



Engagement Summary Report

August 20 to September 20, 2020

**Goldstream Median Barrier Widening Project
Highway 1 - Malahat Safety Improvements**

Ministry of Transportation and Infrastructure
www.gov.bc.ca/malahatsafetyimprovements



The views represented in this engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the community engagement, and therefore do not reflect a random sample.

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1. Background

The Highway 1 Malahat corridor, specifically the Goldstream Provincial Park segment, links local communities and serves as a crucial route for the movement of goods and people in the region. In the summer months, the Ministry's traffic data shows that more than 29,000 people drive Highway 1 through the Goldstream park area every day. Daily traffic has increased by nearly 4,000 cars a day over the past 10 years.

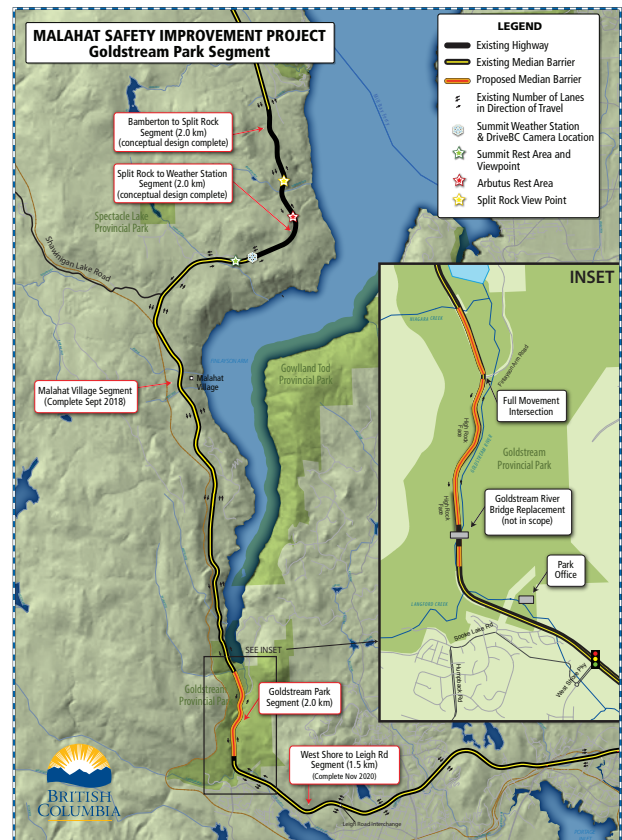
The Goldstream Median Barrier Widening project would contribute to a more reliable connection between Victoria and Duncan, while increasing safety for drivers and people visiting Goldstream park.

Proposed improvements include:

- widening and minor realignment along 1.7 kilometres of road to accommodate the installation of median barriers, wider paved shoulders, roadside barrier and improvements to the Finlayson Arm Road intersection; and
- elements to improve active transportation options and the safety and experience for Goldstream park visitors, such as enhancing and protecting an existing trail overlooking the river parallel to the highway, improved parking and trail network connections, a pedestrian bridge over the Goldstream River and a safe pedestrian highway crossing structure.

The project would be constructed within existing highway right-of-way. No park boundary adjustments are being proposed to Goldstream Provincial Park. The highway will remain one lane in each direction.

The Goldstream Median Barrier Widening project is part of the larger ongoing Malahat Safety Improvement Project. Over 60% of the Malahat corridor is now median divided. Only Goldstream park and a four-kilometre section near the summit between Split Rock View Point and Bamberton remain undivided.



2.

Public Engagement (August 20-September 20, 2020)

2.1. PURPOSE

Public engagement was held to seek public feedback regarding proposed safety improvements to the 1.7-kilometre stretch of the Trans-Canada Highway in the Goldstream park area, located near Finlayson Arm Road.

2.2. ONLINE ENGAGEMENT MATERIALS

Due to COVID-19, the engagement was conducted online.

The Ministry provided information about the project through materials posted on the project website at gov.bc.ca/malahatsafetyimprovements, including a flyover video and a set of presentation materials.

Materials provided information about the project including corridor background, constraints, design and next steps.

An online survey sought feedback regarding:

- Frequency and mode of travel along the corridor
- Importance of aspects of the project
 - Installation of median barrier
 - Wider paved shoulders
 - Installation of roadside barrier
 - Enclosed drainage system (spill mitigation)
 - Finlayson Arm Intersection improvements
 - Retention of vegetation
 - Environmental enhancements
 - Paved parking lot adjacent to Finlayson Arm Road intersection
- Improved trail along Goldstream River
- Connecting trails to park and regional network
- Pedestrian bridge over Goldstream River
- Pedestrian overpass crossing the highway
- Additional features for consideration
- Agreement that proposed changes will improve the safety and reliability of the corridor
- Importance of communications methods in staying informed about the project

Engagement materials can be found on the project website.

2.3. NOTIFICATION

Notification of the opportunity to participate in the online engagement included:



An information bulletin from the Ministry of Transportation and Infrastructure on August 20, 2020, which resulted in media stories from

- CHEK News
- CTV News Vancouver Island
- My Cowichan Valley Now
- Times Colonist
- Victoria News



3 Facebook posts on facebook.com/tranbc (29K followers) between August 20–September 20



13 tweets from @govTogetherBC (1.7K followers) between August 20–September 20



18 tweets from @TranBC (34.2K followers) between August 20–September 20



2.4. PARTICIPATION

1,795 online surveys were completed between August 20 and September 20, 2020. The results from these surveys can be found in section 3.

