

Highway 17 Keating Cross Road
Flyover Overpass

WHAT WE HEARD REPORT

May 2021



Ministry of
Transportation
and Infrastructure



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1.0 EXECUTIVE SUMMARY

1.1 BACKGROUND

The Ministry of Transportation and Infrastructure is designing a new flyover overpass from the Patricia Bay Highway (Highway 17) northbound to Keating Cross Road westbound. The overpass will eliminate the left turns across Highway 17 traffic onto Keating Cross Road and at East Saanich Road.

The project scope for this initiative also includes:

- A realigned southbound on-ramp from Keating Cross Road to Victoria
- New bus-on-shoulder facilities will support long term plans for bus rapid transit on Highway 17
- The widening and addition of sidewalks along Keating Cross Road (between highway ramps to Central Saanich Road)
- Access changes to minor streets along Keating Cross Road at the intersections of Barbara Place, Buena Vista Drive, and Tamany Drive

Public engagement took place between February 24 and March 24 to gather public feedback on the early design for the project. Due to COVID-19 social distancing protocols, the Ministry conducted all public engagement online. Commissioning the consulting firm Urban Systems, the Ministry used the ESRI StoryMap tool to provide relevant project information and gather input from interested members of the public. There were over 2661 visits to the website with an average of 82 views per day during the engagement period. Participants provided 797 comments to three open-ended survey requests and an interactive map.

This project is located within the traditional territories of the Pauquachin, Tsartlip, Tseycum and Tsawout First Nations. The Ministry also conducted separate engagement initiatives with First Nations and stakeholder groups in the region. Results of those engagements are not represented in this report.

Input received from the public, key stakeholders and First Nations will help inform the detailed design for this project.

1.2 THE DESIGN OF THE FLYOVER

There were 341 responses received regarding the overall design for the flyover project. Twelve themes emerged from the response analysis. Below are the top five themes that, together, represent 278 responses. Top themes include:

1. Support for the early design and safety benefits with no additional suggestions for improvements or additions.
2. The potential for increased commercial traffic in the neighbourhood and safety around Keating Elementary School.

3. The need for access to Highway 17 northbound from Keating Cross Road and access from Highway 17 southbound to Keating Cross Road.
4. Provide an alternate arrangement for the intersection to accommodate more movement in all directions.
5. Include active transportation facilities along the corridor, primarily in terms of building a connection to the Lochside Trail.

1.3 THE MEDIAN OPTIONS FOR KEATING CROSS ROAD

There were 191 comments received related to two options the Ministry and the District of Central Saanich are considering for the median along Keating Cross Road. Option 1 will provide continuous centre median barrier from the flyover to Central Saanich Road. Option 2 will provide centre median barrier from flyover to Central Saanich Road with left turns onto Tamany Drive and Buena Vista Road. For those who indicated a preference for one of the options, 88 preferred Option 2 while 45 comments indicated preference for Option 1.

1.4 FUTURE PEDESTRIAN AND CYCLING CONNECTIONS

This topic received 105 comments. Five themes emerged including:

1. Connection for pedestrians and cyclists to Lochside Trail.
2. Additional active transportation being included in the current project scope, rather than future initiatives.
3. Provide protective barriers separating pedestrians, cyclists, and motorists. Participants commented that lane separation by each mode is the safest infrastructure for active transportation.
4. General support for planning for the active transportation needs of the community.
5. Interest in an overpass for cyclists and pedestrians to connect Lochside Trail to the Keating and Tanner residential areas.

2.0 INTRODUCTION

2.1 BACKGROUND

The Provincial government is developing an Integrated Transportation and Development Strategy (ITDS) to ensure greater alignment between transportation and land-use planning. An integrated systems approach to planning is required to focus government policy, coordinate with economic development and land-use planning initiatives and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network that moves people and goods while connecting communities, regions and global markets.

ITDS represents a data-driven, province-wide strategy that defines principles and opportunities for integrated planning to ensure greater alignment between transportation and land-use planning that will improve the seamless movement of people and goods, enable trade, prepare for future growth, and encourage the development of diverse, affordable, resilient, and connected communities.

As part of the ITDS strategy, the Ministry of Transportation and Infrastructure is designing a new flyover overpass from the Patricia Bay Highway (Highway 17) northbound to Keating Cross Road westbound. The overpass will eliminate the left turn across Highway 17 traffic onto Keating Cross Road and at East Saanich Road. The project will also include a realigned southbound on-ramp from Keating Cross Road to Victoria.

New bus-on-shoulder facilities are intended to support long term plans for bus rapid transit on Highway 17. Keating Cross Road (between highway ramps to Central Saanich Road) will be widened and will include sidewalks. The design will also include access changes to minor streets along Keating Cross Road at the intersections of Barbara Place, Buena Vista Drive, and Tamany Drive.



Once completed, the Highway 17 Keating Cross Road flyover overpass will allow vehicles to travel this busy corridor more safely and efficiently, as well support regional economic growth.

This project is located within the traditional territories of the Pauquachin, Tsartlip, Tseycum and Tsawout First Nations.

2.2 PURPOSE AND SCOPE OF THE ENGAGEMENT

The Ministry of Transportation and Infrastructure is working with First Nations, local, regional, and federal governments to accommodate their specific interests and to ensure a safe and reliable transportation network for these communities. Engagement with these governments is being conducted through a separate and parallel process, which is not part of this public engagement.

Input from community members and stakeholders is also an important component of this project and the focus of this report. Due to the continuing COVID-19 pandemic, all public engagement activities for this project were conducted online. The public was invited to receive project related information and provide their input through an interactive StoryMap website created by Urban Systems and linked from the province's GovTogetherBC website.

The purpose of the public engagement was to gather input on the Ministry's early design so it could be used to inform the detailed design, which will be developed in the summer of 2021.

2.3 ABOUT THIS REPORT

This Public Engagement Summary report provides a synopsis of all feedback received through the public online StoryMap engagement platform and via direct email, between February 24 through March 24, 2021.

It is important to note that participation in the online engagement platform was voluntary. While 384 people participated by providing input to one or more of the online survey questions, results may not be statistically representative of the general population. The results summarized in this report represent the opinions only of those who participated.

