



# *Let's Get Moving!*



## **TRANSPORTATION & HEALTH INITIATIVE FINAL REPORT**

**FOR  
JUAN DE FUCA ELECTORAL AREA  
&  
DISTRICT OF SOOKE  
NOVEMBER, 2007**

**FUNDED BY:  
UNION OF BC MUNICIPALITIES'  
COMMUNITY HEALTH PROMOTION FUND**



## PREFACE

The CRD Transportation & Health Initiative was made possible through the Union of B.C. Municipalities' Community Health Promotion Fund granted to the Juan de Fuca Electoral Area of the Capital Regional District in 2007. The project was accomplished by the work of a steering committee representing a broad cross section of health, recreation, transportation and conservation organizations, and through the dedication of many individuals and volunteers. The steering committee made a generous contribution of time and effort to the process; their names are included here:

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**Brendan Mather**, Vancouver Island Health Authority (VIHA)  
**Marlene Barry**, Community Health Initiative (CHI)  
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**Patricia Summers**, Community Prevention Coordinator, BC Cancer Agency Prevention Programs  
**Kerrie McLean**, T'Sou-ke First Nation  
**Sid Jorna**, Juan de Fuca Community Trails Society

Project Coordinator, Emma Taylor, worked in conjunction with the steering committee to collect public input and compile recommendations for improving active transportation infrastructure. This report has been developed from extensive public input and is intended to provide key stakeholders in government with a foundation upon which to base future transportation and recreation planning. Comments on the report and suggestions for improvements are always welcome. Continued discussion and feedback will provide opportunity for successful implementation and community ownership. Comments can be directed to [etaylor@crd.bc.ca](mailto:etaylor@crd.bc.ca)

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## EXECUTIVE SUMMARY

Funding from the Union of B.C. Municipalities' 2007 Community Health Promotion Fund was granted to the Juan de Fuca Electoral Area for the Transportation & Health Initiative. The Initiative was established to address perceived limitations to active transportation infrastructure in the communities from East Sooke to Port Renfrew that was made evident by the 2006 Community Health Survey.

The Transportation & Health Initiative's goals include collecting community recommendations for improving safety, access to green space, public transportation, and trail networks; engaging residents, government and other stakeholders in the process; as well as providing relevant information to the communities about available transportation resources. A Committee was established to guide the Initiative and a Project Coordinator was hired to conduct consultations and collect information. A series of mapping workshops were hosted in each community to provide residents an opportunity to provide recommendations about improving active transportation infrastructure. Input was also collected at public events, through interviews, and in focus groups with youth. The use of maps was valuable to record ideas, local knowledge, and to appreciate the spatiality of the region.

The recommendations were received by the community and compiled by the Committee. Tables and maps included in this report outline the specific community priorities and related stakeholder groups responsible for the implementation. Key findings relate to expanding public transit in rural areas by extending routes, improving bus stops, increasing frequency and connectivity of routes; improving safety for pedestrians, wheelchairs and cyclists on roadways by constructing sidewalks, bike lanes and off-road trails, linking major destinations with pathways, installing crosswalks and signage to alert drivers; securing access to green space by developing existing park access points, erecting signage, protecting more land as park; and developing convenient multi-use trail networks to promote active living.

This report provides detailed information about the Transportation & Health Initiative, the process of community participation, and key recommendations for improving infrastructure in the Juan de Fuca Electoral Area and the District of Sooke.

## **PURPOSE OF TRANSPORTATION & HEALTH INITIATIVE**

The purpose of the Transportation & Health Initiative is to increase active living and improve the health of residents in the Juan de Fuca Electoral Area and District of Sooke by addressing active transportation options. The goals of the Initiative are to develop a preliminary plan for improvements and development of pedestrian and cycling routes, green space and other forms for public transportation and to engage local residents, community stakeholders, and elected officials and planners.

### ***BACKGROUND TO PROJECT***

The Transportation & Health Initiative was established in response to marked limitations in pedestrian and cycling routes in the Juan de Fuca Electoral Area and District of Sooke. A community analysis, largely based on existing data from a recent 2006 Household Survey conducted by the Community Health Initiative (CHI) in partnership with the Vancouver Island Health Authority (VIHA), has revealed a lack of safe cycling and pedestrian routes in many parts of Sooke and the Juan de Fuca.

65% of the survey respondents either disagreed or strongly disagreed that there is room to safely walk in their neighbourhoods; 73% of respondents either disagreed or strongly disagreed that there is room to safely bike in their neighbourhoods; 35% believe that it is not safe to cross the street; and almost 50% reported that drivers do not “behave well” on the road<sup>1</sup>. This data demonstrates that there is an overwhelming perception of a lack of safe routes for pedestrians and cyclists (Figure 1, Figure 2). This not only affects people wanting to exercise outdoors for recreation and leisure purposes, but also adults and children who want to walk or cycle to work, school, community events, or to access services. The CHI Household Survey also revealed that of those respondents experiencing barriers to accessing healthcare services, the majority cited transportation limitations (lack of car or accessible public transit, price of gas, etc.) as the reason. As will be described further in our report, a cursory review of the nature of our terrain, roadways, and historical development process will be enough to substantiate this perception.

In their report *Promoting Public Health through Smart Growth: Building Healthier Communities through Transportation and Land Use Policies and Practices*, Frank, Kavage and Litman (2005) reveal that over the long term, land

use and transportation policies can provide significant health benefits<sup>2</sup>. Research has documented that all else being equal, residents who live in communities with well-connected street and sidewalk networks and a supportive pedestrian environment, walk and bicycle more and drive less than residents of more isolated, automobile-dependent locations. This results in measurably better physical fitness, reduced likelihood of obesity and traffic crash risk, and fewer air pollutants per capita than residents of more automobile-oriented communities.

Given that many parts of the Juan de Fuca and Sooke areas are experiencing rapid growth (as much as twice the rate as the rest of the Capital Region and over three times the rate for the Province as a whole), it is important that pedestrian and cycling routes, as well as available transportation options are given significant consideration in future development. The good news is that there is tremendous momentum already in place in many of the area communities as a result of CHI and other partnerships that have been in existence for some time. The community is engaged, ready for positive changes and eager to be at the helm as those changes take place.

**Figure 1: Unsafe road conditions for walking and cycling**



## ***DESIGN OF PROJECT***

The project is *community driven* and consults with communities through partnerships, community mapping workshops, walkabouts, and informal discussions. The project is designed to be a *catalyst for action* by establishing *key priorities* that the community advocates for. The intention is for local government to carry forward these priorities in their planning processes. The project is *flexible* by respecting the diversity of culture, skills, knowledge and needs of the population. The project outcomes are reflective of this diversity and reveal a *coordinated effort*. Finally, by effectively engaging and nurturing the relationships between residents, partners, and local government planners, working relationships will be *sustained* and empower collaborative efforts in the future.