2.5. HOW INPUT WILL BE USED

Public input received and summarized in this report will be considered while advancing and finalizing the design.

Considering your input as we implement the South Island Transportation Strategy

In September 2020, the Province of BC released the South Island Transportation Strategy, which lays the groundwork for future improvements to the ways people get around on southern Vancouver Island.

The strategy focuses on improvements to transit and active transportation, and advancing these priorities requires partnerships with Indigenous, local and regional governments and BC Transit. The Ministry of Transportation and Infrastructure will be working with partners to support the implementation of short-, medium- and long-term priorities identified in the strategy.

Each of the identified priorities supports the goals of the strategy: to ensure sustainable options for a variety of travel modes, to strengthen connections between travel modes and improve connections between communities, to improve the safety and reliability of the transportation network, and to support and encourage active transportation options.

The strategy is part of CleanBC, a plan to help transform how people move around, while encouraging more active transportation in communities. Improving active transportation on Southern Vancouver Island is also part of the B.C. government's Active Transportation Strategy, Move. Commute. Connect.

Some of the input and ideas provided through the Goldstream Median Barrier Project engagement will be considered by the Ministry as we work to implement the South Island Transportation Strategy.

To read the strategy, please visit: gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/vancouver-island/south-island-transportation-strategy



3.

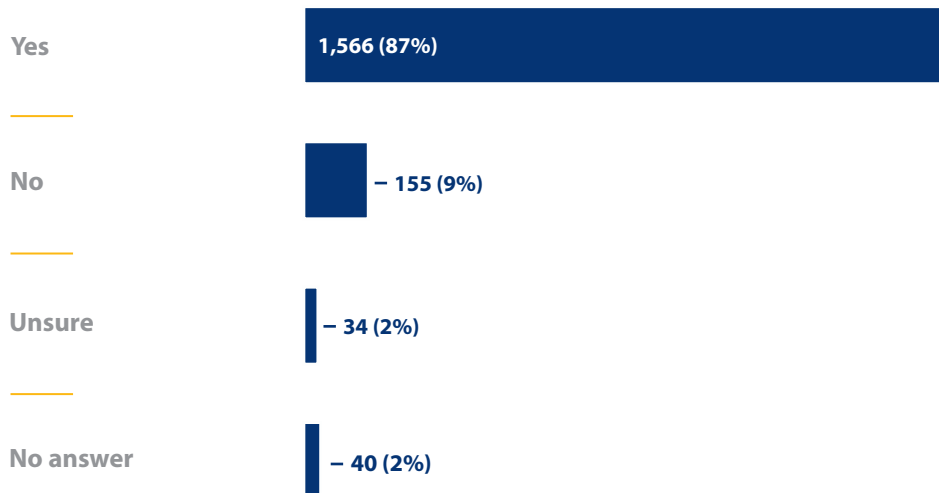
Engagement Results

The following are summary results from the 1,795 survey responses.

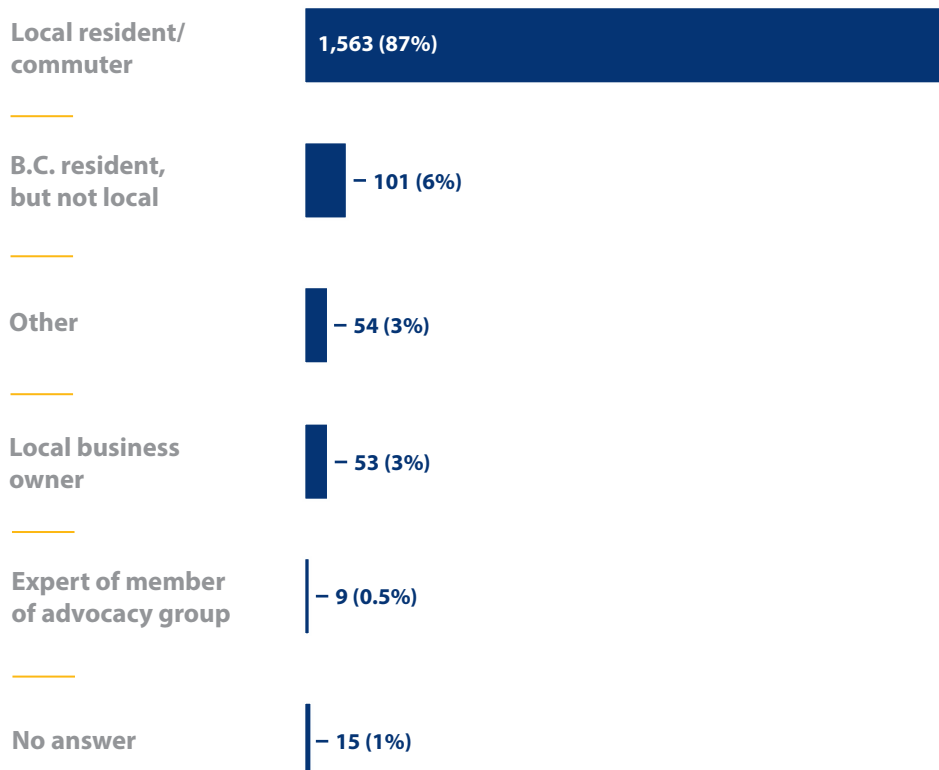
Please note that not all respondents answered every question. Some percentages may not add up to 100% due to rounding. The total number of mentions for qualitative data may exceed the total number of respondents as participants may have commented on more than one topic.