2.4 METHODS USE TO SHARE INFORMATION AND GATHER INPUT

2.4.1 ESRI STORYMAP PUBLIC ENGAGEMENT SITE

British Columbians on Vancouver Island, and throughout the province, were invited to participate in this engagement process. The Ministry provided project background information on the Province's GovTogetherBC website which also contained a link to an online StoryMap public engagement site.

Because of COVID-19 social distancing protocols, the StoryMap site was used to provide comprehensive project background information as well as opportunity for individuals to provide input. The StoryMap site was designed to allow users to easily access all site content by using a computer mouse or their keyboard to scroll down the page. All content was provided on a single website page.

The StoryMap site included several topics (see Appendix A for a PDF version of all StoryMap content):

Welcome to the StoryMap: This section of the StoryMap provided text and visual instruction on how to use the StoryMap site.

Project Overview: A brief description of the scope of work included in the project and an explanation of what a flyover is. Two introductory videos from the Ministry of Transportation and Infrastructure and the District of Central Saanich also provided background on the need for the project and anticipated benefits.

The Problem: The Ministry provided background information on the challenges of the current configuration of Highway 17 and Keating Cross Road.

Why this project? Why now? This section included a description and links to two prior transportation planning studies – Highway 17 Planning Study (2017) and the South Island Transportation Plan (2020) – that sets the context for the current project.

Project Scope: A more detailed breakdown of the scope of the project accompanied several detailed graphics depicting the cross sections and overviews of the changes proposed. Option 1 (continuous centre median barrier from the flyover to Central Saanich Road) and Option 2 (centre median barrier from flyover to Central Saanich Road with left turns onto Tamany Drive and Buena Vista Road) were described and shown using interactive images.

Future Pedestrian and Cycling: The Ministry outlined the current work being undertaken to explore the possibility of a connection between Lochside Trail and Central Saanich. Materials referenced Central Saanich’s current engagement site: Letstalkcentralsaanich.ca/activetransportation

Key Benefits: The graphic below described several key benefits of the initiative.



Timeline: The graphic below denotes the anticipated timeline for the project from its initiation in the summer of 2020 to the projected completion in the fall of 2023.



Interactive Map: Participants were invited to leave location specific comments on an interactive map showing the current project area.

Question and Answer: The Ministry moderated a question-and-answer feature which allowed participants to read answers to previously asked questions or ask questions of their own.

2.4.2 ONLINE SURVEY

Survey questions were embedded in the StoryMap. Responses were open ended and enabled participants to include thoughts and ideas using unlimited words or characters. The survey requests included:

- Please provide any comments you would like the Ministry to consider regarding this early design of the proposed flyover.
- Please provide any comments you have regarding the two Keating Cross Road median options the Ministry is considering.
- Please provide any comments you would like to be considered regarding future planning for pedestrian and cycling connections.

2.5 PARTICIPATION BY THE NUMBERS



**66 emails
received**



**2661 website views
83 average views per ay**



**797 comments
submitted**

3.0 WHAT WE HEARD THROUGH ONLINE ENGAGEMENT

This section provides a snapshot of the information provided to website visitors regarding main components of the Keating Cross Road Flyover Interchange early design. It also provides a summary of the comments and ideas offered by participants.

Overall, participants provided 797 comments in response to three open-ended survey questions and an interactive map. Response levels varied depending on the topic and included:

1. **384 comments** relating to the overall early design of the proposed flyover.
2. **193 comments** relating to Keating Cross Road median options the Ministry is considering.
3. **101 responses** relating to future planning for pedestrian and cycling connections.
4. **119 interactive map comments** in which participants were able to select a location on a map, include a pin and provide their remarks.
5. **66 emails** that included overall comments and questions sent directly to the Ministry's project manager.

An engagement team from Urban Systems read, analyzed and themed all comments submitted through the online platform. The team grouped similar comments together into main themes. Descriptions of the main themes that emerged for each component of the work are reported below. The number of individual comments or sentiments contributing to each theme is also indicated in the figures provided.

3.1 ANALYSIS OF SURVEY QUESTION RESPONSES

3.1.1 EARLY DESIGN OF THE PROPOSED FLYOVER

The new flyover overpass from Highway 17 northbound to Keating Cross Road westbound, will eliminate the left turns across highway traffic onto Keating Cross Road and East Saanich Road and provide a realigned southbound on-ramp to Victoria from Keating Cross Road. The design will support future bus-on-shoulder facilities to provide for bus rapid transit on Highway 17 in both directions. Visitors to the StoryMap site were shown before and after views of the proposed design, including a cross section for the flyover structure. Participants were asked to:

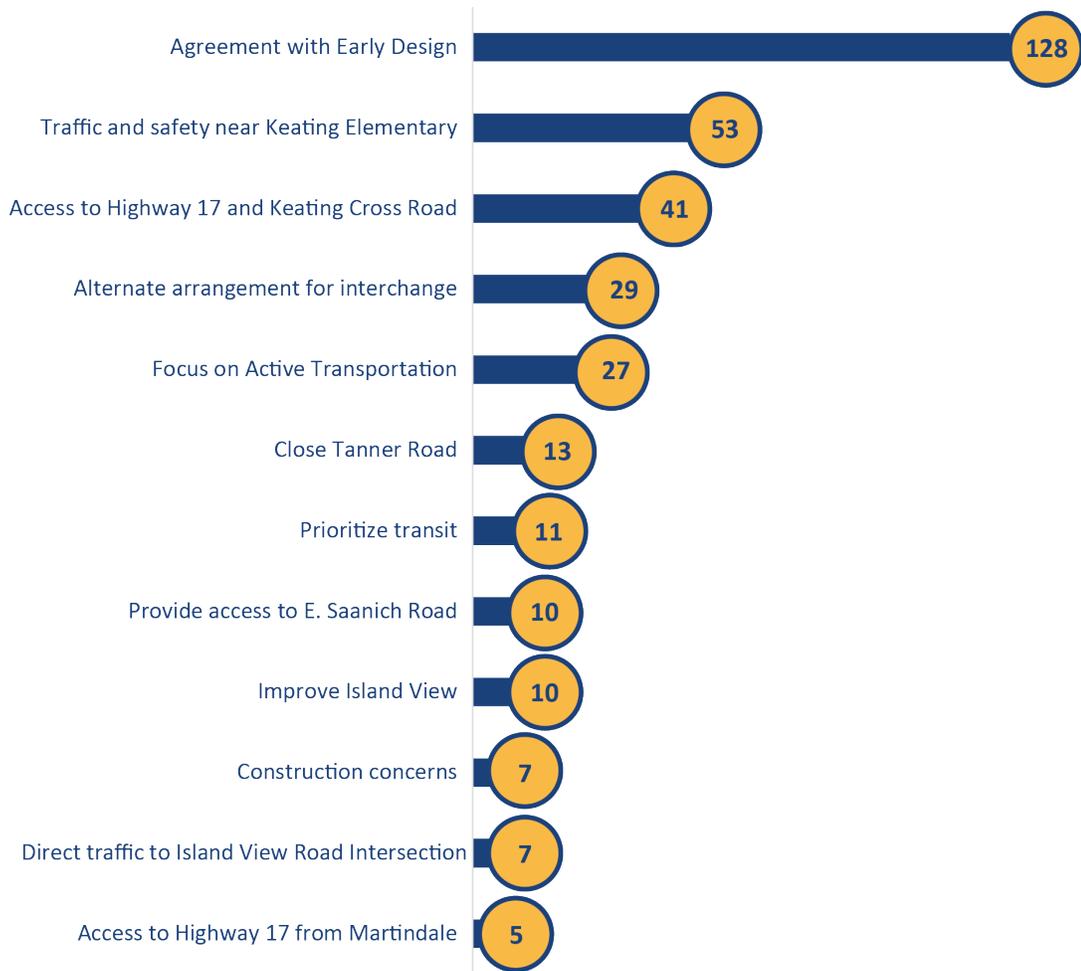
“Please provide any comments you would like the Ministry to consider regarding this early design of the proposed flyover.”