**Figure 2: Road conditions in Sooke town core**



## REPORT RECOMMENDATIONS

### *PURPOSE*

The purpose of the report is to provide a series of strategies and priorities to key stakeholders in government based on recommendations suggested and verified by communities in the Juan de Fuca Electoral Area and District of Sooke. These recommendations will contribute to establishing a comprehensive transportation, cycling and pedestrian network for the area.

### *REPORT FORMAT*

The report is organized into five sections and is complemented by appendices, figures and tables:

- Section 1 provides a description of area including geographical and demographic trends, an overview of development activity, available transit services, state of roadways, existing green space and trail networks;
- Section 2 outlines the process of community consultation and key themes are identified;
- Section 3 highlights the importance of community partnerships in providing information to the public and examines key initiatives;
- Section 4 defines land acquisition methods as planning strategies for future implementation;
- Section 5 describes the main community objectives gathered from public consultations. The community objectives are provided within four theme areas: **public transit and access to services, safety, protecting green space, and establishing trail networks;**
- Finally, Section 6 outlines brief remarks about promoting active transportation and future recommendations for implementing the objectives;
- Maps, media items and supplementary information are included in the appendix.

## ***DESCRIPTION OF AREA***

### **Juan de Fuca Electoral Area**

The Juan de Fuca Electoral Area (JDFEA) landmass comprises 152,309 hectares (376,355 acres); more than two thirds of the Capital Regional District (CRD) on southern Vancouver Island<sup>3</sup>. The geography varies from accessible beaches to rugged bluffs, from mountainous alpine areas to pastoral farmland. Extensive wilderness, abundant wildlife, temperate climate, access to parks, trails and beaches and the rural residential profile make the JDFEA attractive to visitors and tourists from all parts of the world. Residents value the rural quality of life made possible by the expansive geography and strong community spirit, expressed in the multitude of volunteer organizations and efforts in the region. Land use is predominantly resource-based and rural residential with economic benefit arising from tourism. Resource lands are largely the property of the Provincial Crown or owned by private forest companies. Due to the popularity of the area, rural residential communities in the JDFEA are estimated to increase in population by over 50% in the next two decades<sup>4</sup>. Sub-areas in the JDFEA considered in this study include: East Sooke, Otter Point, Shirley/Jordan River, and Port Renfrew. These areas are described here and shown on map in APPENDIX. Areas of the JDFEA not considered in this study include: Malahat, Willis Point, Songhees First Nation Reserve.

East Sooke – This area includes the area to the south and east of Sooke Basin and the First Nations Reserve of Beecher Bay. The 2006 population was 1,580 residents<sup>5</sup>.

Otter Point – This area includes the area west of Broom Hill surrounding Kemp Lake to Muir Creek. The population in 2006 was 1,660 residents<sup>6</sup>.

Shirley/Jordan River – This area extends along the Strait of Juan de Fuca from the border of Otter Point at Muir Creek to west of Jordan River. The population in 2006 was approximately 436<sup>7</sup>.

Port Renfrew – This area is an isolated settlement in the most westerly region of the CRD and JDFEA and includes the Pacheedaht First Nation. The population in 2006 was 208<sup>8</sup>.

Resource Lands – The JDFEA Resource Lands extend from the Malahat west to beyond the shores of Port San Juan, encompassing an area of approximately 131,750 Ha<sup>9</sup>.

## District of Sooke

Sooke is the most recent municipality in the CRD, having incorporated in 1999. The District land incorporates 25,394 acres<sup>10</sup> and supports a mix of rural and semi-rural lifestyles together with more urban development. The population in 2006 was 9,704, with a growth rate of approximately 2.5% per year. The T'Sou-ke First Nation is located along the eastern shores of the Sooke River and in Sooke Basin. The town of Sooke is situated on the north shores of the Sooke Basin overlooking the Juan de Fuca Strait and Olympic Mountain range and is surrounded by rolling forested hills and salmon-spawning rivers. Although the District is well-serviced by natural open space, it lacks cohesive administration of park and recreation facilities. Public schools and community associations are valuable assets, offering additional facilities for recreation. The 2001 Official Community Plan (OCP) states:

Currently parks and open spaces function in isolation, they lack the unity and synergy of a planned Open Space System. A high priority identified in previous plans and reinforced during public consultation for this Plan was the need to establish a linear greenway (trails) system, a system which would link public and private open space into a network of environments, recreation spaces and alternative transportation corridors<sup>11</sup>.

The downtown is centered on the intersection of Otter Point and Sooke Roads. The character of this area is that of a commercial strip with haphazard development. As described in the OCP,

The pedestrian environment is poor, with most of the public realm devoted to parking and vehicle circulation and access. Sidewalks are not continuous and pedestrian routes are not well-marked as they cross through vehicle access areas. Pedestrian access across the highway is limited. Despite the amount of area devoted to cars, vehicle circulation, access, and turning is restricted because of the piecemeal nature of development<sup>12</sup>.

## Development Activity

Increased population growth in the JD FEA and District of Sooke is resulting in rapid residential and commercial development. The area is seeing an increase in building permits, subdivisions and land values as a result of the influx of new permanent and seasonal residents. Removal of large blocks of timberland from

Tree Farm Licenses is occurring in the area, making more land available for residential development. As population increases so does the need for well-designed and accessible transportation options.

## Public Transit and Access to Services

The communities of Sooke, East Sooke and Otter Point are serviced by BC Transit public transportation. An inventory of existing bus routes, bus stops and park and ride locations is also shown on maps in APPENDIX. Due to the rural character of the area, transit service is often inefficient and other modes of ride-sharing are required. BC Transit offers limited HandyDART service to Sooke and several for-profit and non-profit organizations provide specialized transportation services (listed in APPENDIX).

## Roadways

The communities from East Sooke to Port Renfrew are connected by Highway #14, known as Sooke Road east of Sooke town core and West Coast Road west of the town core. The rural residential design of communities in the JDFEA is typified by this primary arterial route intersecting with no-through roads. Sooke District experiences this same design in its outlying areas, while the town core is designed in a loose grid structure, still with the primary arterial as the main thoroughfare route. The 2000 Sooke Traffic Plan identifies up to 25 accesses per kilometer onto Sooke Road, where the maximum limit according to the Ministry of Transportation is 12<sup>13</sup>. In the JDFEA, speed limits are regulated by Ministry of Transportation and the minimum posted speed limit is 50km/hr<sup>14</sup>. Many of the roadways have undeveloped shoulders with large open drainage ditches. Few roads in the area have sidewalks, cross-walks or bike lanes for pedestrians and cyclists.