The Ministry of Transportation and Infrastructure has read and will consider all feedback. The following is a summary of the most frequently mentioned themes.

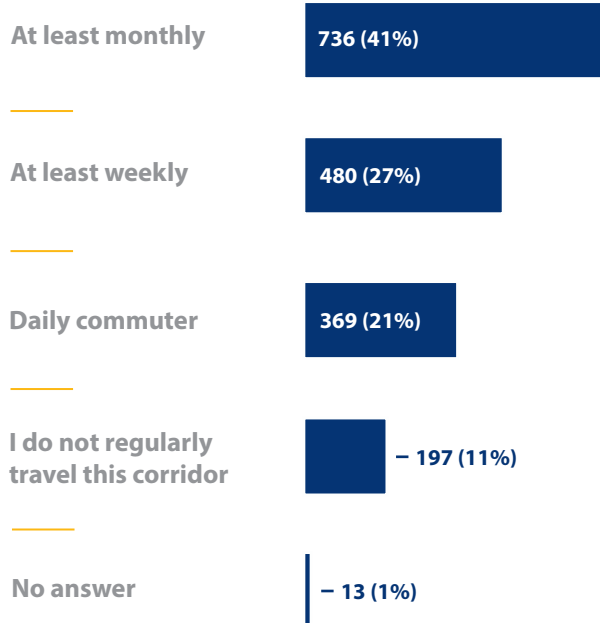
1. DID YOU VIEW THE PUBLIC ENGAGEMENT MATERIALS FOUND ONLINE AT THE PROJECT WEBSITE GOV.BC.CA/MALAHATSAFETYIMPROVEMENTS?



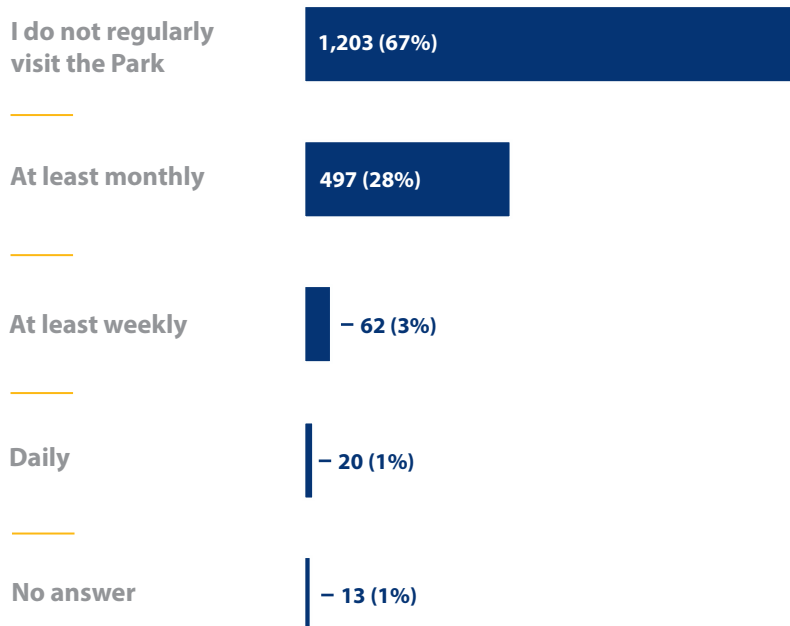
2. HOW WOULD YOU BEST DESCRIBE YOURSELF?



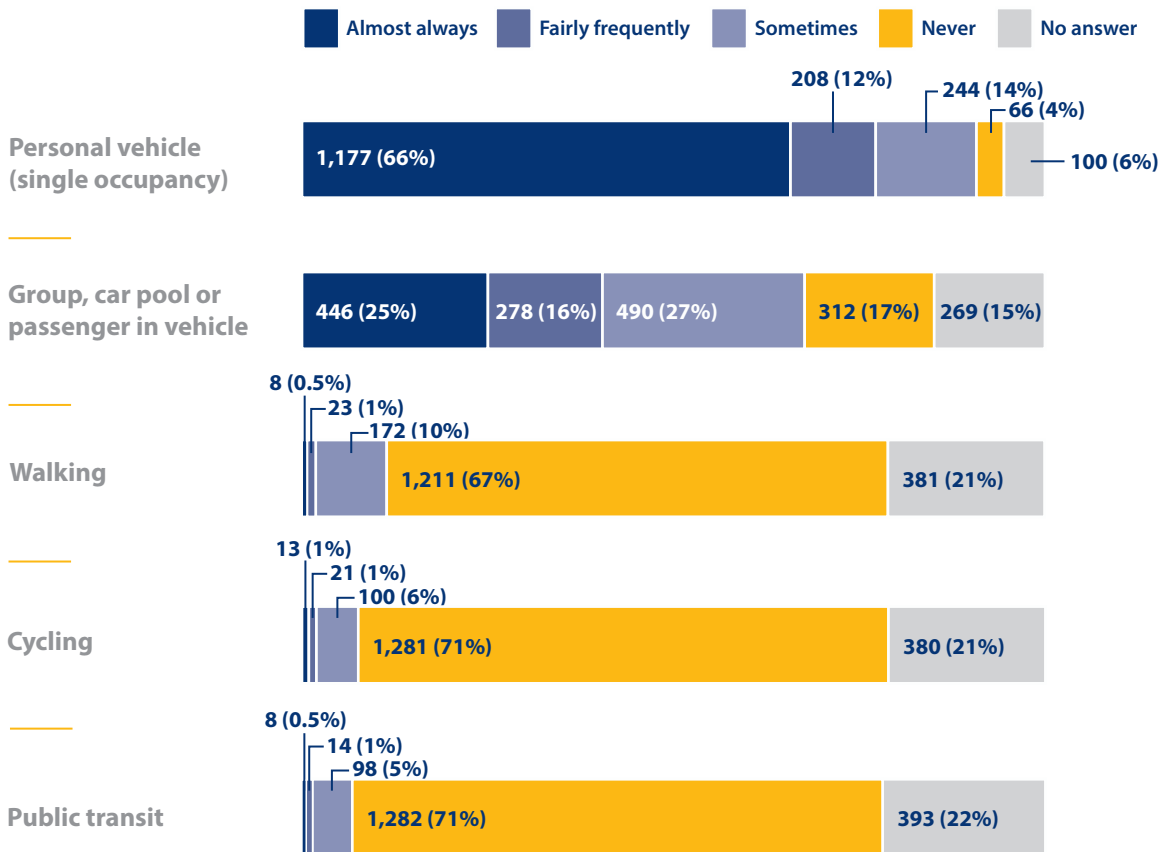
3. HOW OFTEN DO YOU TRAVEL THE CORRIDOR?



