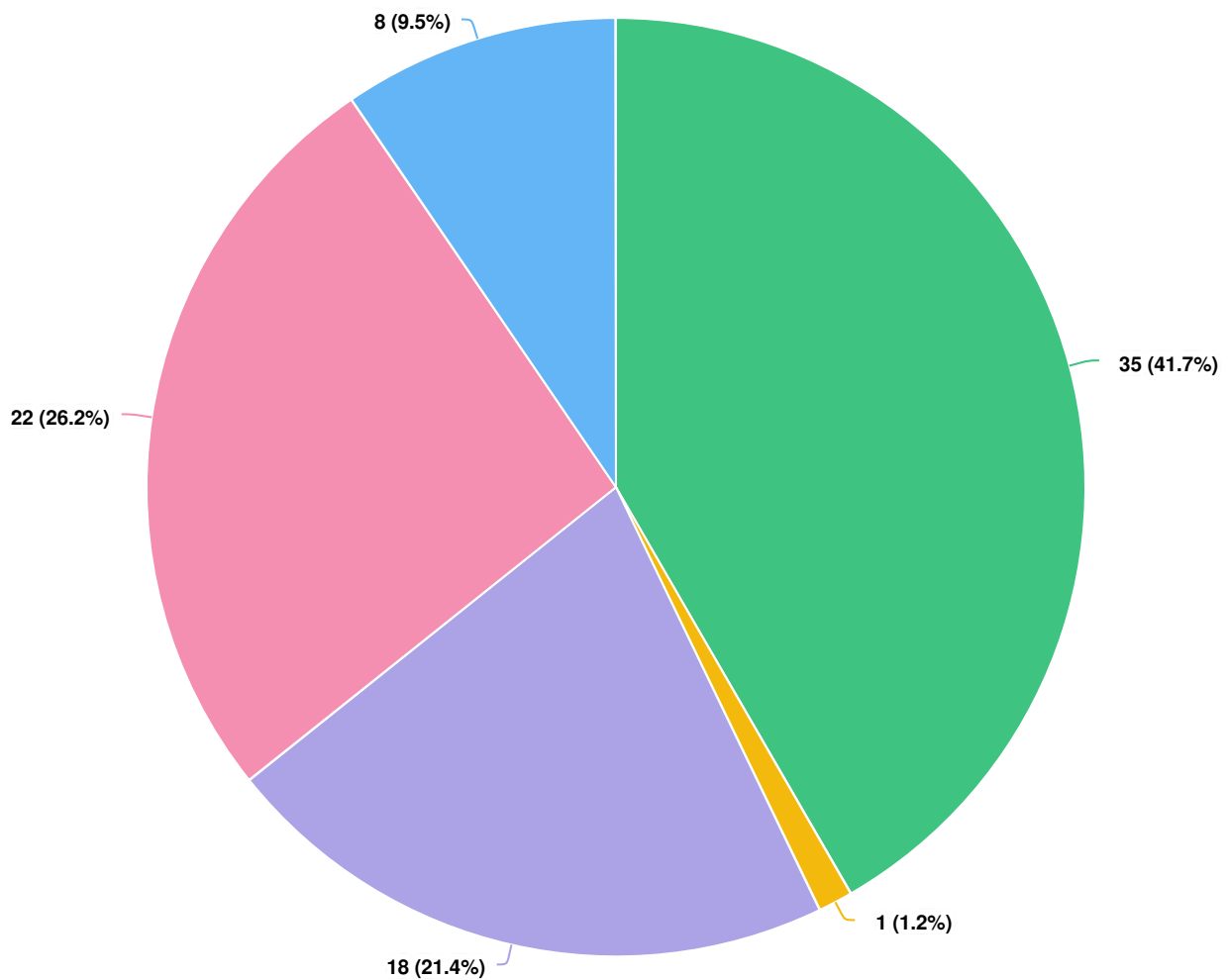
Question options

- Other (please specify)
 ● I don't drive my child(ren) to school
● Weather
● I have a child/children living with disabilities
- You are on your way somewhere (e.g., to work)
 ● Personal safety issues (e.g., bullying, stranger danger, etc.)
- Concern about traffic safety
 ● Convenience / time pressures
● Distance from home too far

Mandatory Question (99 response(s))
 Question type: Checkbox Question

Q13 When you drive your child(ren) to school, where do you usually park your vehicle?
(Select one response only)