Participants provided 384 comments in response to this survey question. A team of data analysts read and themed each comment. Some responses included more than one comment or idea. In those cases, each comment was themed.

While all comments have been shared with the Ministry, only those themes receiving five or more similar comments are represented as a main theme. The main themes are described below. Figure 1 shows the number of comments each theme received.



Figure 1: Comments regarding the overall design



- **Agreement with early design:** 128 comments indicated support for the early design and did not offer additional suggestions or improvements. People stated the project is a welcomed, much needed way to improve safety at Keating Cross Road and East Saanich Road.
- **Traffic and safety near Keating Elementary:** 53 comments indicated the current design of the flyover would direct more traffic, with particular emphasis on commercial and truck traffic to pass by the Keating Elementary School. Safety implications at the school were most often mentioned with some comments also mentioning potential for increased traffic in adjacent residential areas.
- **Access to Highway 17 and Keating Cross Road:** 41 comments focused on the need for access to Highway 17 northbound from Keating and access to Keating from the southbound highway. Comments indicate that greater access to and from the highway at Keating will minimize traffic being required to use Island View Road and travel along Central Saanich

Road past the school to access the Keating area. People mentioned that greater highway access is also needed for businesses and residents in the Keating area including vehicles and busses to and from Butchart Gardens.

- **Alternate arrangement for interchange:** 29 comments suggested the Ministry provide a full interchange to accommodate more movement in all directions rather than the current flyover design.
- **Focus on Active Transportation:** 27 comments noted a need for a safe way for pedestrians and cyclists from Keating Cross Road to connect to the Lochside Trail. Comments remarked on a necessity to develop this project with active transportation users in mind and suggested including either a pedestrian/cycling crossing bridge or safe cycling facilities on the flyover.
- **Close Tanner Road:** 13 comments noted safety issues with the left turn south of Keating Cross Road onto Tanner Road. Comments suggested that the traffic could be redirected onto the flyover as an alternative to this left turn.
- **Prioritize Transit:** 11 comments noted that transit should be a greater priority in this region as opposed to investing more resources into accommodating drivers. Comments suggested that investing in more accessible, affordable, and efficient transit infrastructure would better mitigate congestion and support the mobility needs of the community.
- **Provide access to E. Saanich Road:** 10 comments indicated that the project should maintain access to East Saanich Road. Suggestions included providing a right turn off-ramp or a two-lane flyover that splits off towards East Saanich, or retaining the turn onto East Saanich Road to avoid having to turn left on Island View Road.
- **Improve Island View:** 10 comments mentioned that closing East Saanich Road may increase traffic turning at Island View Road. People suggested that the Ministry improve the Island View Road intersection, with emphasis on enhancing the left turn at Highway 17, providing a full clover leaf, or including “slower traffic keep right” signage.
- **Construction Concerns:** 7 comments were directed toward construction, particularly potential for noise, disruption to the flow of traffic, and potential implications for the businesses on Keating Cross Road.
- **Direct traffic to Island View Road Intersection:** 7 comments mentioned a preference for using the Island View Road intersection as the main exit off the Pat Bay Highway, as there are existing traffic lights installed that could manage the turn safely. Comments suggested closing the turn off at Keating Cross Road and East Saanich Road and diverting this traffic away from the residential areas and towards the Island View Road intersection.
- **Access to Highway 17 from Martindale:** 5 comments were directed at the closure of Martindale for the residents of Martindale Valley accessing northbound lanes of Highway 17, and the resulting increased traffic on Gliddon Road.

3.1.2 THE TWO MEDIAN OPTIONS PROPOSED

The Ministry and District of Central Saanich are considering two options for Keating Cross Road from the flyover to Central Saanich Road. Visitors to the site were shown interactive images of both Option 1 and Option 2. Images included the proposed sidewalks and retaining wall. Option 1 will provide continuous centre median barrier from the flyover to Central Saanich Road. Option 2 will provide centre median barrier from Flyover to Central Saanich Road with left turns onto Tamany Drive and Buena Vista Road.