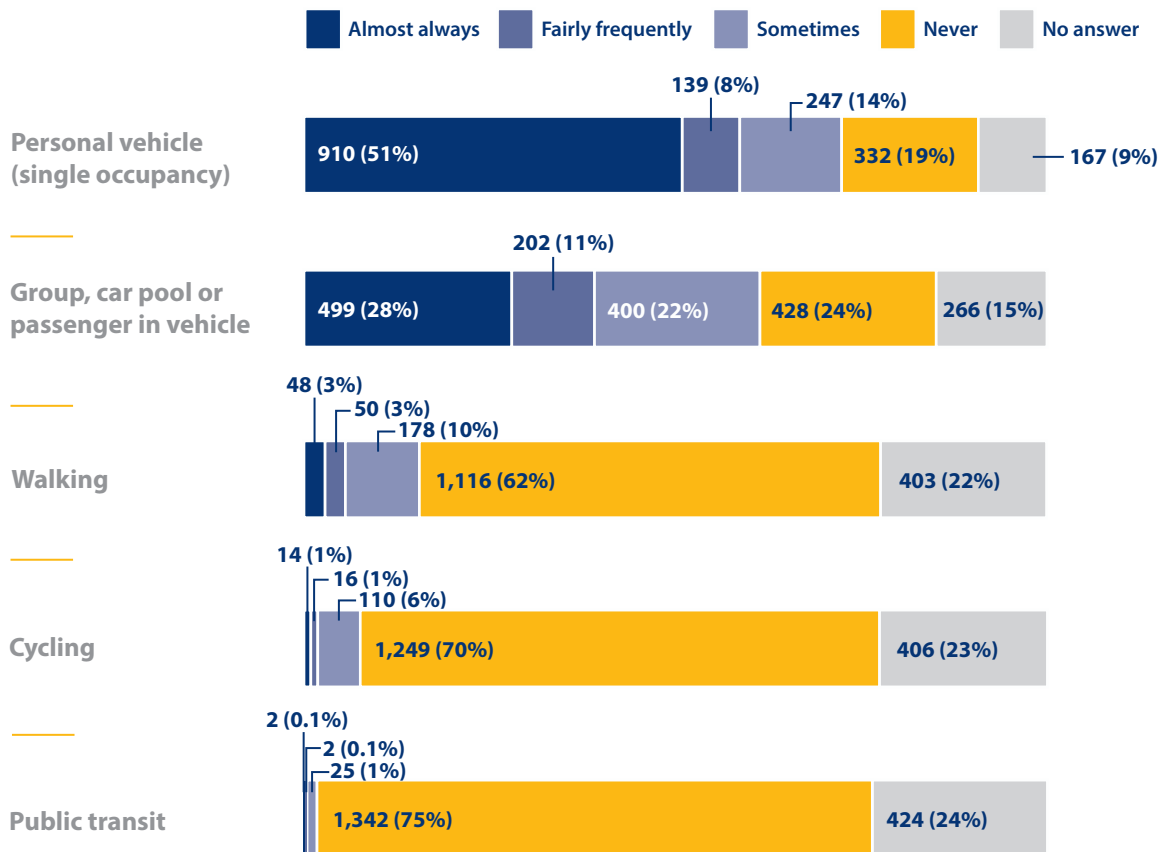
4. HOW OFTEN DO YOU VISIT GOLDSTREAM PARK?