DRAFT



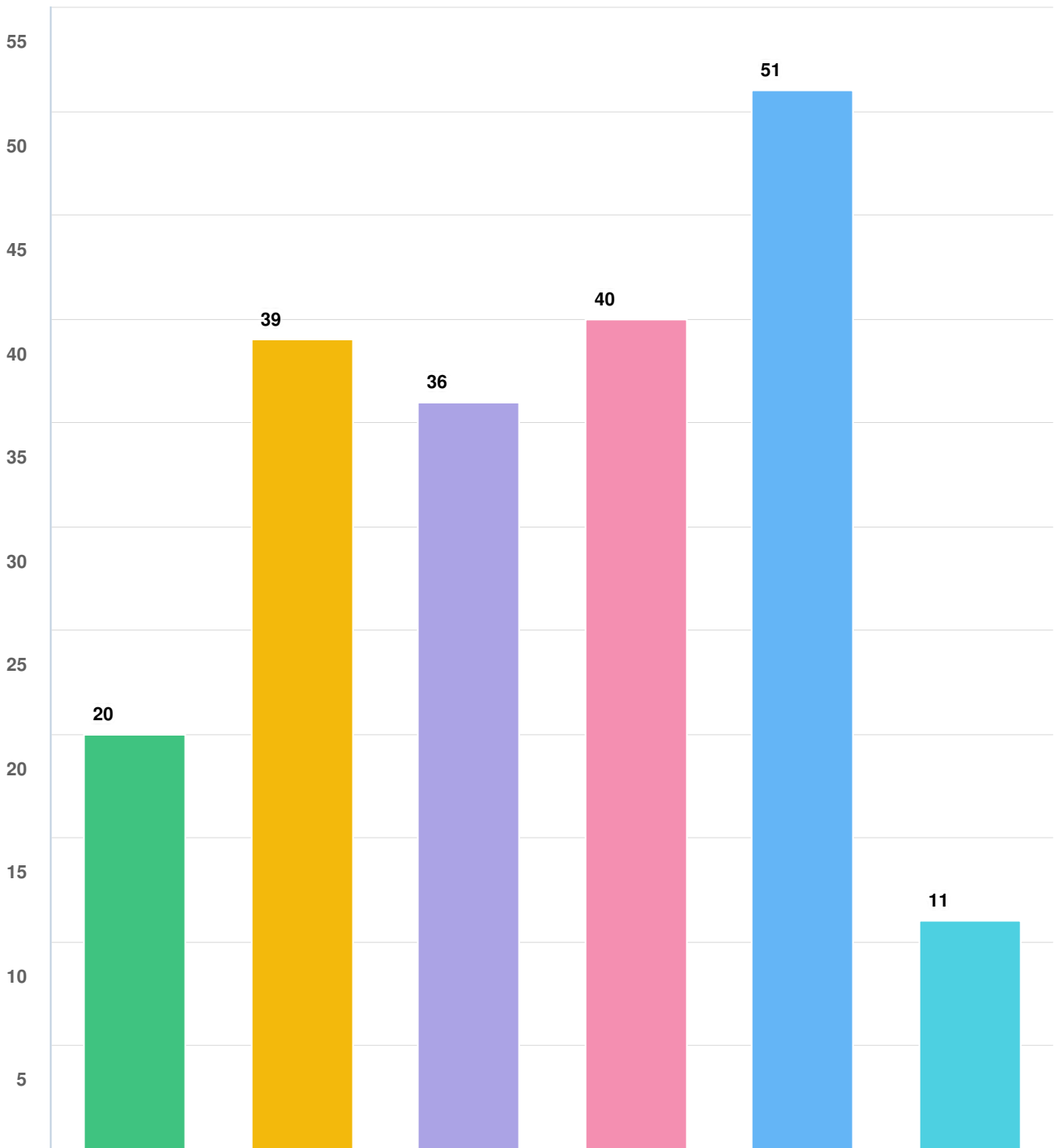
Question options

- Other (please specify)
- Panorama Recreation Centre
- In the school pick-up / drop-off loop in front of school
- On-street (Haro Park Terrace)
- On-street (Forest Park Drive)

Mandatory Question (84 response(s))
Question type: Radio Button Question

Q14 What are the conditions that would make you feel comfortable allowing your child(ren) to walk to/from school? (Select up to three responses)

DRAFT



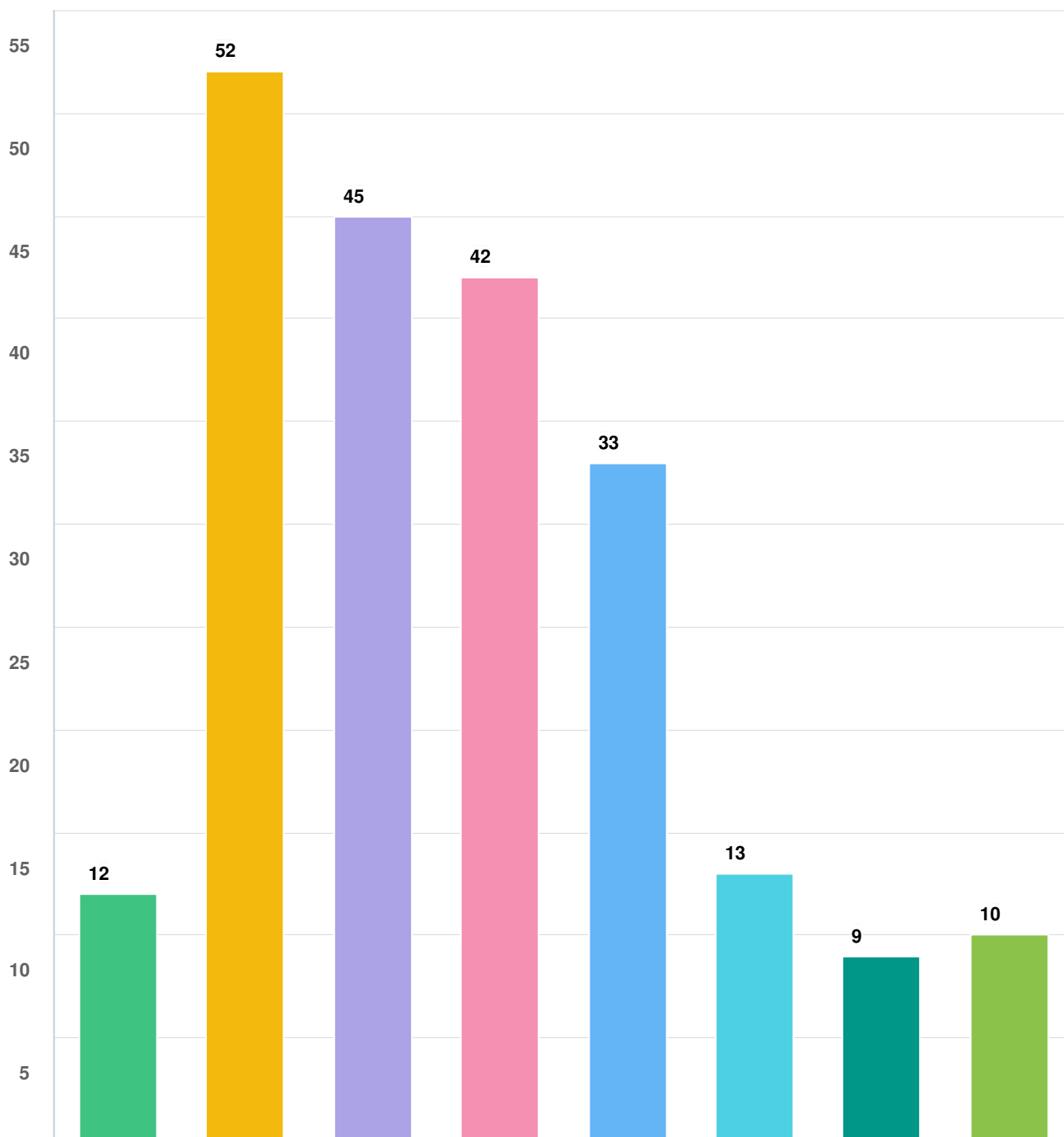
Question options

- Other (please specify)
- They did not live so far from school
- They were older
- There were reduced traffic dangers
- There was a safer or improved walking route
- They did not walk alone