Option 1: Continuous centre median barrier



Option 2: Centre median barrier with left turns onto Tamany Drive and Buena Vista Road

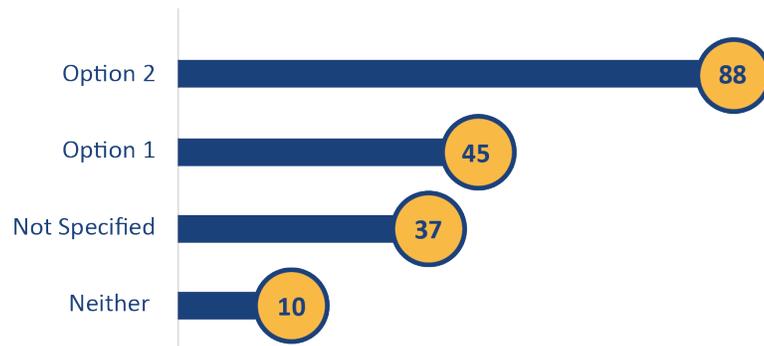


After being shown the interactive images, participants were asked to:

“Please provide any comments you have regarding the two Keating Cross Road median options the Ministry is considering.”

Participants provided 193 comments in response to this survey question. A team of data analysts read and themed each comment. A detailed breakdown of the comments is described below. Figure 2 demonstrates the number of responses received for each theme.

Figure 2: Comments regarding the median options



- **Option 2: 88 comments** indicated support for Option 2. Those who provided a rationale for their preference most often indicated that Option 2 would provide needed access to the Tanner Ridge neighbourhood.
- **Option 1:** 45 comments noted preference for Option 1. Respondents noted a solid median that would prevent left turns would decrease potential for traffic accidents and improve overall flow of traffic heading west on Keating Cross Road.
- **Not Specified:** 37 comments noted that both options have benefits but did not select a preference. Comments also focused on themes that were outside of the scope of this question such as:
 - Traffic and safety implications in front of Keating Elementary School
 - Adding active transportation along the corridor
- **Neither:** 10 comments noted they do not support a median on Keating Cross Road.

3.1.3 FUTURE PEDESTRIAN AND CYCLING CONNECTIONS

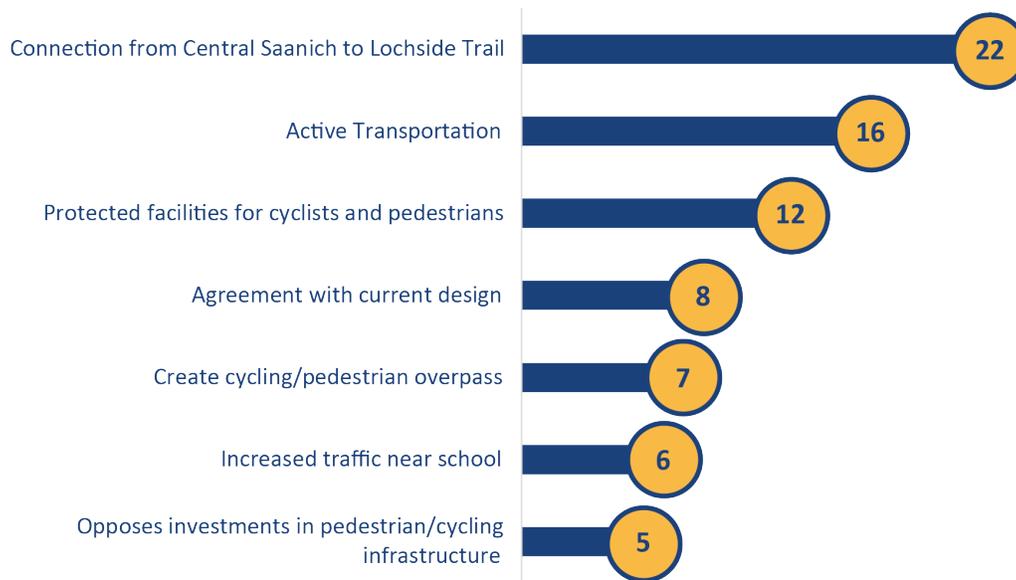
The Ministry is working with the District of Central Saanich and the Capital Regional District to explore a connection between Central Saanich and Lochside Trail. This would provide for a future dedicated pedestrian and cyclist connection between the residential areas in Central Saanich to the Lochside Trail. StoryMap visitors were provided with the link to the engagement site for the [Central Saanich Active Transportation Plan](#). Additionally, they were asked to:

“Please provide any comments you have regarding future planning for pedestrian and cycling connections.”

Participants provided 101 comments in response to this survey question. A team of data analysts read and themed each comment. Some responses included more than one comment or idea. In those cases, each comment was themed.

While all comments have been shared with the Ministry, only those themes receiving five or more similar comments are represented as a main theme. The main themes are described below. Figure 3 shows the number of comments each theme received.

Figure 3: Comments regarding pedestrian and cycling connections



- **Connection from Central Saanich to Lochside Trail:** 22 comments noted the need to prioritize cyclist and/or pedestrian connection to the Lochside Trail.
- **Active Transportation:** 16 comments noted that active transportation should be considered as part of the current project scope. Comments indicated that safe walking and cycling facilities should be prioritized today to build for a healthy, more climate friendly community in future.
- **Protected Facilities for cyclists and pedestrians:** 12 responses noted the need for protective barriers separating pedestrians, cyclists, and motorists. These comments noted that multi-use pathways would be less safe than fully separated lanes for each user group. Additionally, a few comments suggested a dedicated bike path on Martindale road, and from Sayward to Tanner Road should be installed. There is an overall need to better connect existing bike trails to the surrounding neighbourhood.
- **Agreement with current design:** 8 comments support the early design as is and noted that it is important to consider pedestrian and cycling options in the future designs.
- **Create cycling/pedestrian overpass:** 7 comments suggested creating an overpass for cyclists and pedestrians and focused on a few locations including: Rey Road towards the Gas Station; connecting Martindale Road and Rey Road; or at Tanner Road to connect Lochside Trail to the Keating Industrial Park.
- **Increased traffic near school:** 6 comments noted concerns that this project will increase traffic around Keating Elementary School and the need for safer school cycling facilities and cross walks for the children in this area.