## Green Space

Only 2.5% of the JDFEA<sup>15</sup> is protected as park - this is considerably less than the CRD recommended average of 12%<sup>16</sup>. Existing parks and protected green space in the study area are under several jurisdictions:

- National Parks are under the jurisdiction of the Canadian Government;

- Provincial Parks are under the jurisdiction of the province of BC;
- Regional Parks are under the jurisdiction of the CRD;
- Community Parks are under the jurisdiction of the JDFEA Parks and Recreation Commission or District of Sooke;
- Road allowances, beach accesses and right of ways are under the jurisdiction of the Ministry of Transportation in the JDFEA and under the jurisdiction of District of Sooke within municipal boundaries;
- Crown lands are under the jurisdiction of the province of BC and are subject to First Nations Treaty negotiations;
- Forestry recreation sites are maintained and operated by the BC Forest Service arm of the provincial Ministry of Forests on Crown land;
- Ecological reserves are established by BC Parks to preserve representative and special natural ecosystems;
- Heritage Sites are established by the Ministry of Tourism, Sports and the Arts;
- Several sports fields and recreation facilities are owned and operated by School District 62;
- CRD owns and operates the SEAPARC Leisure Complex and Stan Jones Ball Fields;
- Sooke Community Association owns sports fields that are operated by various local sports governing authorities (soccer, slow pitch, fast pitch, etc.).

### Trail Networks

The Galloping Goose Regional Trail is maintained by CRD Regional Parks and extends westward from Victoria, through East Sooke and Sooke Potholes Park, terminating at the Kapoor Reserve on the east side of the Sooke River. The Goose is a multi-use trail for cycling and pedestrian use. The E&N Rail Trail extends from the Johnson Street Bridge in the City of Victoria to the City of Langford near Goldstream Provincial Park. A connection is being developed on the old railway bed from the E&N Rail Trail in Langford northwards to the Trans Canada Trail in the Malahat region of JDFEA (not included in study area).

Many informal community trails exist largely on private land and are under the jurisdiction of the land owner. In some instances permission may be granted for use of these trails. The Occupiers Liability Act<sup>17</sup> outlines legal implications of trespass and duty of care.

## ***COMMUNITY CONSULTATION***

### **Background research**

The first step in increasing active living and improving the health of residents in the area was to identify the transportation assets currently available to the community. Following from the 2006 work done by Community Health Initiative to develop a database of local health, recreation, transportation, and conservation organizations, the Transportation & Health Initiative expanded the inventory to include existing federal, provincial and community parks, trails, beach accesses, public transit routes, and crown lands. A map was produced to show these existing green spaces and transportation corridors (APPENDIX).

### **Conversations**

Community consultation was achieved through informal conversations with health, recreation, transportation, conservation, government and first nation stakeholders. Conversations were conducted in person, by phone or email from March – November 2007. Contact names and information were collected through the Project Coordinator's personal knowledge of the study area, through 'snowballing', and through published documents.

Community consultation was also achieved at public events such as the Rotary Auction (Figure 3), District of Sooke Open House, Canada Day Celebration, The Land Conservancy Bike to the Potholes Event, Sooke Fall Fair, and East Sooke Blackberry Festival. These public events provided an opportunity to showcase the Initiative and collect feedback.

### **Workshops**

The primary method of community consultation was by way of community mapping workshops. Five two-hour mapping workshops were conducted in East Sooke, Sooke, Otter Point, Shirley, Port Renfrew. Workshops were advertised in local newspapers, mail flyers, online newsletters and posters (APPENDIX). The format of the workshops involved interactive discussion and mapping around four themes: Public Transit and Access to Services, Safety, Access to Green Space, and Establishing Trail Networks. The number of participants in attendance at the workshops ranged from 5 to 25.

To gain a youth perspective, two focus groups were conducted with students from Edward Milne Community School and Journey Middle School. Again, maps were used to gain insight from the students about the four theme areas.

Each theme area will be described here in detail:

### ***Public Transit and Access to Services***

Workshop participants were asked the following questions about Transit and access to services:

- Where do you ride public transit?
- If you don't ride transit, why?
- Where would you like to be able to ride the bus?
- What improvements could be made to increase access to public transportation?
- What improvements can be made to park & rides, bus stops, frequency and speed of routes?
- How could people be encouraged to ride the bus?
- What are the transportation barriers limiting access to local services?
- What improvements could be made to access these services?
- What are your suggestions for increasing access to public transportation?

### ***Safety***

Participants attending the workshops were asked the following questions about safety:

- Where do you feel safe walking and biking?
- Where do you feel unsafe walking and biking?
- Where is infrastructure needed to make walking and biking a safer option?
- What infrastructure is needed?

### *Access to Green Space*

Participants were asked the following questions about access to green space:

- Where are ‘points of interest’ (view points, historical sites, sensitive ecosystems, child-friendly, etc.)?
- What improvements should be made to existing parks and protected areas?
- What beach accesses need improvement? What type of improvement?
- What areas require environmental protection and why?
- What are the barriers to establishing more parks and trails?

### *Trail Networks*

Participants were asked the following questions about developing trail networks:

- Where do you walk, bike and/or ride horses?
- Where should a “Gallopig Goose” style trail network be established?
- How should multi-use be managed?
- How can routes be designed that attract all ages and abilities?

**Figure 3: Public display at Sooke Rotary Auction**



## Community Forum

Community consultation culminated in a community forum which took place in Sooke at Edward Milne Community School on October 20<sup>th</sup>. The purpose of the forum was to bring together all the project partners, relevant organizations, and public to share information and ideas about how to improve active transportation in our community.

The *Lets Get Moving!* Forum featured experts in health and transportation planning, including Dr. PJ Naylor, School of Exercise Science, Physical and Health Education at University of Victoria; Todd Litman, Executive Director of Victoria Transport Policy Institute; and Guy Dauncey, activist and author of several books on environmental sustainability. These speakers engaged the participants in topics ranging from childhood obesity and the alarming health implications of sedentary lifestyles, to planning sustainable communities by utilizing Smart Growth principles, to the impacts of our transportation choices on climate change. Participants were exposed to successful transportation models from urban and rural communities around the world. The speakers challenged the audience to be creative and passionate when implementing sustainable transportation infrastructure, and suggested that appealing facilities would draw increased numbers of users, thus benefiting economic, social and environmental factors (Figure 4).

**Figure 4: Keynote presentation**



A panel discussion featured representatives from CRD Regional Parks, District of Sooke Planning Services, and Juan de Fuca Community Trails Society (Figure 5). Representatives from BC Transit and Ministry of Transportation were unable to attend. Questions were directed to panelists focusing on the issues and challenges of improving active transportation infrastructure, safety and access to green space. Time was also allotted to questions from the audience.