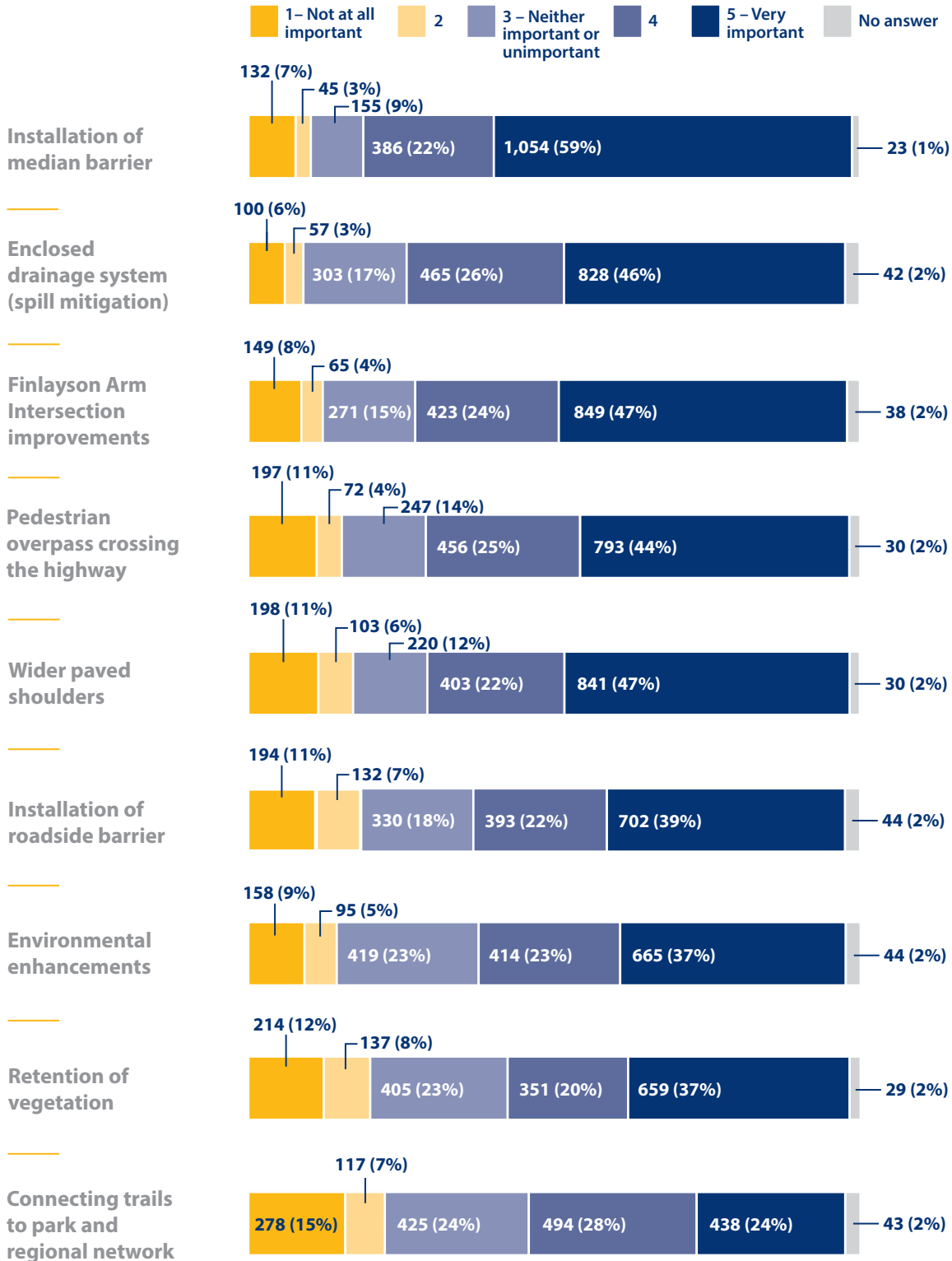
5. WHAT MODE OF TRAVEL DO YOU TYPICALLY USE WHEN YOU TRAVEL THE CORRIDOR?