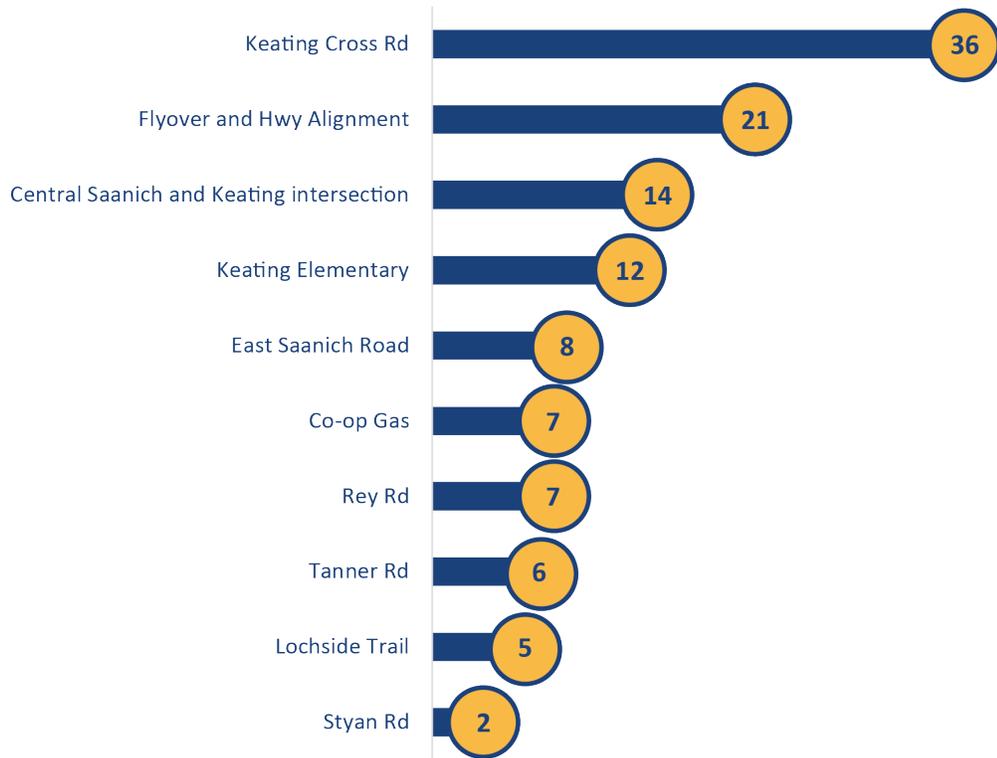
- **Opposes investments in pedestrian/cycling infrastructure:** 5 comments suggest that pedestrians and cyclists should not be prioritized on Highway 17, and rather, these resources should be diverted to adjacent pathways or the surrounding neighbourhoods to increase safety.



3.2 ANALYSIS OF INTERACTIVE MAP COMMENTS

In addition to the survey comments, StoryMap visitors were invited to input location-specific comments on an interactive map. In total, participants left 119 comments. In general, remarks placed on the map were similar to survey comments received. A team of data analysts read and themed each map comment. Figure 4 shows the number of comments provided on the map at various locations. Comments received at each area are briefly summarized below.

Figure 4: Comments on the interactive map



Keating Cross Rd

- Support for Option 1 (continuous centre median)
- Support for Option 2 (dedicated left turn lanes)
- Close Tamany Drive at Keating Cross Rd
- Close Barbara Place
- Landscape median

Flyover and Highway Alignment

- Add multi-use path; protected bike lane
- Add traffic calming measures on off-ramp
- Add highway southbound access to Keating Cross Road
- Privacy and noise management

Central Saanich and Keating Intersection

- Traffic concerns (at Keating Elementary and Tanner Ridge)
- Add protected bike lanes

Keating Elementary

- Commercial traffic and safety concerns near the school

- Close Central Saanich Road to commercial traffic
- Improve turning for trucks

East Saanich Road

- Support for closing East Saanich Road

Rey Road

- Privacy and noise management
- Cycling/pedestrian overpass

Lochside Trail

- Access to Lochside Drive
- Add exit merge to Martindale Road

Co-op Gas

- Add northbound merge lane exiting gas station

Tanner Road

- Close left-turn to Tanner Road

Styan Road

- Impacts on Styan Road

3.3 SUMMARY OF QUESTIONS ASKED AND ANSWERED

In total, 41 questions were asked using the Question and Answer tool on the StoryMap. The Ministry provided answers to the questions on the StoryMap site as they were received. General themes of questions focused on:

- How will this project manage the large volume of industrial traffic going through the Keating Elementary School zone?
- Will the left turn onto Tanner Road be closed?
- What is the timeline for creating a safe cycling and pedestrian connection to Lochside Trail?
- Why is a flyover being considered instead of a full interchange?
- Are there plans to add access for southbound truck traffic?
- Will there be improvements made to the Island View Road intersection?
- How will residents of Martindale access Highway 17 northbound?
- Will the existing speed limit be maintained post construction?
- What is the plan for northbound traffic?

3.4 SUMMARY OF EMAILS AND WRITTEN SUBMISSIONS

A project email address was provided on the online public engagement site for anyone wishing to send comments directly to the Ministry. The Ministry received 66 emails from the public.

Four main themes emerged from the emails and written submissions:

1. Traffic concerns around Keating Elementary School
2. Support for the increase in safety for road users

3. Sentiments that this project is long overdue and should proceed as soon as possible
4. Concerns over the lack of southbound access from Highway 17 onto Keating Cross Road

The Ministry is also aware that there was commentary provided by a separate group on Change.org that advocated for a full movement intersection at Keating Cross Road and Highway 17.

4.0 SUMMARY AND NEXT STEPS

The Ministry will be considering several inputs to inform the detailed design of the Keating Cross Road Flyover Overpass, including results of this public engagement, results of discussions with First Nations, and input from stakeholders. It is important to note that, while 384 people participated in this public engagement initiative, results are not statistically representative of the general public. The results summarized in this report represent the opinions only of those who participated.

4.1 SUMMARY OF TOP MENTIONED THEMES FROM ALL STREAMS

In considering all responses to all opportunities for input provided on the StoryMap online engagement site, several key themes emerged:

1. Support for the early design of this project. Responses mentioned relief that this project is moving forward and the improved safety and traffic flow that would result from it.
2. Increased traffic in the Keating area with the current early design and the potential impacts on safety near the Keating Elementary School.
3. Incorporate access from Keating Cross Road to northbound Highway 17 and from the southbound highway to Keating Cross Road perhaps through an alternate arrangement for the interchange to accommodate more movement and access at Highway 17 and Keating.
4. Improve active transportation in the Keating Cross Road and Highway 17 area as part of the current project rather than as part of future planning, including better access to Lochside Trail and physically separated cycling and pedestrian facilities also comes through clearly in the themed comments.
5. Regarding the options the Ministry and District of Central Saanich are considering for the median along Keating Cross Road, comments supported both options, with Option 2 receiving the higher number of comments.