**Figure 5: Panel discussion**



An exhibition showcased 17 local organizations involved in parks, recreation, and providing health and transportation services (Figure 6, Figure 7). The exhibitors provided an opportunity for the public to learn about the variety of services available to them in the community, and for organizations to network and potentially form new partnerships. By participating in the exhibition, organizations also gained an increased sense of pride and empowerment. This grouping of local organizations served to highlight links between health, recreation and transportation efforts.

**Figure 6: Exhibitor**



**Figure 7: Exhibitors**



The Project Coordinator presented an overview of the project purpose, process and key recommendations suggested by the public and outlined in the draft report. The draft report was displayed in the exhibition and also made available to the public via website and in print at several locations prior to the event with the intention to get the public familiar with the recommendations. During the forum, participants had the opportunity to provide further comments and recommend priority improvements for transportation infrastructure.

In total, 4 members of government, 5 committee members and 3 experts made presentations at the forum; approximately 50 members of public and 9 members of government attended the forum; and 11 Transportation & Health Initiative committee members volunteered at the event.

## ***COMMUNITY PARTNERSHIPS***

A goal of the project is to initiate, strengthen and enhance local partnerships. Evidence of successful partnerships created by this Initiative is indicated by the number of organizations, community groups, agencies, planners and representatives from local government engaged in the project and the number of collaborative efforts initiated as a result of the project.

### **Providing Information through partnerships**

Another goal of the Initiative is to make relevant information about active transportation available to the public in a clear and accessible format. A number of initiatives are underway to deliver this information:

- Through a partnership arrangement between VIHA and CHI, the steering committee will work towards publishing an online resource guide to active transportation options in the area East Sooke to Port Renfrew. This will be available through VIHA's Community Health Resource Atlas in 2008.
- Through a partnership with SEAPARC's Active Communities program and the Juan de Fuca Electoral Area Economic Development Commission, the steering committee successfully designed a 24 page map brochure of local parks and recreation opportunities in the area, featuring safe walking routes. 7,000 copies were distributed free of charge to local residents and visitors to the area.
- The Juan de Fuca Electoral Area Parks and Recreation Commission has collaborated with the Transportation & Health Initiative in its development of a Parks Plan for the Juan de Fuca Electoral Area. Public feedback gathered by the Initiative at community workshops was made available to the Commission during their planning stages. A map inventory of existing parks and trails was also made available to the Commission for this purpose.

## ***LAND ACQUISITION METHODS***

This section identifies means through which parkland may be acquired and the criteria and policies associated with this process. In some cases, this Plan suggests the development of trail infrastructure on private property; the recommendations outlined here are intended for future implementation given agreeable circumstances and subject to local government legislation.

### **Purchase**

Purchase is a secure method of acquisition for future trails and green space if public ownership is desirable. However, this method may not be feasible for local governments with limited budgets; partnership arrangements are encouraged for direct purchase options.

### **Amenity**

Local Government Park Commissions may accept land in fee simple as an amenity, or may accept cash amenity to be applied to the purchase of land, maintenance or enhancement of park.

### **Dedication at time of subdivision**

The Local Government Act *Section 941* outlines the process for provision of parkland. Local governments can request up to 5% of land be dedicated as public open space at the time of subdivision for properties establishing greater than three lots, with lots less than 2 hectares (5 acres). Decisions to accept land or cash in lieu are made in accordance with *Section 941* or by Parks Commissions where an Official Community Plan exists.

Limitations of the dedication at time of subdivision method may result due to:

- neglect of consideration for development density;
- small land holdings may result in numerous small parks not contiguous with green space connectivity;
- dependent on land development;
- lack of an Official Community Plan;
- lack of Park and Open Space Plan.

## Development Cost Charge

Local governments may adopt Development Cost Charge bylaws to receive funds to help cover increased costs of service to new or expanded residential areas.

## Transfer from Federal and Provincial governments

Local governments can accept grants or transfer of Crown land for the purpose of parks and green space.

## Statutory Rights-of-way and Easements

A right-of-way is the right to pass over property owned by another. The right, privilege, or interest that one party has in the land of another is called an easement. Local governments may negotiate statutory rights-of-way or easements to obtain public access to portions of land that are not available for purchase as outlined in *Section 218* of the Land Title Act<sup>18</sup>.

## Restrictive Covenants

*Section 219* of the Land Title Act<sup>19</sup> permits a landowner to enter into an agreement with the government, by way of a covenant registered on title to the land, to restrict the use of the land in question, including what can or cannot be built on it. *Section 219* permits a covenant to be registered for the purpose of protecting, preserving, conserving or keeping land in its natural state according to the terms of the covenant. A *Section 219* covenant is enforceable against successors in title and does not need to benefit adjacent landowners. Alternatively, landowners can donate or lease property to a registered land trust, such as The Land Conservancy or the Nature Trust of British Columbia.

## Transfer to senior levels of park authority

Local governments may assign or transfer parkland to other parkland jurisdictions whereby the community still derives the benefit of having a park.

## ***COMMUNITY OBJECTIVES***

The following community objectives were derived from extensive community consultation, conversations, workshops, and events. The priority actions and recommended implementation strategies are listed here as suggested by the participants. However, local governments and relevant agencies will also have to consider cost and benefit and conduct further community consultations prior to implementation. Recommended actions are described here according to four theme areas: public transit and access to services; safety; green space; and trail networks.

### **Public Transit and Access to Services**

Transportation was noted by service providers as the largest perceived barrier to public accessibility of services, according to the Community Health Initiative survey in 2006. The findings of the Transportation & Health Initiative revealed the public lacks information about transportation options in the area, resulting in many of the services being underutilized. Many of these services are carried out by volunteers and, due to ageing populations and volunteer burn-out, need formal support for their operations. The list of existing transportation services is outlined in (APPENDIX). Table 1 outlines specific recommendations to improve public transit and access to services in the areas from East Sooke to Port Renfrew. Suggestions for improving transit options in all areas are provided here:

1. Increase frequency and connectivity of bus routes;
2. Expand hours of operation;
3. Schedule more direct trips to downtown;
4. Expand service west of Tugwell Creek to Shirley, Jordan River and Port Renfrew;
5. Expand service in East Sooke to Silver Spray, Beecher Bay, and Metchosin to create a circuitous route;
6. Build more park and ride facilities, especially in Sooke core;
7. Erect covered bus shelters at popular bus stops;
8. Ensure wheelchair access at all bus stops;
9. Increase bike rack capacity on buses (currently a maximum of 2 bikes are carried on racks, and no bikes are allowed on community buses after dark);
10. Improve nighttime safety at bus stops through lighting;
11. Provide garbage receptacles and washrooms at major bus stops and exchanges;

12. Provide bus schedules at bus stops;
13. Include park and recreation destinations on bus routes (especially to Sooke Potholes, East Sooke Park, beach accesses).