Mandatory Question (99 response(s))
Question type: Checkbox Question

Q15 What are the conditions that would make you feel comfortable allowing your child(ren) to bike to/from school? (Select up to three responses)

DRAFT



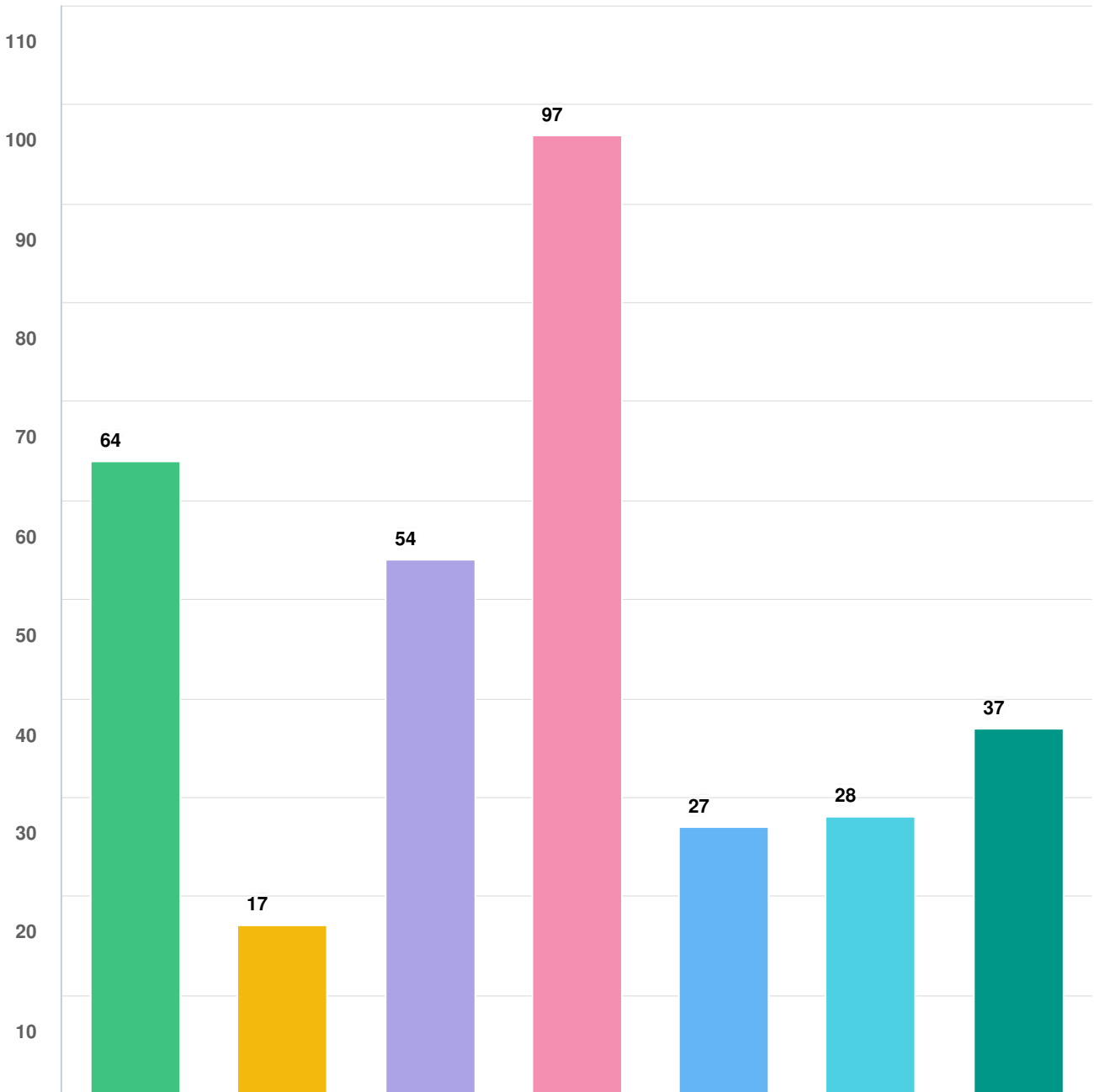
Question options

- Other (please specify)
 ● They could lock their bicycle in a safe place
● They received bicycle safety training
- They did not live so far from school
 ● They were older
● There were reduced traffic dangers
- There was a safer or improved cycling route
 ● They did not cycle alone

Mandatory Question (99 response(s))
 Question type: Checkbox Question

DRAFT

Q16 What are your greatest concerns around traffic and safety issues in the vicinity of KELSET Elementary School? (Please select all that apply). Note: you could also check out the mapping tool on the main page and place markers at locations where you b...



Question options

- Other (please specify)
- You do not feel comfortable cycling on Forest Park Drive due to vehicle traffic
- You do not feel comfortable walking / crossing Forest Park Drive due to vehicle traffic
- There is too much vehicle traffic congestion on Forest Park Drive during school drop-off and pick-up times
- Difficulty turning in/out of side streets during school drop-off and pick-time times (e.g., Haro Park Terrace)
- Vehicles driving too fast on Haro Park Terrace
- Vehicles driving too fast on Forest Park Drive

Mandatory Question (140 response(s))
 Question type: Checkbox Question

DRAFT

Q17 What improvements would you like to see regarding traffic safety around the KELSET Elementary School? (Please rank your choices in order you believe would offer greatest improvements to safety, with 1 offering the greatest improvement)

OPTIONS	AVG. RANK
A crosswalk at the Haro Park Terrace / Forest Park Drive intersection	2.16
Changes in traffic control (e.g., signal, roundabout, stop sign) at the Haro Park Terrace / Forest Park Drive intersection	2.33
Traffic calming on Forest Park Drive to support compliance with 30 km/h speed limit	2.38
Changes to parking restrictions to limit the amount of time for drop-off / pick-up	3.13

*Mandatory Question (140 response(s))
Question type: Ranking Question*

Q18 Is there anything else about traffic safety in the vicinity of KELSET Elementary School that you would like to share?