4.2 NEXT STEPS AND HOW INPUT WILL BE USED

The Ministry and the District of Central Saanich will consider the input provided through this public engagement initiative in developing the detailed design for the Keating Cross Road Flyover Overpass. Results of the public engagement will also be made public on the project website. Detailed design is anticipated to begin in the Summer of 2021.



Appendix A:

Public Engagement Esri StoryMap Online Site

Highway 17 Keating Cross Road Flyover Interchange

This project is located within the territories of the Pauquachin, Tsartlip, Tseycum and Tsawout First Nations.

**Public Engagement: February 24 to March 24,
2021**



Ministry of
Transportation
and Infrastructure

Welcome to the Storymap

The Ministry of Transportation and Infrastructure is working with Indigenous, local, regional, and federal governments to ensure this project incorporates their specific interests and challenges and ensures a safe and reliable transportation network for these communities.

Input from community members and impacted stakeholders is also an important component of this project.

Project Overview

The Ministry of Transportation and Infrastructure is designing a new flyover overpass from the Patricia Bay Highway (Highway 17) northbound to Keating Cross Road westbound.

The overpass will eliminate the left turn across Highway 17 traffic onto Keating Cross Road and at East Saanich Road. The project will also include a realigned southbound on-ramp from Keating Cross Road to Victoria. New bus-on-shoulder facilities will also support long term plans for bus rapid transit on Highway 17. Keating Cross Road (between highway ramps to Central Saanich Road) will be widened and will include sidewalks. The design will also include access changes to minor streets along Keating Cross Road at the intersections of Barbara Place, Buena Vista Drive, and Tamany Drive.

Once completed, the Highway 17 Keating Cross Road flyover overpass will allow vehicles to travel this busy corridor more safely and efficiently, as well as help to keep local businesses competitive and promote regional economic growth.



What is a Flyover?

A flyover, otherwise known as an overpass, is a structure that carries one road over the top of another road. It is different from a bridge, which connects two points separated by a naturally occurring region like a valley, river or ocean.

The flyover to the right shows the newly constructed flyover overpass near the University of British Columbia Okanagan in Kelowna.



The Problem

Projected population growth within Central Saanich and the Capital Regional District will add vehicles to an already busy Highway 17, especially at peak times.



The Problem

Planned industrial and commercial development along Keating Cross Road in the business district will also increase demand for travel between Central Saanich and the rest of the communities within the Capital Regional District.



The Problem

Without improvements, delays on the highway in the northbound direction are expected to only worsen, increasing overall travel times on Highway 17.



The Problem

The turning movements both at Keating Cross Road and East Saanich Road at Highway 17 will experience significant delays and queues as the gaps for vehicles turning left are significantly reduced due to the increase in southbound highway traffic.

In addition, the overall operational performance at Central Saanich Road and Keating Cross Road intersection will reduce over the next 25 years with the planned growth in Central Saanich.



The Problem

Traffic making left turns from Highway 17 to Keating Cross Road also experiences more frequent and more severe collisions than provincial averages. These patterns are expected to worsen with growing traffic along Highway 17 and increased local traffic.

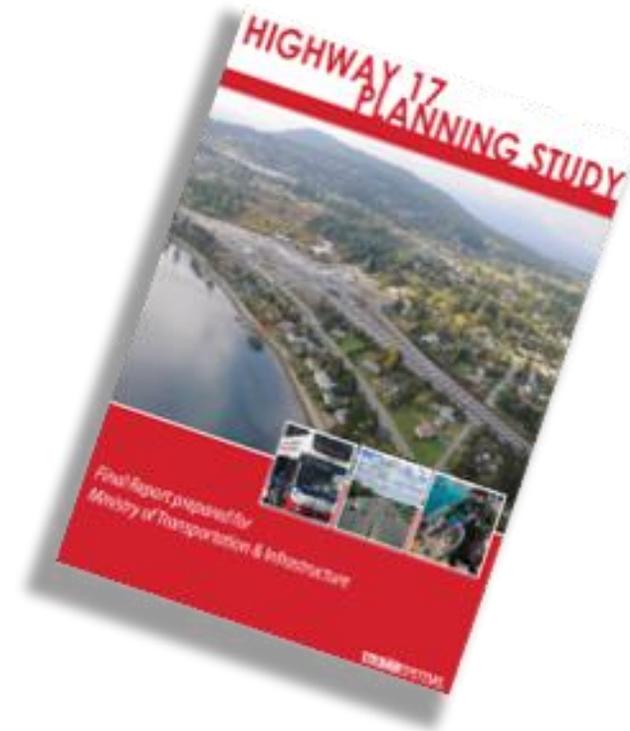


Why this project? Why now?

Keating Cross Road was identified as a priority in transportation planning studies.

In 2014, a **Highway 17 Corridor Plan** was created to establish priorities for improvements along the highway.

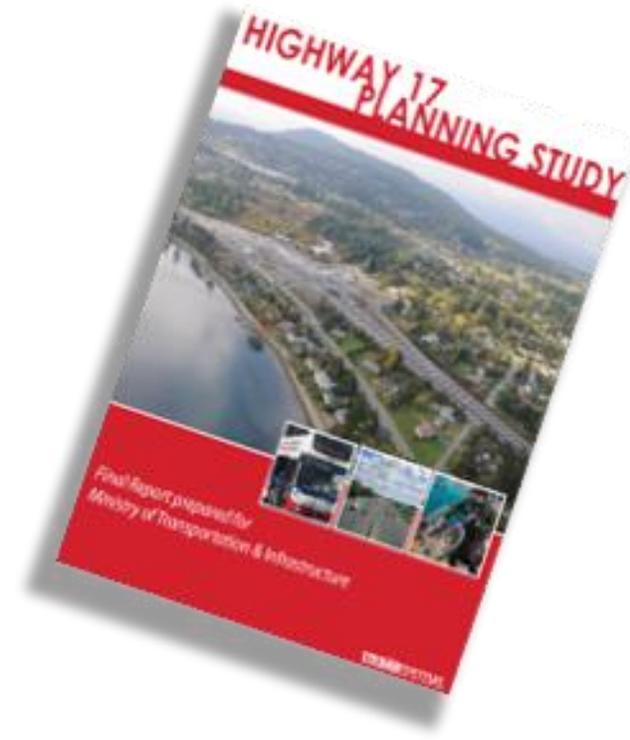
Level of Service (LOS) is a qualitative measure used to relate the relative quality of motor vehicle traffic service. There are six ratings from LOS A (the highest level of service where the traffic is free-flowing) to LOS F (a failing grade where traffic flow is reduced to start/stop at minimal speeds). The corridor plan identified that, without improvements, delays on the highway in the northbound direction are expected to approach failing conditions for both AM and PM times, (LOS E) increasing overall travel times on Highway 17.