Suggestions to increase and promote use of transit include:

1. Offer family bus pass;
2. Promote bus passes as tax deductible;
3. Offer other promotions;
4. Sponsor community events and programs;
5. Install cameras or security at park and rides to deter theft from vehicles;
6. Ministry of Transportation shift some of the money earmarked for increasing infrastructure in the area to subsidized public transport.

## Safety and Accessibility

The 2006 Community Health Initiative survey revealed that the majority of residents from East Sooke to Port Renfrew feel unsafe walking, biking and crossing roadways. The nature of the roadways is typical of rural neighbourhoods where there are dead-end roads linked to a main thoroughfare, making accessibility for pedestrians, cyclists, and physically challenged difficult. The rural design of the area also has implications for emergency response, such as lack of cell phone coverage, expansive wilderness areas, and wildlife, but these challenges were beyond the scope of the study. Through conversations and community workshops, strategies for improving safety on roadways and in rural areas were discussed. Results of these discussions specific to each community are highlighted in Table 1. Comments about how to improve safety in all communities are summarized here:

1. Build off-road multi-use trails suitable for pedestrians, cyclists, equestrian riders, wheelchairs, strollers, children and the physically challenged;
2. Construct sidewalks and bike lanes on all major roads (especially West Coast Road) where off-road trail development is not feasible;
3. Link major destinations in Sooke core with sidewalks (ex: Cooperative Association of Service Agencies, Seniors Centre, Schools, Commercial nodes);
4. Create loop trails connecting residential settlements on no-through roads;
5. Install visible crosswalks at all places where Galloping Goose Trail or other trails cross roads;

6. Install signage indicating pedestrian and cycling routes on roadways;
7. Erect visible signage in parks to identify access points and trail networks for safe navigation;
8. Enforce speed limits on rural roads;
9. Improve street cleaning to remove dangerous debris from road shoulders;
10. Mow grass in ditches early in season to provide road shoulder for pedestrians;
11. Reduce speed limits below 50km/hr on certain residential roads in JDFEA;
12. Raise awareness of Occupiers Liability Act\* and duty of care.

### *Youth Safety*

Overwhelmingly, the students from Journey Middle School expressed that they do not feel safe in our community. The students expressed fear of places in our community that are typically un-kept, have dense shrubbery, and lack lighting. This feeling extends to our parks, which are largely undeveloped and underutilized. Overall, these places are unattractive, serve no particular purpose, and in the eyes of these students, tend to attract a suspicious clientele. Specific places in the Sooke core that students identified include: Logger Pole; bus stop at Village Foods; area behind Western Foods and Movie Gallery; alley behind Shoppers Drug Mart; Townsend Road; area behind Village Foods and McDonalds; Sooke Lions Park.

This observation from the youth in our community shows just how important our built environment is to our well-being. The issue is how we design our communities to encourage social interaction, healthy lifestyles, and fitness. Communities built around the car simply do not facilitate healthy lifestyles, as suggested by Christopher Alexander:

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\* Occupiers Liability Act determines the care that an occupier is required to show towards persons entering on the premises in respect of dangers to them. An occupier of premises owes a duty to take care that in all the circumstances of the case is reasonable to see that a person will be reasonably safe in using the premises. A person who is trespassing on premises while committing, or with the intention of committing, a criminal act is deemed to have willingly assumed all risks. A person who enters any of the premises including agricultural land, rural land used for forestry and range, vacant or undeveloped premises, forested or wilderness premises, or private roads reasonably marked as private roads, recreational trails reasonably marked as recreational trails, and utility rights of way and corridors, is deemed to have willingly assumed all risks and the occupier of those premises is subject only to the duty of care if the person who enters is trespassing or the entry is for the purpose of recreation and the occupier receives no payment or other consideration for the entry ([http://www.qp.gov.bc.ca/statreg/stat/O/96337\\_01.htm](http://www.qp.gov.bc.ca/statreg/stat/O/96337_01.htm)).

The use of cars has the overall effect of spreading people out, and keeping them apart. The effect of this particular feature of cars on the social fabric is clear. People are drawn away from each other; densities and corresponding frequencies of interaction decrease substantially. It is quite possible that the collective cohesion people need to form a viable society just cannot develop when the vehicles which people use force them to be farther apart than they have to be.<sup>20</sup>

### Access to Green Space

There is a discrepancy between access to green space in the communities of Sooke and JDFA. East Sooke, for example, has 49%<sup>21</sup> of their land area protected as park compared to Otter Point with less than 1%<sup>22</sup>. With development and land values rising, land acquisition will become increasingly important to ensure residents access to recreation and wilderness opportunities. Protection of green space is also vital for preserving habitat and wildlife corridors; sensitive areas should maintain limited access and not be used for recreation. As direct land purchase is often unrealistic for local governments, other acquisition mechanisms will have to be implemented.

Table 1 highlights specific recommendations for acquisition of green space in each community. Suggestions regarding priority improvements to access to recreation and green space in all communities include:

1. Install signage and provide parking at beach access points;
2. Establish and/or improve access at parks and beach accesses for seniors and physically challenged;
3. Develop access points for non-motorized boats;
4. Improve signage and maintenance of parks and trails;
5. Connect isolated community parks with trail network;
6. Identify and expand children-friendly parks and beaches;
7. Request developers maintain existing informal trail networks and increase provision of parkland or cash-in-lieu;
8. Establish a public access corridor along rivers, streams and wetlands, and between timberlands and residential developments;
9. Protect mountain peaks and provide trail access to summits;
10. Improve map data and inventory of environmentally sensitive areas to be able to more accurately determine what areas are priority for protection.

## Establishing Trail Networks

The need for accessible and convenient multi-use trail networks similar to the Galloping Goose, Trans Canada and E&N Rail Trails was heard frequently during community consultations and conversations. Existing community parks are small and isolated and current development patterns pose challenges for establishing trail connectivity. The CRD Regional Parks Master Plan outlines the vision of connecting the Juan de Fuca Marine Trail to the Galloping Goose Trail. Such circuitous trail networks would serve to increase physical activity and accessibility in the communities of Sooke and the JDFA.

Since the communities are situated at waters edge, looking beyond walking and biking infrastructure to non-motorized boat transportation is also recommended. One key area where boat transportation might be facilitated is in the Sooke Basin from East Sooke to downtown Sooke<sup>23</sup>.

The Juan de Fuca Electoral Area has no detailed plan for implementing such trail networks. The East Sooke OCP states “community trails that link settlement areas would greatly increase enjoyable active transportation, offer an alternative to motorized transport, and support a healthier community.”<sup>24</sup> In rural neighbourhoods that typically consist of no-through roads, there is a need for loop trails connecting residential population centers.