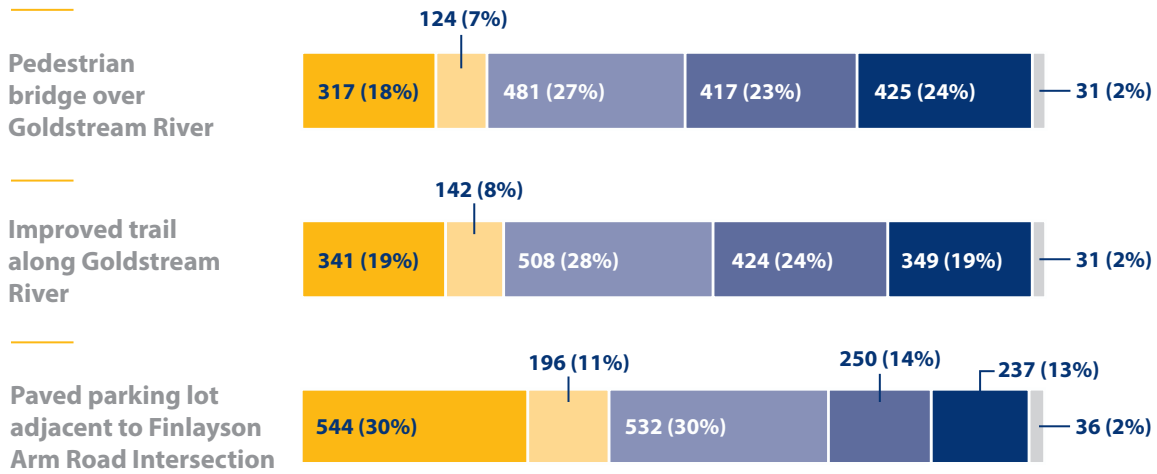


6. WHAT MODE OF TRAVEL DO YOU TYPICALLY USE WHEN YOU VISIT GOLDSTREAM PARK?

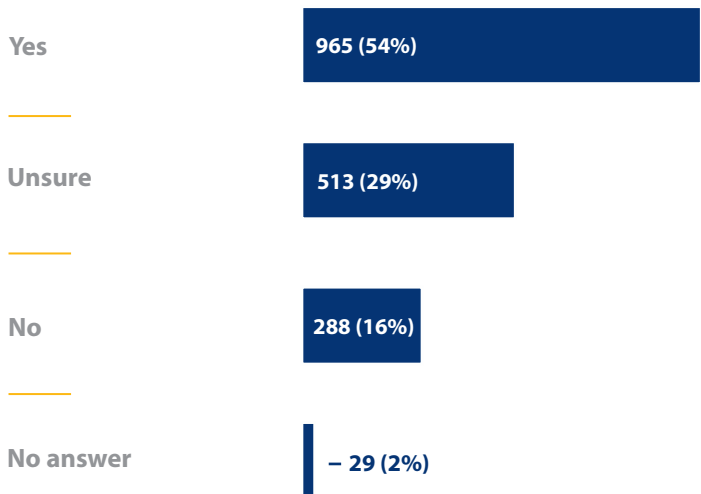


7. HOW IMPORTANT ARE THE FOLLOWING ASPECTS OF THE PROPOSED HIGHWAY 1 – GOLDSTREAM MEDIAN BARRIER WIDENING PROJECT TO YOU?





8A. ARE THERE ANY OTHER FEATURES THAT WE SHOULD CONSIDER INCORPORATING INTO THE PROPOSED PROJECT?



8B. WHAT OTHER FEATURES SHOULD BE CONSIDER INCORPORATING INTO THE PROPOSED PROJECT?

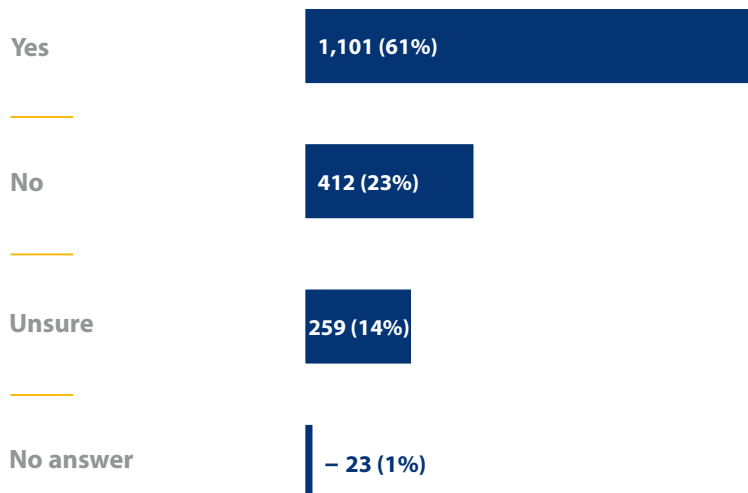
Of the 956 responses to this question, the following were the most frequently mentioned themes:

Theme	Number of mentions
Participants suggested that more capacity be added to the highway	436
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Providing two lanes in each direction to increase highway capacity and reduce bottlenecks (382) – Providing one additional lane that would alternate direction depending on rush hour (69) 	
Participants expressed concerns about the safety and efficiency of the Finlayson Arm Road intersection and made suggestions for improvements	161
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Implementing a traffic light with a sensor (45) – Removing the ability to turn left in and/or out (34) – Implementing a long protected middle merge lane exiting the park into southbound traffic (28) 	
Participants expressed concerns that the project will not address capacity issues along the corridor	155
Participants expressed support for moving the highway or building an alternative route, and maintaining the current road as a scenic route	95
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Alternative highway alignment (63) – Building a bridge (17) – Building a tunnel (14) 	
Participants requested that future growth be taken into account when making project decisions, including a plan to accommodate future expansion of the highway if additional capacity is not being implemented now	65
Participants expressed support for building a stacked or elevated highway above the existing one	56
Participants suggested that there be greater police/enforcement presence and increased penalties for infractions, including speed cameras	53
Participants provided suggestions related to controlling speeding	53
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Reducing the speed limits (33) – Implementing physical speed calming measures (8) 	

Theme	Number of mentions
Participants provided comments about the importance of preserving and/or enhancing the natural environment, including appreciation for the project's respect of the environment and concern about the ways in which the project might affect the environment	43
Participants expressed concerns about safety, including requests for more safety measures and comments about how dangerous the highway currently is	41
Participants expressed concerns about project effects on the Goldstream River, its riparian zone and salmon habitat as a result of vehicle vibration, pollution runoff, and loss of tree cover	39
Participants expressed concerns about medians limiting drivers' ability to be rerouted in the case of an accident, including requests for breaks in the median	27
Participants expressed support for medians separating traffic	26
Participants suggested including a dedicated bike lane or multi-use path along the highway, often including request for it to be barrier separated	23
Participants suggested improving lighting	22
Participants expressed support for the project's pedestrian improvements	22
Participants provided suggestions about improving the efficiency and safety of all highway intersections or intersections outside of the scope of the project	21
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Removing traffic lights (6) – Implementing overpasses/interchanges (6) 	
Passenger/freight rail, in the interest of capacity improvements and climate change	21
Participants expressed concerns about accessibility, safety or location of the proposed recreational improvements	18
Participants made suggestions for improved highway crossing capabilities for cyclists and pedestrians, such as additional underpasses and overpasses	18
Participants requested more cyclist infrastructure, interconnectivity and safety measures	18
Participants expressed opposition to spending money on recreational features	17
Participants commented that individual drivers are the problem, as much or more than the road itself, including suggestions to fund driver education programs and increase vehicle inspection standards	16