Why this project? Why now?

Turning movements at Keating Cross Road and East Saanich Road at Highway 17 will experience significant delays and queues as the gaps for vehicles turning left are significantly reduced due to increased southbound highway traffic. The overall operational performance at Central Saanich Road and Keating Cross Road intersection will also reduce from a LOS A/B today to a LOS F over the next 25 years with the planned growth in Central Saanich.

The Keating Flyover is given priority over other interchanges due to the potential for high-speed head-on crashes at the uncontrolled left turns at Keating Cross Road as well as at the similar East Saanich Road left turn exit just to the north. Safety at these locations will be addressed with the Keating flyover.



Why this project? Why now?

The South Island Transportation Plan, released by the Ministry of Transportation and Infrastructure in September 2020, also lays the groundwork for future improvements to the ways people get around on southern Vancouver Island. The strategy identifies additional improvement options for transit, cycling, pedestrian movements, ferry services, rail and existing roads and the connections between them.

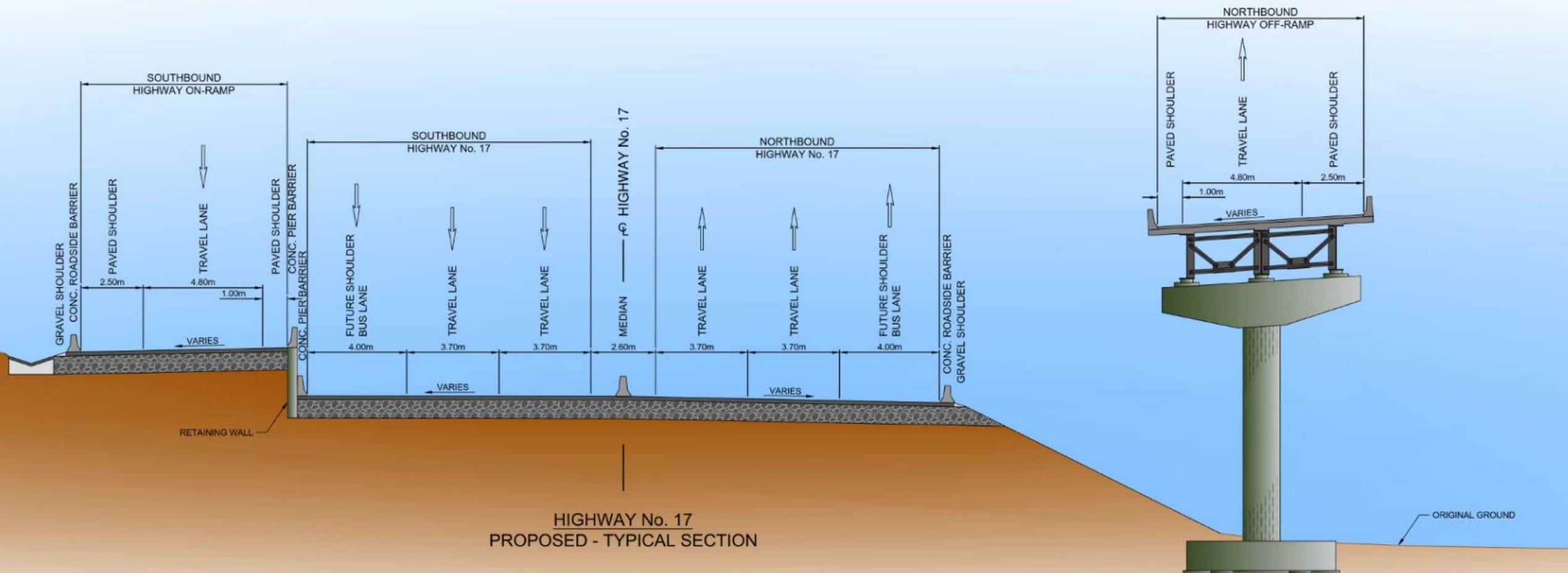


Project Scope

Sections of the design for this work are shown below. The new “**flyover**” overpass from northbound Highway 17 to Keating Cross Road westbound, will eliminate the left turns across highway traffic onto Keating and East Saanich and provide a realigned southbound on ramp to Victoria from Keating. There will be **bus-on-shoulder** facilities to support future plans for bus rapid transit on Highway 17 in both directions.