The District of Sooke’s Design Guidelines<sup>25</sup> propose “greenways” as a preliminary step towards establishing pedestrian and cycling routes throughout the community. The District is currently planning Projected Road Networks<sup>26</sup>, but does not have pedestrian or cycling networks planned at this time. The Design Guidelines document outlines the need for improvements to pedestrian and cycling safety and trail networks, yet does not outline steps of action. This Transportation Plan should serve as a document outlining the community’s needs and stated objectives for establishing trail networks. Future consideration of the community’s ideas should be priority when implementing this infrastructure. Suggestions for improving pedestrian and cycling maneuverability in all areas include:

1. Extend the Galloping Goose Trail westward across the Sooke River into the town core and westward to meet the Juan de Fuca Trail;
2. Establish off-road multi-use trail networks to link neighbourhoods and nodes of activity;
3. Link the Galloping Goose Trail at Leechtown to E&N Rail Trail;

4. Install covered bike racks at major destinations such as commercial nodes, community centres, schools and parks (especially Whiffen Spit and Rotary Pier);
5. Install crosswalks and signage at all places where trail crosses road;
6. Install pedestrian controlled flashing lights at crosswalks on major traffic routes.

## ***PROMOTING ACTIVE TRANSPORTATION***

The Transportation & Health Initiative seeks to increase the health of residents by addressing active transportation options. Through community consultations, several factors were revealed about how to best promote these activities and increase the number of people choosing active transportation and recreation options:

1. Make it available, convenient and connective;
2. Make it safe;
3. Make it visible;
4. Establish a grading system for different ability levels;
5. Design communities for walking not driving (reduce residential sprawl).

Existing information about transportation and recreation opportunities in the JDFA and District of Sooke is limited and fragmented. The Transportation & Health Initiative aims to provide the community with clear, relevant and accessible information on active transportation options. The Initiative has worked hard to compile this information into different formats for public use, such as a map brochure and a forthcoming online atlas, accessible through [www.viha.ca](http://www.viha.ca)

Several local organizations encourage active recreation and the Transportation & Health Initiative supports their continued efforts.

## ***FUTURE RECOMMENDATIONS***

The contents of this Plan were generated from intensive public discussion about how to improve transportation options in the Juan de Fuca Electoral Area and District of Sooke. The ideas presented here summarize conversations and workshops held with the community between March and November, 2007. It is intended that the contents of this Plan be considered in future development decisions under a diversity of jurisdictions. This work accomplished by the Transportation & Health Initiative is a valuable compilation of what the community wants for transportation improvements. The Transportation & Health Initiative recommends processes of inclusive and participatory consultation by government agencies in future work to ensure rich and detailed community input. The Initiative believes that it is only through deliberative measures that decisions can be made that best represent the community's need. This section outlines future recommendations for the use of this Plan and for transportation planning in the area.

The essence of the transportation problem in the area East Sooke to Port Renfrew is existing patterns of development. The rural communities, although rich in history, have continually been allowed to develop in a linear, sprawling fashion. There is an acute need to design communities that are walk-able and bike-able and that increase land use accessibility. Land use accessibility refers to the distance people must travel to obtain goods, services, and participate in activities<sup>27</sup>. Accessibility can be improved by clustering development into settlements. The District of Sooke is in a better position to establish Smart Growth principles, due to its status as a municipal government. The Juan de Fuca Electoral Area, however, must face the challenges associated with an unincorporated government.

Future recommendations for all areas of transportation planning include the use of universal design to accommodate the widest range of possible users, including mobility and sensory impairments or disabilities. Designing for diversity must be considered to ensure healthy and integrated communities.

Local governments and agencies cannot be expected to fund the entirety of recommendations outlined here. Suggested strategies for funding future infrastructure improvements include:




- Grants such as Local Motion, sponsored by Ministry of Transportation;
- Partnerships linking local initiatives;
- Special property taxes to fund infrastructure improvements.












Despite the method of funding to establish infrastructure, it is recommended that long-term funding be secured for maintenance and servicing to ensure sustainability.

Finally, the Transportation & Health Initiative supports the CRD Regional Growth Strategy and Travel Choices vision to “significantly increase the proportion of people walking, cycling, using transit, ride-sharing or using other alternatives to driving alone.”<sup>28</sup>
















## CRD Transportation & Health Initiative Final Report

**Table 1: Recommendations for Improvements**













Legend	
	Transit
	Safety
	Green Space

Location	Action	Rationale or Comment	Responsible Agency or Organization
<b>EAST SOOKE</b>			
a 	Extension of bus service to Pike Road and Fyfe Road access points to East Sooke Park	Provide seasonal public transit to access East Sooke Regional Park	BC Transit CRD Regional Parks
b 	Extension of bus service along Seagirt Road	Provide public transit to community on Seagirt Road	BC Transit
c 	Extension of bus service to Beecher Bay First Nation Reserve	Provide public transit to community at Beecher Bay	BC Transit Beecher Bay First Nation
d 	Extension of bus service from East Sooke to Metchosin	To connect East Sooke bus service to Metchosin route	BC Transit
a 	Install signage in East Sooke Park that identifies developed park access points and trail routes	Signage would assist lost hikers and rescue missions, and provide increased awareness of access points to park	CRD Regional Parks
a 	Develop water access and boat launch at Roche Cove	Increased access to water and non-motorized water transportation options	JDFEA Parks and Rec Ministry of Transportation
b 	Develop water access and boat launch at Cockle Lane	Increased access to water and non-motorized transportation options	JDFEA Parks and Rec Ministry of Transportation
c 	Develop trail network within Seagirt Park	Lack of trail system in Seagirt Park	JDFEA Parks and Rec
d 	Improve access to beach at Covina Drive	Path unsafe	JDFEA Parks and Rec Ministry of Transportation
e 	Improve beach access on Tideview Road	Path needs improvement	JDFEA Parks and Rec Ministry of Transportation
f 	Improve beach access south of Ensign Road	Path needs improvement	JDFEA Parks and Rec Ministry of Transportation