Anonymous

12/01/2020 03:26 PM

Less traffic needs to be going up Forest Park to the school parking lot. Bus drop off from East Saanich would be better. More access to school grounds from Haro Park would be best. Speed of cars has not been a concern for our family. Speed bumps, etc. would be troublesome to residents for weekends and summer holidays when not necessary. Rumble strip speed reminders may be effective. Please no stop sign at Haro Park! That is excessive and not necessary for residents. Convert sidewalk above Kelset into more parking for parents/teachers when crosswalk is moved to Haro. No desire to see #2,3,4 above put into effect.

Anonymous

12/01/2020 04:31 PM

The biggest issue on Forest Park is congestion. The real traffic safety concern for KELSET in my opinion is East Saanich Road.

Anonymous

12/01/2020 04:51 PM

I have been passed going up Forest park drive. I've almost been hit while walking, I've seen people almost get hit. My last neighbourhood had a school within it and they put in speed bumps that don't slow down emergency vehicles. This worked and stopped people cutting through and slowed them

DRAFT

- down. Hardly anyone on this island seems to know what or how to use a round about.
- Anonymous**
12/01/2020 04:58 PM
- More sidewalks in surrounding community to increase safety of children while walking to school and promoting green commuting and healthy living.
- Anonymous**
12/01/2020 05:53 PM
- There is definitely a parking issue causing a lot of congestion. There are not enough spots and then parents are told not to park on the residential streets or at the rec centre, where are we actually supposed to park to pick up our kids?
- Anonymous**
12/01/2020 07:28 PM
- Please observe speed on Haro park terrace and Forest park drive after school is in session. That is when speed happened when no one is around. You need to observe and not be seen. Your yellow vests make people slow down. Speed down Haro park is also very fast and people walking up forest turning left onto Haro run into a blind stop sign. Cars can't see pedestrians and run the stop sign. Thanks
- Anonymous**
12/01/2020 08:07 PM
- Speed is the problem on both Forest and Haro. Speed bumps would be the most logical solution.
- Anonymous**
12/01/2020 09:35 PM
- It's too far from home - we live in Saanichton. With COVID-19, we don't want him on the bus. Bicycling alone is not an option. On-site child care would really help.
- Anonymous**
12/01/2020 09:36 PM
- There is just a lot happening around the school at peak times. I feel most comfortable parking in panorama as I feel it is the safest spot to get out of the car with my kids. Parking on forest park is very narrow and when busy it is tight to get out of the car. Having the ability to park on hard with a cross walk would also be a big help, but unfortunately the residents on hard do not seem supportive of short term parking there. I have also witnessed people driving too fast on forest park (or on east saanich) during morning hours. It appears often it's people rushing to panorama or people flying down the hill fri. Forrest park towards east saanich. The school zone signs on east saanich are also minimal and people often maintain speed through there too.
- Anonymous**
12/01/2020 09:39 PM
- People do not follow the school speed zone. It is so bad. The whole drop off and pick up is so stressful every single day. Somebody is going to get hurt unless changes are made. I see near misses almost daily.
- Anonymous**
12/01/2020 09:40 PM
- sidewalks in all of dean park so kids can ride bikes or walk to school safely - this is the most important factor, and would ease traffic if fewer parents dropping off
- Anonymous**
12/01/2020 09:42 PM
- It would be amazing to get some sidewalks along the main roads in Dean Park. The residents often have large vegetation along many of the roadsides that grow out into the road thus hindering visibility for both driver and pedestrian.
- Anonymous**
12/01/2020 09:45 PM
- Way to much speeding and lack of using crosswalks. Someone will get hit, just a matter of time

DRAFT

Anonymous
12/01/2020 09:46 PM

Cars drive too fast on East Saanich Road. My children are no confident enough to cycle alongside cars yet as they are still quite young.

Anonymous
12/01/2020 09:56 PM

There is not enough parking.

Anonymous
12/01/2020 10:08 PM

If before school care was an option onsite either outside or inside it would allow a more staggered drop off for many families rather than everyone coming and going at one time and reduce some of the congestion occurring all at once.

Anonymous
12/02/2020 12:15 AM

There needs to be better designated drop off areas and crossing guards closer to the school. The one by the bus stop on east saanich sees 4 to 6 kids a day. Also heavy fines for cars driving around stopped busses and parking violations.

Anonymous
12/02/2020 05:13 AM

Figure out a better way to slow and manage the traffic coming off East Saanich onto Forest Park.

Anonymous
12/02/2020 05:30 AM

Put a cross walk in at the front of the school and allow people to park in the streets of dean park !

Anonymous
12/02/2020 05:41 AM

Needs to be more staff parking as I see many staff parking on forest park taking away spots for parents

Anonymous
12/02/2020 06:24 AM

The main roadways of Dean Park: Forest Park, Dean Park and Barrett Dr have increased safety for those who live or visit in the area and walk, run or bike. Something MUST be done to enforce the speed limits set. If action is nit taken a person or pet is going to be seriously injured or killed. Council should nit wait for that to happen before taking action.

Anonymous
12/02/2020 06:49 AM

Yes, a crosswalk on Pender Park from the letdown to letdown, many kids and parents cross the existing crosswalk on Forest and continue walking on the existing sidewalk then go across from the existing letdown. Thi I is a blind spot for the cars coming from Forest Park turning left. You should make sure to investigate that intersection.

Anonymous
12/02/2020 06:58 AM

Educate parents not to jay walk with kids. Move cross walk from Pender park east to Haro. More parking for school staff so they don't park along forest park... frees up space for parent pick up.

Anonymous
12/02/2020 09:58 AM

I wish the main road was wider to allow more space between parked cars and those moving.

Anonymous
12/02/2020 09:59 AM

I use panorama parking lot as it's convenient and the safest option. However there are many parents who don't pay attention and I have witnessed near misses by them backing up. If Panorama imposed a one way option to drive behind the rec centre it would remove the congestion going out. Only

DRAFT

Anonymous

12/02/2020 10:00 AM

challenge is that after it would create the same effect at the intersection for those needing to get back into north saanich.

Bus drop off area is very poorly designed.

Anonymous

12/02/2020 10:05 AM

Parking and school traffic was an afterthought when Kelset was built. There is too much congestion and not enough parking for parents. There needs to be more parking on Forest Park Dr (the removal of the no parking area on the south side close to Haro) and the removal of residential parking only on Haro (or a 15 min max for non residential parking). There also should be a cross walk at Forest Park at the driveway to Kelset. It is unreasonable to expect parents to walk up or down past their destination to cross. There should be consideration for drop off/pick up parking in Panorama's northwest parking lot (designated area at peak times).