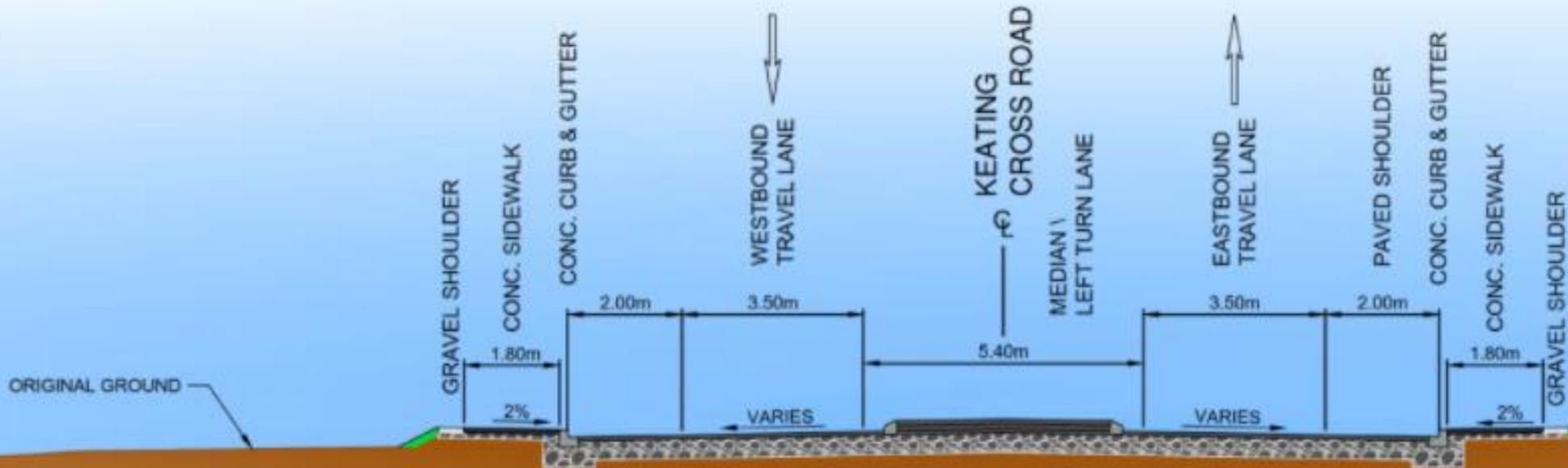


Project Cross Section



Project Cross Section

Keating Cross Road will be widened to support traffic using the new flyover and sidewalks will be installed to help support pedestrians.



KEATING CROSS ROAD
DISTRICT OF CENTRAL SAANICH
PROPOSED - TYPICAL SECTION

Project Scope

The Ministry is considering two options for the median along Keating Cross Road.

- Option 1 will prevent left turns onto Tamany Drive and Buena Vista Road.
- Option 2 will allow for left turns onto Tamany Drive and Bujena Vista Road. Swipe the image below to view both options being considered for the median along Keating Cross Road as well as the proposed sidewalks and retaining wall.

OPTION 1



CENTRAL SAANICH ROAD

KEATING CROSS ROAD

BARBARA DRIVE

BARBARA PLACE

BARBARA DRIVE

TAMANY DRIVE

BUENA VISTA ROAD

PROPOSED SIDEWALK

PROPOSED MEDIAN

PROPOSED RETAINING WALL

CLOSE

CLOSE

CLOSE

CLOSE

PROPOSED SIDEWALK

OPTION 2



BARBARA DRIVE

BARBARA PLACE

CENTRAL SAANICH ROAD

PROPOSED MEDIAN

PROPOSED SIDEWALK

PROPOSED MEDIAN

PROPOSED RETAINING WALL

CLOSE

CLOSE

CLOSE

KEATING CROSS ROAD

KEATING CROSS ROAD

CLOSE

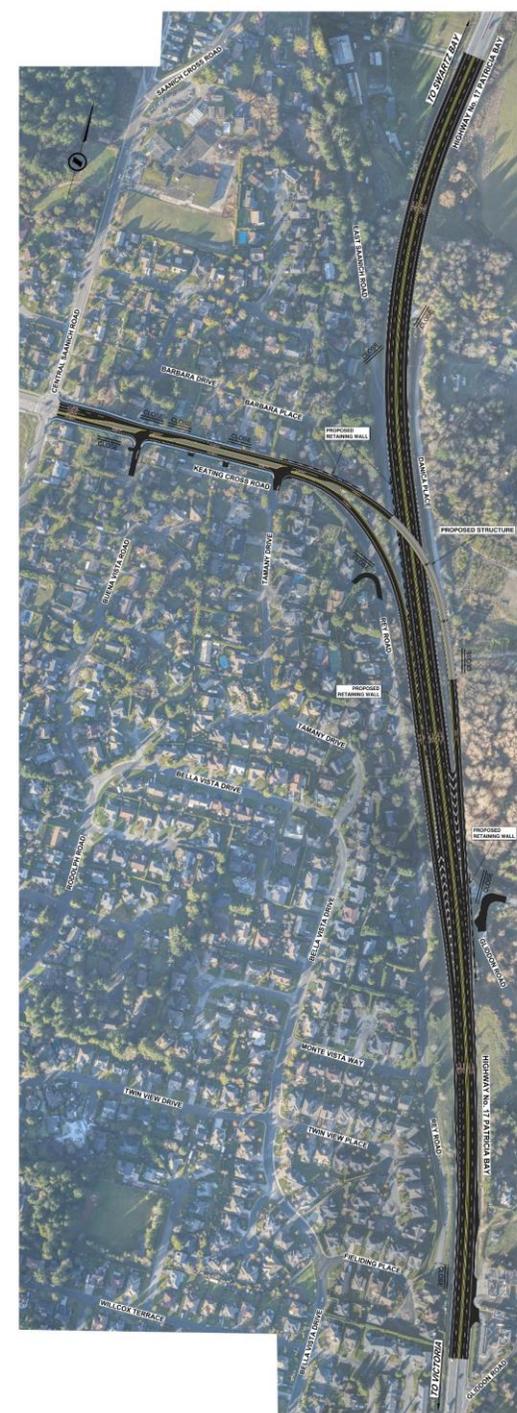
PROPOSED SIDEWALK

BUENA VISTA ROAD

TAMANY DRIVE

Project Scope

This image is an overview of the Highway 17 Keating Cross Road Flyover Interchange that includes the entire project scope. Note this overview shows only Option 2 for the median along Keating Cross Road.



Future Pedestrian and Cycling Connections

The Ministry of Transportation and Infrastructure is working with the District of Central Saanich and the Capital Regional District to explore a connection between Lochside Trail and Central Saanich. This would provide for a future dedicated pedestrian and cyclist connection between the residential areas in Central Saanich to the Lochside Trail.

To find out more about the District of Central Saanich's Active Transportation Planning process follow this link to [Letstalkcentralsaanich.ca/activetransportation](https://letstalkcentralsaanich.ca/activetransportation)

Key Benefits



Accomodate
growing traffic
demands



Reduce idling times
and related air
emissions



Improve safety



Improve traffic flow
and travel times
along Highway 17



Support future plans
for rapid transit



Relieve existing
vehicle congestion

Timeline

Early design and consultation is now underway with construction targeted to start in 2021 and be completed in 2023.

People in the area of Keating Cross Road and Highway 17 have already begun seeing workers on site conducting initial engineering.



Project Funding

This project is funded with contributions from the Government of Canada (federal), Province of British Columbia, and District of Central Saanich. The initial project estimate is \$44.3 million.