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g 	Establish trail linkage from Valentine Road access point to East Sooke Park trails	View point is not currently accessible. Trail linkage through park non-existent.	CRD Regional Parks
<b>SOOKE</b>			
a 	More frequent bus service to Whiffen Spit	Current schedule is limited	BC Transit
b 	Provide summer service to Sooke Potholes	Bus currently does not service this area	BC Transit
c 	Increase vehicle capacity at existing park and rides	Park and rides are at capacity with vehicles	BC Transit District of Sooke Ministry of Transportation
d 	Improve bus stop at Phillips and Sooke Road	Steep drop-off exists behind bus stop	BC Transit District of Sooke Ministry of Transportation
e 	Improve bus stop at west end of Grant Road	Steep drop-off exists behind bus stop	BC Transit District of Sooke Ministry of Transportation
a 	Install crosswalk on Sooke Road at Edward Milne Community School	Unsafe crossing of Sooke Road to eastbound bus stop and to T'Sou-ke Nation	Ministry of Transportation School District 62
b 	Install crosswalk with flashing lights on Sooke Road at Saseenos School	Unsafe crossing of Sooke Road to eastbound bus stop, Kaltasin Road and T'Sou-ke Nation	Ministry of Transportation School District 62
c 	Install crosswalk and/or signage where Galloping Goose crosses roadways (Sooke Road at Coopers Cove and on Sooke River Road especially)	No crosswalk to safely cross Sooke Road or Sooke River Road on Galloping Goose trail. Poor site lines at road crossings.	District of Sooke Ministry of Transportation CRD Regional Parks
a 	Develop access to Sea to Sea Blue Green Belt and Sooke Mountain Provincial Park at Harbourview Road	Informal access at Harbourview exists	CRD Regional Parks
b 	Acquire land west of Sea to Sea Park to Galloping Goose including Peden Lake	Informal trails exist. Acquisition would secure alternate access points to Park	CRD Regional Parks Western Forest Products Timber West
c 	Secure access to Broom Hill Crown lands on Henlyn and Blanchard Roads	Informal access exists through private property	District of Sooke
d 	Level and pave trail on Whiffin Spit for wheelchair and stroller access	Gravel surface is not conducive to wheelchair or stroller access	District of Sooke
e 	Develop access to Ayum Creek Park and install signage	Park undeveloped	CRD Regional Parks
f 	Secure public access to Ella Beach in accordance with legal methods of acquisition	Informal access is through private property. An undeveloped road right-of-way exists off Penang Road but is not	District of Sooke













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		suitable for access point.	
g 	Create wildlife corridor and green space between Sooke Potholes and DeMamiel Creek, encompassing Boneyard Lake, Bluff Mountain and McKenzie Lake	Forest land buffers residential settlement areas. Support protection of green space at Camp Barnard and establish agreement with Camp Barnard to allow public access to trails. Acquire lands from timber companies	Western Forest Products Timber West CRD Regional Parks JDFEA Parks and Rec District of Sooke Camp Barnard
h 	Protect Goodridge Road spit	Continue Ayum Creek Park to encompass spit and protect salmon run	CRD Regional Parks
i 	Improve access and parking at Rotary Pier	Parking limited	District of Sooke
j 	Improve maintenance of Broom Hill Park	Park not well maintained	District of Sooke
k 	Improve signage at Winfield Road Park	Trails and access not well marked	District of Sooke
l 	Protect access to Kemp Lake and protect corridor to Broom Hill	Informal accesses currently utilized	District of Sooke
<b>OTTER POINT</b>			
a 	Extend bus route along Otter Point Road to Gordon's Beach (still including Kemp Lake Road)	Current route ends at Kemp Lake Road	BC Transit
b 	Utilize same bus stops for #63 and #61 routes	Currently have to walk between Church Road and Sooke Road to catch connecting buses	BC Transit
c 	Provide uni-directional bus service in Otter Point	Current route is one-way and is not convenient	BC Transit
a 	Improve pedestrian and cyclist safety on Otter Point Road	Otter Point road is unsafe for pedestrians and cyclists	
a 	Improve and/or develop beach accesses on West Coast Road at Carpenter Road, King Creek, Gordon's Beach, Shoemaker Road, Chisholm Road, Orveas Bay Road, Fillipo Road, Romeo Lane, Razzo Road, Blackfish Road	Establish access to beaches and water. Determine which accesses are appropriate for non-motorized water transport. Determine which accesses are child-friendly.	JDFEA Parks and Rec Ministry of Transportation
b 	Improve beach accesses at Milligan and Chubb Roads	Establish access to Kemp Lake for swimming and boating. Ensure public use of lake does not interfere with safety of local	JDFEA Parks and Rec Ministry of Transportation Kemp Lake Water District














## CRD Transportation & Health Initiative Final Report

		drinking water source.	
c 	Establish trail in Carpenter Road Park	No trail or maintenance currently exists	JDFEA Parks and Rec
d 	Support the preservation of Admiral J. Charles' private managed forest land as a major asset supporting wildlife, habitat, recreation and education	Property managed as sustainable private working forest. Informal trail networks currently exist (permission obtained through property owner).	J.A. Charles JDFEA Parks and Rec
e 	Encourage recreation areas on forest lands (especially DeMamiel Creek watershed)	Informal multi-use trails are already in use.	Western Forest Products TimberWest Ministry of Forests
f 	Support protection of Broom Hill and King Creek Crown Lands for multi-use recreation park or T'Sou-ke Nation treaty claim	Broom Hill Crown lands consist of mature forest and stunning views. King Creek Crown lands include riparian zone. Informal multi-use trails exist. Lands are significant to T'Sou-ke First Nation	Government of Canada JDFEA Parks and Rec District of Sooke
<b>SHIRLEY / JORDAN RIVER</b>			
a 	Extend HandyDART service to Shirley/ Jordan River	HandyDART currently does not service area.	BC Transit
b 	Provide community bus service to Sooke	Possible partnership with Port Renfrew Community School and Edward Milne Community School. Possible partnership with West Coast Trail Bus. Potential entrepreneurial opportunity.	School District 61 BC Transit  West Coast Trail Bus
a 	Increase security at Provincial Park parking lots	High rates of theft from vehicles in parking lots	Provincial Parks
a 	Support acquisition and protection of Muir Creek	Sensitive ecosystem and potential for recreation	Muir Creek Protection Society CRD Regional Parks TimberWest JDFEA Parks and Rec
b 	Support acquisition and protection of Sheringham Point Lighthouse	Heritage site, still in operation	Sheringham Lighthouse Preservation Society Department of Fisheries JDFEA Parks and Rec
c 	Protect Jordan River as a marine reserve	Jordan River supports salmon species and is important marine habitat	CRD Regional Parks JDFEA Parks and Rec Western Forest Products
d 	Protection of Kirby Creek riparian area	Kirby Creek supports salmon and is important riparian habitat	CRD Regional Parks JDFEA Parks and Rec
e 	Establish parking area and public access to Merrill Ring Property B Park from	Access is currently through private property	JDFEA Parks and Rec