Anonymous

12/02/2020 10:07 AM

Salt the sidewalks and crosswalks

Anonymous

12/02/2020 10:10 AM

The parking time restriction is not feasible for younger kids (Think kindergarten, first grader) that need adult supervision until the school staff takes over. It will only force people to show up at the last minute and increase fender benders. A roundabout would be great to stop the u-turns. A small pedestrian overpass on forest park(by panorama) would allow traffic to flow better.

Anonymous

12/02/2020 10:13 AM

The question above has very limited solutions to select from. Where are the options for sidewalks beyond Haro park? To increased accessibility by foot or bike from streets feeding to Haro or Kelset. This sounds like the only solutions are to do something with Haro. Parents generally are driving slowly at drop off and pick up times but it is busy. People have to come early to drop off and pick up due to limited spots. More people would walk/bike if it were safe to do so. I don't think just improving the vehicle process is the goal here. Make the walking/biking accessible and safe from Dean park/Texada streets routes and more parents would let their kids walk. The intersections and crosswalks are patrolled so crossing isn't a concern either. The fact that my kids have to walk on a roadway with two way traffic is a HUGE factor preventing my kids from walking to school.

Anonymous

12/02/2020 10:21 AM

Add a crosswalk on Pender Park or extend the sidewalk past the letdown. Many people park their cars on the west side of Pender Park (on left side parking is not permitted) so children and adults cross from letdown to letdown (on Pender Park) to access their cars. This is dangerous because cars coming from Forest Park and turning into Pender Park have a hard time seeing the pedestrians crossing in that point.

Anonymous

12/02/2020 10:28 AM

We are new to this school and are very impressed by traffic around the school. Our school in the lower mainland was a gong show. A cross walk at haro park would be helpful as the only other one is down by the field, but

DRAFT

	from what I have observed drivers and pedestrians are very respectful of speed and traffic rules.
Taya 12/02/2020 11:16 AM	Cars always drive way too fast on Forest Park road even though it's a school zone AND playground zone (Panorama Rec)!!! I feel my child is unsafe on this road. It's so very frustrating!
Anonymous 12/02/2020 10:42 AM	Folks speed along east saanich road in front of kelset and that makes it unsafe for kids and families too. There should be a light intersection on the road where it meets forest park.
Anonymous 12/02/2020 10:48 AM	The school needs more parking for staff so that the street parking is actually for the people dropping off and leaving - make it a 15min time zone on both sides
Anonymous 12/02/2020 10:49 AM	Add optional parking off East Saanich at end of field to minimize vehicles having to travel closer to school.
Anonymous 12/02/2020 10:54 AM	School doesn't have enough staff parking. Make Forest Park street parking 15min ONLY, not for staff or all day.
Anonymous 12/02/2020 10:58 AM	These solutions do not address the problem. Speed on Forest park drive is not the underlying issue, congestion is. Forrest Park Drive is too narrow to safely allow parking on both sides of the road because entering/exiting vehicles from the roadside impedes traffic and is dangerous, especially with busses travelling both directions. Parking is restricted on the residential streets with residents planting hedges, installing rocks alongside the curb and leaving rude notes on parents windows who do park in those areas. Parents are instructed by the school administration to NOT park in the Panorama Rec parking lot. Dropping students off in the overly congested school parking lot requires stopping in the bus zone which impedes bus traffic. Available parking for Kelset school is the problem and is incredibly and frustratingly inadequate. This school needs a decent parking lot and Forest park Road should either be widened or parking on one side removed to increase safety to reasonable level before a serious accident occurs. This is not my field of expertise but it seems to make sense that a school parking lot should be installed at the lower fields alongside and with access to and from East Saanich Road. This would alleviate the lack of parking and along with it the congestion and dangerous traffic flow on Forest Park Drive. Basil Healy Parent
Anonymous 12/02/2020 11:25 AM	Dean Park road needs a cross walk at Richland place and traffic safety measures for the speeding traffic
Anonymous 12/02/2020 11:27 AM	I do not have safety concerns
Anonymous 12/02/2020 12:14 PM	As I mentioned earlier, bus stop passengers on Forest park drive are not visible to the bus driver. Cars stop too close to the bus stop.

DRAFT

Anonymous

12/02/2020 12:17 PM

Make Panorama parking area more accessible to access for pick up drop off

Anonymous

12/02/2020 12:23 PM

I only drop off my boys when they missed the bus in the mornings and I don;t find it to bad to do that in the school or Panorama parking lot. I know it's busy and I just relax and drive with caution. But there is a lot of cars for sure!

Anonymous

12/02/2020 12:33 PM

Cars come screaming down (and up) Forest Park Drive. We always use the crosswalk at the end of Pender Park and even pressing the button for the flashing light, cars have still gone through. Cars go too fast on Forest Park Drive, and there are SO many KELSET students being dropped off and picked up by vehicles (lots of families seem to live out of the catchment - so they have to drive) that there is traffic congestion. KELSET also doesn't have the drop off lane or parking facilities needed for such a high number of vehicles.

Anonymous

12/02/2020 12:42 PM

Have children take the school bus or walk. If there's no bus available, then the children are in the wrong catchment. Some of the problem is that there are no side walks to the top of Dean park after Pender Park Terrace. This may make parents feel uneasy about letting their kids walk to school. Vehicles race up and down Forest park drive way too fast. They only slow down near the school

Chad Paget

12/02/2020 03:15 PM

west saanich road and forest part drive four way stop. I too often see people drive straight through without stopping. This includes vehicles as well as bicycles.

Anonymous

12/02/2020 05:02 PM

Re question 17: Please disregard my ranking of the suggested improvements since I don't agree with any of them (I can't leave blank). The problem is not speeding/safety but congestion of the parking lot in front of the school at drop-off. And it's not a huge issue. Maybe Panorama could allow a morning drop-off zone/lane in their parking lot?

Anonymous

12/02/2020 05:40 PM

The School parking is used for vehicular drop off and bus drop off. The crossover of this is very scary and seems too congested for both to happen in the same area.