Theme	Number of mentions
Participants provided suggestions for improvement of public transit access along the highway, often in the interest of addressing capacity and climate change	16
Participants expressed support for widening the shoulders of the highway to accommodate emergency vehicles, pullouts and passing in the case of traffic stoppage	15
Participants suggested including animal crossings or fencing	12
Participants made comments related to parking	10
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Opposition to parking on highway or implementing any additional parking (5) – Request for more, improved, or specialized parking (4) 	
Participants provided comments about project construction activities	10

9A. DO YOU THINK THE PROPOSED CHANGES WILL HELP IMPROVE THE SAFETY AND RELIABILITY OF THE CORRIDOR?



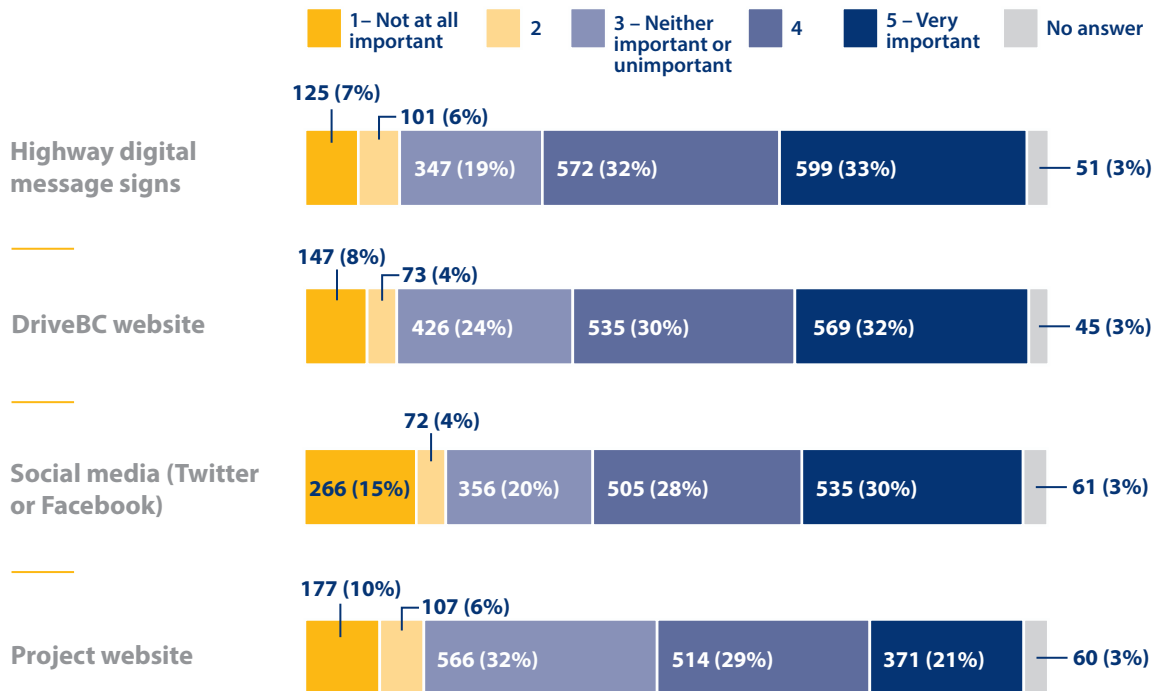
9B. WHAT OTHER CHANGES WILL HELP IMPROVE THE SAFETY AND RELIABILITY OF THE CORRIDOR?

Of the 380 responses to this question, the following were the most frequently mentioned themes:

Theme	Number of mentions
<p>Participants suggested that more capacity be added to the highway</p> <p>The most frequently mentioned suggestions were:</p> <ul style="list-style-type: none"> – Including two lanes in each direction to increase highway capacity and reduce bottlenecks (159) – Including one additional lane that would alternate direction depending on rush hour (17) 	192
<p>Participants expressed support for moving the highway or building an alternative route, and maintaining the current road as a scenic route</p> <p>The most frequently mentioned suggestions were:</p> <ul style="list-style-type: none"> – Alternative highway alignment (53) – Building a bridge (13) – Building a tunnel (6) 	73
<p>Participants expressed concerns that the project will not address capacity issues along the corridor</p>	71
<p>Participants suggested that there be greater police/enforcement presence and increased penalties for infractions, including speed cameras</p>	53
<p>Participants provided suggestions related to controlling speeding</p> <p>The most frequently mentioned suggestions were:</p> <ul style="list-style-type: none"> – Reducing the speed limits (29) – Implementing physical speed calming measures (11) 	49
<p>Participants commented that individual drivers are the problem, as much or more than the road itself, including suggestions to fund driver education programs and increase vehicle inspection standards</p>	33
<p>Participants expressed concern about the safety and efficiency of the Finlayson Arm Road intersection and made suggestions for improvements</p> <p>The most frequently mentioned suggestion was:</p> <ul style="list-style-type: none"> – Removing the ability to turn left in and/or out (13) 	30
<p>Participants expressed opposition to the project, including comments that the highway is fine as it is</p>	24