Anonymous

12/02/2020 05:50 PM

Parking could be recessed further back off the road so there is room for car doors to open safely as vehicles drive by.

Anonymous

12/02/2020 06:06 PM

People are driving fast along East Saanich Rd, in front of the Panorama rec centre. Like the flashing light installed on East Saanich and Bazan Bay Rd. Great help at night.

Anonymous

12/02/2020 06:16 PM

I find it is mostly locals that are speeding through the area and causing issues. Some Parents, But mostly people traveling through the area.

Julie

12/02/2020 07:15 PM

Need better option for dropping off and turning your car around. If you park along forest park drive for dropoff, it's concerning that your kid may open the

car door and collide with oncoming traffic

Anonymous

12/02/2020 06:57 PM

I have no issues with the traffic, not sure why you are spending time on this.

DRAFT

Anonymous

12/02/2020 07:01 PM

We need to reduce the number of vehicles utilizing Forrest Park Drive before and after school. Could staggered start times for classes be offered?

Anonymous

12/02/2020 07:33 PM

The area is a bottleneck, especially due to COVID. I cannot comment on pre-covid times as my child is in kindergarten, so perhaps it wasn't as much of a zoo pre-covid. I'll be happy to send my child on the school bus after the pandemic.

Anonymous

12/02/2020 07:35 PM

More parking

Gerry

12/02/2020 07:43 PM

Please add crosswalks at Haro Park/Forest Park drive. Pedestrians need a SAFE way to cross the street to the school. The traffic study needs to detail their plans for collecting data. They were in bright yellow vests which drivers saw and slowed down. They need to be observing where drivers cannot see them. We live in this area and we see with our very eyes the high rates of speed of cars driving down/up forest park and haro park. Speed humps are an absolute necessary to slow vehicles down a hill. There is no other solution other than speed humps. it is not pedestrian friendly near a school. The school also needs more signage. There is only one sign that indicates school zone. Nothing on the roads. Look at Sidney Elem and Keating Elem. They have it much better. Painted signs on the road. Why can't we have a safe school zone here? Also along Haro Park terrace, walking northbound to the school, drivers cut the left hand turn onto haro from forest park very sharply. It is a blind corner and very dangerous. Speed humps here please to control speeders. Thank you.

Anonymous

12/02/2020 08:55 PM

NOT a round about!!!

Christina

12/02/2020 10:15 PM

I would be nice to have an official drop off/pick up spot that doesn't interfere with the buses. The East Saanich lower field in front of the fence would be an ideal spot for parents. Speed limits are not being obeyed on East Saanich Road. More traffic enforcement is needed.

Anonymous

12/02/2020 11:36 PM

Need a proper parking lot

Anonymous

12/03/2020 07:00 AM

More parking along East Saanich Road so children could walk across the school field.

Anonymous

12/03/2020 07:24 AM

With the exception of cars speeding through before the zone gets naturally busy (for those doing early drop offs) In my opinion none of the suggested

notes above are important. It's the issues that effect surrounding streets and areas that make it less safe for my kid to walk to school alone, even when he is older.

DRAFT

Anonymous

12/03/2020 08:25 AM

The biggest issue for me is there is no way to legally turn around on Forest Park. I have to go to the school parking lot and then make a left turn across all the traffic and jaywalkers. Super dangerous. A roundabout at haro park would be great!

Anonymous

12/03/2020 08:34 AM

I feel quite confident with the current safety in place, what is bothersome is the congestion and how to improve the flow of traffic, especially at pick up times.

Anonymous

12/03/2020 02:21 PM

East Saanich Road is also a major concern. Hardly anyone follows the 30km rule. There needs to be increased signage there as well. This is a main factor as to why my 7 yr old does not walk to school, the cars are going too fast.

Anonymous

12/03/2020 03:44 PM

Cars drive too fast on pender park Drive as well. The crosswalk at pender park/forest park has a bit of a blind corner because of shrubs on the corner property. Cars also park on pender park drive to access the school.

Anonymous

12/04/2020 07:39 AM

Parents used to be allowed to park at Panorama during school drop off and pick up. They would walk their children across the street using the crosswalk. Now they're parking on Pender Park, Haro (in zones that are resident only) on both sides of the street, double parking in front of the school, parking in yellow zones in front of the school, making it hard to see pedestrians. There are two cross walks, one above the school and one in front. Putting a crosswalk or stop sign in front of the school will cause more congestion, in my opinion. The school was built without adequate parking.

Hike_Mike

12/05/2020 02:15 PM

School itself needs more parking because about 6 cars park on the street all school day.

Anonymous

12/05/2020 04:32 PM

Recommend that the school board put in a parking lot east of the school

Anonymous

12/06/2020 05:17 PM

The only changes in traffic control at the Haro Park Ter/Forest Park Drive intersection would be restriction left turns out of the school driveway, Forest park onto Haro Park, and Haro Park onto Forest Park during school drop off and pick up times. A crosswalk at Haro Park and Forest Park would be a disaster as it is chaos at this intersection during drop off and pick up with the present traffic problems. It would only create more parking on Haro Park Ter. The #1 issue is to develop a better drop off and pick up system than what presently occurs. A driveway loop/parking area in the grass area east of the school would alleviate a lot of congestion on Forest Park Ter.

Anonymous

12/06/2020 05:26 PM

I'd like to see a specific school parking area for parents, so they don't have to park on the streets.

Anonymous

12/07/2020 02:53 PM

I would like to see an official a pickup/dropoff (as in parents stay IN the car) where the buses go, and someone directing traffic going in and out of the entrance/exit to that. Visibility is poor making a left out of the lot and there is a lot of jaywalking which makes it extra challenging. I don't think a crosswalk should go there because it would slow the pickup/dropoff process down too much. It should be a vehicle centered place and direction should revolve around that. I also have NEVER seen speed as an issue. The pace of traffic is slower than a snail. The issue is access.

Anonymous

12/07/2020 06:38 PM

Despite the speed limits, vehicles travel at more than twice the limit up and down Forest Park Drive. It is a concern and a matter of time before a pedestrian of any age or a pet is hit. Additionally, people also think the 30km speed limit only applies during the school hours. Having young children and a dog we often walk up and down the road to school, the rec centre, parks etc. Safer measures would be welcomed.