Theme	Number of mentions
Participants requested that future growth be taken into account when making project decisions, including a plan to accommodate future expansion of the highway if additional capacity is not being implemented now	24
Participants expressed support for medians separating traffic	18
Participants provided suggestions about improving the efficiency and safety of all highway intersections or intersections outside of the scope of the project	17
<p>The most frequently mentioned suggestions were:</p> <ul style="list-style-type: none"> – Implementing overpasses/interchanges (6) – Removing traffic lights (4) – Removing the ability to turn left off of and/or onto the highway (3) 	
Participants expressed concerns about safety, including requests for more safety measures and comments about how dangerous the highway currently is	16
Participants provided comments about the importance of preserving and/or enhancing the natural environment, including appreciation for the project's respect of the environment and concern about the ways in which the project might affect the environment	15
Participants expressed support for building a stacked or elevated highway above the existing one	13
Participants suggested exploration of passenger/freight rail, in the interest of capacity improvements and climate change	13
Participants expressed concerns about medians limiting drivers' ability to be rerouted in the case of an accident, including requests for breaks in the median	13
Participants expressed support for widening the shoulders of the highway to accommodate emergency vehicles, pullouts and passing in the case of traffic stoppage	12
Participants expressed general support for the improvements from a safety perspective, but often noted that reliability is left out	12
Participants expressed support for the project's pedestrian improvements	11
Participants expressed opposition to spending money on recreational features	10

10A. HOW IMPORTANT ARE EACH OF THE FOLLOWING INFORMATION SOURCES IN KEEPING YOU INFORMED ABOUT THIS PROJECT?



10B. ARE THERE OTHER INFORMATION SOURCES NOT LISTED ABOVE WHERE YOU GO FOR INFORMATION?

Of the 449 responses to this question, the following were the most frequently mentioned sources of information:

Sources of information	Number of mentions
Local news outlets, including the Times Colonist, Capital Daily, CHEK News, Victoria Buzz, Malahat News, The Citizen, The Discourse, Goldstream Gazette, Oak Bay News, and The Tyee	164
General media or news	91
Social Media	54
Provincial news outlets, including CBC, Global, CTV	26
DriveBC Website	14
Google Maps and other GPS systems	12
Interpersonal connections, including word of mouth about conditions	12
Provincial government and agency websites including BCCDC and BC Parks	10

11. DO YOU HAVE ANY ADDITIONAL COMMENTS OR CONCERNS ABOUT THE HIGHWAY 1 – GOLDSTREAM MEDIA BARRIER WIDENING PROJECT? PLEASE SHARE YOUR THOUGHTS.

Of the 895 responses to this question, the following were the most frequently mentioned themes:

Theme	Number of mentions
Participants suggested that more capacity be added to the highway	275
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Providing two lanes in each direction to increase highway capacity and reduce bottlenecks (206) – Providing one additional lane that would alternate direction depending on rush hour (13) 	
Participants expressed concerns that the project will not address capacity issues along the corridor	185
Participants expressed support for moving the highway or building an alternative route, and maintaining the current road as a scenic route	107
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Alternative highway alignment (75) – Build a bridge (21) – Build a tunnel (9) 	
Participants provided comments about the importance of preserving and/or enhancing the natural environment, including appreciation for the project’s respect of the environment and concerns about the ways in which the project might affect the environment	96
Participants expressed support for the project improvements	85
Participants provided comments about project construction activities	74
The most frequently mentioned themes were: <ul style="list-style-type: none"> – Concerns about traffic disruption, requests to work at night, and comments about construction fatigue on the highway (64) – Questions and comments about the construction timeline (11) – Concerns about environmental disturbance (5) 	
Participants requested that future growth be taken into account when making project decisions, including a plan to accommodate future expansion of the highway if additional capacity is not being implemented now	62
Participants expressed opposition to the project, including comments that the highway is fine as it is	59

Theme	Number of mentions
Participants expressed concerns about the safety and efficiency of the Finlayson Arm Road intersection and made suggestions for improvements	55
The most frequently mentioned suggestions were: <ul style="list-style-type: none"> – Implementing a traffic light, with a sensor (11) – Removing the ability to turn left in and/or out (9) – Implementing a long protected middle merge lane exiting the park into southbound traffic (7) – Implementing a U-turn route close by (5) 	
Participants provided suggestions related to controlling speeding	54
The most frequently mentioned themes were: <ul style="list-style-type: none"> – Reducing the speed limits (28) – Concern that widening the shoulders would encourage speeding (12) 	
Participants suggested that there be greater police/enforcement presence and increased penalties for infractions, including speed cameras	53
Participants expressed concerns about project effects on the Goldstream River, its riparian zone and salmon habitat as a result of vehicle vibration, pollution runoff, and loss of tree cover	53
Participants expressed concerns about safety, including requests for more safety measures and comments about how dangerous the highway currently is	52
Participants commented that individual drivers are the problem, as much or more than the road itself, including suggestions to fund driver education programs and increase vehicle inspection standards	41
Participants expressed support for medians separating traffic	30
Participants expressed support for the project's pedestrian improvements	36
Participants provided comments about government accountability, policy and land use decisions	36
Participants provided comments about the engagement process or materials, including comments that materials were misleading or incomplete	29
Passenger/freight rail, in the interest of capacity improvements and climate change	26
Participants provided comment about project cost, funding and bidding process	25
Participants expressed support for building a stacked or elevated highway above the existing one	23
Participants expressed opposition to spending money on recreational features	20
Participants expressed concerns about medians limiting drivers' ability to be rerouted in the case of an accident, including requests for breaks in the median	20