Anonymous

12/08/2020 09:54 AM

I've seen other cities / countries adopt this measure of safety and am baffled why we can't. Before a vehicle enters a school zone, a sign is posted (with yellow / red flashing warning lights or strobe lights) and a sign that reads; "When lights are flashing, school is in session...Max 30 kph zone -strictly enforced! " (or a similar worded message). This simple measure solves several safety issues. 1. Makes unaware drivers of their current speed due to the visual warning (flashing lights) that you cannot miss. 2. Helps drivers who are confused and not aware of school times / closures ie; Daily school hours (start / end times), closures due to professional development days, as well as closures due to weather and holidays.. 3. Makes the school area much more safer due to the visual flashing warnings, which become more obvious, since they only run at specific times, which also ends any confusion of when school is in session. These posts can be run on solar energy, and they are already out there as speed warning signs. Why they are not installed in school zones to protect our children, who are the most vulnerable citizens is very confusing to me. I've even suggested this idea to a veteran police office who replied "Damn good idea - not sure why no one has done it yet..."

Anonymous

12/12/2020 08:36 PM

The school zones in both Forest Park and East Saanich need to be better patrolled. People constantly speed through both.

Anonymous

12/12/2020 09:06 PM

A roundabout would make things worse. The "dog park" needs to go, and that space needs to be better utilized for parking. The issue is parking space, not traffic control.

Anonymous

12/12/2020 11:52 PM

Other than congestion I don't feel there are any safety issues during pick up in the afternoon.

Anonymous

12/13/2020 08:55 AM

I am just wondering if other solutions have been reviewed? For example, is it possible to add a drop off area to the East of the open field (just off East Saanich Road) so parents don't need to turn onto Forest Park at all? Has there been any consideration to raising the cross walk at Forest Park+Pender Park to increase visibility? Have there been discussion of adding crosswalks

within a certain radius of the school in Dean Park (ie: on Haro and especially on Pender Park for a block or two?) it has been so helpful (and safe) to have the new sidewalk recently built between Haro and Pender on Forest Park. Thank you for that! Is Panorama willing to open up their parking lot to parents on an ongoing basis? There are often times when there is a sign up in their parking lot reminding parents that they shouldn't park in Panorama) One of the bottle necks is the 3 way stop at East Saanich. If Panorama was open to it, could some traffic, travel behind Panorama to get out of the parking lot to East Saanich road behind the rink? It feels like you are eager to address the pitfalls of traffic congestion at Kelset. And for this we are so incredibly thankful. If you are ever wanting additional parent and Dean Park resident feedback, please don't hesitate to call me- Taryn Chisholm 778-919-2123. Thanks again. We truly appreciate this.

Anonymous

12/13/2020 09:40 AM

Been a Kelset parent for 10 years; have observed and experienced the Kelset Crawl longer than most. I'm confident in saying that with the possible exception of the Haro Park crosswalk, each of the above options will make the traffic and safety problems worse. The main issues are a poorly designed school bus loop that causes traffic backups on Forest Park, and an overall lack of parking for a school that size. (Just ask the staff at Panorama about that!) Until those issues are addressed by the school board - on Kelset grounds - issues will not be solved. Please be VERY careful with this! Child safety is the top priority of course, but there's a lot of potential here to spend piles of tax dollars with minimal to non-existent results.

Anonymous

12/13/2020 03:17 PM

Forest Park is too congested with parking on both sides and pedestrian traffic crossing anywhere they please (not using crosswalks). Could the lower field be utilized as a drop off /pick up zone? or additional parking?

Anonymous

12/13/2020 07:11 PM

1) A bike lane on Forest Park Drive would be really wonderful.

Optional question (81 response(s), 59 skipped)

Question type: Essay Question



DRAFT

APPENDIX B: AUTOMATIC COUNTER SUMMARIES

Road Tube Count Summary Sheet
Forest Park Drive East

Tuesday, 1 December, 2020

to

Tuesday, 8 December, 2020



Forest Park Drive East	
Average Daily Traffic (ADT)	2493
Average Weekday Daily Traffic (AWDT)	2719
% Heavy Vehicles	6.52%
85th percentile speed (KM/H)	41

ADT Summary			
Day	Eastbound	Westbound	Total
Tuesday, 1 December, 2020	1385	1470	2855
Wednesday, 2 December, 2020	1399	1377	2776
Thursday, 3 December, 2020	1381	1463	2844
Friday, 4 December, 2020	1270	1361	2631
Saturday, 5 December, 2020	1031	1041	2072
Sunday, 6 December, 2020	900	885	1785
Monday, 7 December, 2020	1254	1233	2487
ADT	1231	1261	2493
	49.40%	50.60%	
AWDT	1338	1381	2719
	49.21%	50.79%	



Weekday General Peak Hour Summary

Classification Summary	Two Way Total	
	Vehicles	%
Passenger Vehicles	16215	92.92%
Buses	129	0.74%
Single Unit Trucks	1007	5.77%
Semi-Trailer Trucks	1	0.01%
Motorcycles	98	0.56%

AM General Peak Hour			
08:00	to		09:00
Start Time	Eastbound	Westbound	Total
08:00	30	31	61
08:15	27	48	75
08:30	45	42	88
08:45	28	20	48
Total	130	142	272

PM General Peak Hour			
14:30	to		15:30
Start Time	Eastbound	Westbound	Total
14:30	24	45	69
14:45	39	37	77
15:00	33	23	56
15:15	27	31	58
Total	123	136	259

Speed Summary

Two Way Total
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	1198	3106	2365	2086	2887	2667	1756	924	323	97	28	8	5	0	17450
	% of Total	6.9%	17.8%	13.6%	12.0%	16.5%	15.3%	10.1%	5.3%	1.9%	0.6%	0.2%	0.0%	0.0%	0.0%	
	Cumulative %	6.9%	24.7%	38.2%	50.2%	66.7%	82.0%	92.1%	97.4%	99.2%	99.8%	99.9%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 40-45

Westbound
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	436	1132	1678	1422	1603	1239	795	390	99	24	10	1	1	0	8830
	% of Total	4.9%	12.8%	19.0%	16.1%	18.2%	14.0%	9.0%	4.4%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	
	Cumulative %	4.9%	17.8%	36.8%	52.9%	71.0%	85.1%	94.1%	98.5%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 35-40

Eastbound
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	762	1974	687	664	1284	1428	961	534	224	73	18	7	4	0	8620
	% of Total	8.8%	22.9%	8.0%	7.7%	14.9%	16.6%	11.1%	6.2%	2.6%	0.8%	0.2%	0.1%	0.0%	0.0%	
	Cumulative %	8.8%	31.7%	39.7%	47.4%	62.3%	78.9%	90.0%	96.2%	98.8%	99.7%	99.9%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 40-45

Road Tube Count Summary Sheet
Kelset Elementary Forest Park Drive West

Tuesday, 1 December, 2020

to

Tuesday, 8 December, 2020



Kelset Elementary Forest Park Drive West	
Average Daily Traffic (ADT)	1326
Average Weekday Daily Traffic (AWDT)	1394
% Heavy Vehicles	2.00%
85th percentile speed (KM/H)	43

ADT Summary			
Day	Eastbound	Westbound	Total
Tuesday, 1 December, 2020	630	720	1350
Wednesday, 2 December, 2020	657	717	1374
Thursday, 3 December, 2020	670	784	1454
Friday, 4 December, 2020	692	761	1453
Saturday, 5 December, 2020	614	680	1294
Sunday, 6 December, 2020	488	530	1018
Monday, 7 December, 2020	644	694	1338
ADT	628	698	1326
	47.35%	52.65%	
AWDT	659	735	1394
	47.25%	52.75%	



Weekday General Peak Hour Summary

Classification Summary		
	Two Way Total	
	Vehicles	%
Passenger Vehicles	8980	96.76%
Buses	70	0.75%
Single Unit Trucks	115	1.24%
Semi-Trailer Trucks	1	0.01%
Motorcycles	115	1.24%

AM General Peak Hour			
08:00	to		09:00
Start Time	Eastbound	Westbound	Total
08:00	16	6	22
08:15	16	11	27
08:30	24	17	41
08:45	14	12	26
Total	70	45	116

PM General Peak Hour			
14:45	to		15:45
Start Time	Eastbound	Westbound	Total
14:45	18	22	39
15:00	13	21	34
15:15	13	20	32
15:30	16	17	33
Total	59	80	138

Speed Summary

Two Way Total
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	42	226	695	1710	2164	2040	1355	667	252	88	34	6	1	1	9281
	% of Total	0.5%	2.4%	7.5%	18.4%	23.3%	22.0%	14.6%	7.2%	2.7%	0.9%	0.4%	0.1%	0.0%	0.0%	
	Cumulative %	0.5%	2.9%	10.4%	28.8%	52.1%	74.1%	88.7%	95.9%	98.6%	99.5%	99.9%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 40-45

Westbound
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	27	125	369	807	1087	1068	786	401	144	45	22	4	1	0	4886
	% of Total	0.6%	2.6%	7.6%	16.5%	22.2%	21.9%	16.1%	8.2%	2.9%	0.9%	0.5%	0.1%	0.0%	0.0%	
	Cumulative %	0.6%	3.1%	10.7%	27.2%	49.4%	71.3%	87.4%	95.6%	98.5%	99.4%	99.9%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 40-45

Eastbound
BINS (km/h)

Lane	Speed	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	80+	Total
	Total Vehicles	15	101	326	903	1077	972	569	266	108	43	12	2	0	1	4395
	% of Total	0.3%	2.3%	7.4%	20.5%	24.5%	22.1%	12.9%	6.1%	2.5%	1.0%	0.3%	0.0%	0.0%	0.0%	
	Cumulative %	0.3%	2.6%	10.1%	30.6%	55.1%	77.2%	90.2%	96.2%	98.7%	99.7%	99.9%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 40-45

Road Tube Count Summary Sheet
Kelset Elementary Forest Park Drive West

Tuesday, 1 December, 2020

to

Tuesday, 8 December, 2020



Kelset Elementary Forest Park Drive West	
Average Daily Traffic (ADT)	165
Average Weekday Daily Traffic (AWDT)	180
% Heavy Vehicles	2.16%
85th percentile speed (KM/H)	22

ADT Summary			
Day	Northbound	Southbound	Total
Tuesday, 1 December, 2020	90	100	190
Wednesday, 2 December, 2020	77	83	160
Thursday, 3 December, 2020	93	91	184
Friday, 4 December, 2020	92	104	196
Saturday, 5 December, 2020	79	75	154
Sunday, 6 December, 2020	52	48	100
Monday, 7 December, 2020	85	87	172
ADT	81 49.13%	84 50.87%	165
AWDT	87 48.45%	93 51.55%	180



Weekday General Peak Hour Summary

Classification Summary	Two Way Total	
	Vehicles	%
Passenger Vehicles	1130	97.75%
Buses	3	0.26%
Single Unit Trucks	22	1.90%
Semi-Trailer Trucks	0	0.00%
Motorcycles	1	0.09%

AM General Peak Hour			
08:00 to 09:00	Northbound	Southbound	Total
Start Time			
08:00	1	0	2
08:15	2	0	2
08:30	5	4	9
08:45	1	1	3
Total	9	6	16

PM General Peak Hour			
14:30 to 15:30	Northbound	Southbound	Total
Start Time			
14:30	3	4	7
14:45	3	3	6
15:00	1	2	3
15:15	2	1	3
Total	8	11	19

Speed Summary

Two Way Total
BINS (km/h)

Lane	Speed	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	Total
	Total Vehicles	0	132	434	429	147	14	0	0	0	0	0	0	0	0	1156
	% of Total	0.0%	11.4%	37.5%	37.1%	12.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Cumulative %	0.0%	11.4%	49.0%	86.1%	98.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 20-25

Northbound
BINS (km/h)

Lane	Speed	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	Total
	Total Vehicles	107	305	149	7	0	0	0	0	0	0	0	0	0	0	588
	% of Total	18.8%	53.7%	26.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Cumulative %	18.8%	72.5%	98.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 15-20

Southbound
BINS (km/h)

Lane	Speed	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-80	Total
	Total Vehicles	25	129	280	140	14	0	0	0	0	0	0	0	0	0	588
	% of Total	4.3%	21.9%	47.6%	23.8%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Cumulative %	4.3%	26.2%	73.8%	97.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

85th Percentile Speed Range: 20-25