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	Cedar Coast Drive		
f 	Improve and/or develop beach access and signage at Muir Creek, Sunnybrae Road, Seaside Drive, Flea Beach, Fishboat Bay, Fossil Bay, and Jordan River	Establish access to beaches and water. Determine which accesses are appropriate for non-motorized water transport. Determine which accesses are child-friendly.	JDFEA Parks and Rec Ministry of Transportation
g 	Establish park and trail access to Sandcut Beach	Informal access already exists through private forest land. Continue Juan de Fuca Trail.	JDFEA Parks and Rec Western Forest Products
h 	Develop park access and improve signage at Fishboat Bay	Access undeveloped	JDFEA Parks and Rec
i 	Protect coastline from Jordan River to Fossil Bay	Undeveloped coastline used informally. Potential to continue Juan de Fuca Trail	Western Forest Products CRD Regional Parks JDFEA Parks and Rec
j 	Support maintenance of Jordan River Rec Site	Private campsite exists at Jordan River	Western Forest Products
k 	Establish park and trail to view site above Fisherman and Swallow Creeks from highway #14	Informal trail network exists	JDFEA Parks and Rec
l 	Acquire Matterhorn Trail from West Coast Road to Matterhorn	Informal access through private property	Western Forest Products JDFEA Parks and Rec
m 	Establish mountain bike park on East Main at Jordan River	Informal bike trails exist	Ministry of Forests Western Forest Products TimberWest JDFEA Parks and Rec
<b>PORT RENFREW</b>			
a 	Extend HandyDART service to Shirley/ Jordan River	HandyDART currently does not service area.	BC Transit
b 	Provide community bus service to Sooke	Possible partnership with Port Renfrew Community School and Edward Milne Community School. Possible partnership with West Coast Trail Bus. Potential entrepreneurial opportunity.	School District 61 BC Transit  West Coast Trail Bus
a 	Install speed bumps in Lower Beach Camp area	Public correspondence on this issue has been directed to Ministry of Transportation without action	Ministry of Transportation
b 	Develop a sidewalk and/or bike-lane along highway 14 (downtown section)	Public correspondence on this issue has been directed to Ministry of Transportation without action	Ministry of Transportation
c	Install bike racks at Recreation Centre, The Park, and beach accesses	Bike racks would reduce theft and encourage biking	JDFEA

## CRD Transportation & Health Initiative Final Report

			
d 	Install crosswalk across Highway #14 at Recreation Centre and school	Pedestrians have to cross Highway #14 to get to Recreation Centre and Elementary School	Ministry of Transportation School District 62
e 	Install street lighting along major roads to increase visibility of pedestrians and cyclists	No street lighting currently exists	Ministry of Transportation JDFEA
a 	Protect Deakin Beauschesne trail on Gordon River	Heritage trail	JDFEA Parks and Rec
b 	Support protection and operation Forestry Rec sites at Fairy Lake, Lizard Lake, and San Juan River	Private campsites	Ministry of Forests
c 	Protect Harris Creek Camp trail	Heritage trail	JDFEA Parks and Rec
d 	Protect Lens Creek trail	Heritage trail	JDFEA Parks and Rec
e 	Protect John Quinn Trail	This trail is currently at risk from development	3 Point Properties JDFEA Parks and Rec
f 	Protect Harrison's Plankboard Trail	Heritage trail	JDFEA Parks and Rec
g 	Protect Sandbar Trail	Heritage trail	JDFEA Parks and Rec
h 	Protect 1 <sup>st</sup> and 2 <sup>nd</sup> Creek Trails	Heritage trail	JDFEA Parks and Rec
i 	Protect Falls Creek, Riverbank and Red Creek Fir trails	Access to Red Creek Fir is currently inaccessible	JDFEA Parks and Rec
j 	Develop beach accesses at: Tsonoqua Drive, Questo Road, Godman Road, and Woods Nose Road	Improve access to coastline	JDFEA Parks and Rec Ministry of Transportation

## APPENDIX

### Local Organizations Providing Specialized Transportation Services

<p><b>Pacheedaht First Nation Health and Social Services Program</b> offers transportation services to Pacheedaht First Nation Band and community members.</p> <p>Pacheedaht First Nation 350 Kalaid Street Port Renfrew, B.C. V0S 1K0 Tel: 250-647-5521</p>	<p><b>BC Transit Request-A-Stop</b> service is available to passengers after 7:00pm on all transit routes. Passengers who feel their personal safety is at risk can request a stop between regular bus stops.</p> <p>For transit information, contact BC Transit at: 250-382-6161 or <a href="http://www.bctransit.com">www.bctransit.com</a></p> <p>To make suggestions or comments relating to service, contact Victoria Regional Transit Commission at: BC Transit 520 Gorge Road East Victoria, BC, V8W 2P3 Tel: 250-385-2551 Fax: 250-995-5639</p>
<p><b>Port Renfrew Health and Social Services Society</b> offers transportation in the Port Renfrew area.</p> <p>PRHSSS can be reached at: 250-647-0031 or <a href="mailto:prhsss@islandnet.com">prhsss@islandnet.com</a></p>	<p><b>The Sooke Seniors Centre</b> operates a bus to transport seniors to community events and activities. The Centre is located at:</p> <p>Sooke Seniors Centre 6689 Sooke Road Sooke, B.C. V0S 1N0 Tel: 250- 642-6898</p>
<p><b>Port Renfrew Elementary School: After School Care Program and Children’s Summer Program</b> offers transportation in the Port Renfrew area.</p> <p>Port Renfrew Elementary School can be reached at: 250-647-5577</p>	

<p>BC Transit provides <b>HandyDART</b> service to persons unable to use the regular transit service due to mobility associated with a physical or cognitive disability. Persons must register with HandyDART to use the service. HandyDART offers regular scheduled and occasional trips. The service is available two days per week in Sooke. Service is not available in East Sooke, Otter Point, Shirley/Jordan River, or Port Renfrew. BC Transit also offers HandyDART clients subsidized taxi rides through the <b>Taxi Saver Program</b>.</p> <p>HandyDART can be contacted at: 250-727-9607 or <a href="http://www.bctransit.com">www.bctransit.com</a></p>	<p><b>The Contact Community Assistance Society</b> coordinates transportation to medical appointments for residents of the Sooke area. The service is provided by volunteers and payment is by donation. The CCAS can be contacted at:</p> <p>Sooke Community Hall 2037 Shields Road PO Box 591 Sooke, B.C. V0S 1N0 Tel: 250-642-4607</p>
<p><b>Sooke Transition House Society: Annie's Place Transition House</b> provides transportation arrangements and accompaniment to appointments for women in Sooke.</p> <p>Annie's Place Transition House 2145 Townsend Road PO Box 527 Sooke, B.C. V0S 1N0 Tel: 250-642-2591 Email: <a href="mailto:anniesplace@shaw.ca">anniesplace@shaw.ca</a> Web: <a href="http://www.anniesplacetransitionhouse.ca">www.anniesplacetransitionhouse.ca</a></p>	<p><b>The West Coast Trail Express</b> is a private bus service from Victoria and Sooke to Juan de Fuca Marine Trail and to Port Renfrew and the West Coast Trail. For service information, contact:</p> <p>West Coast Trail Express Inc. 3954 Bow Road Victoria, BC V8N 3B1 Tel: 250-477-8700 Fax: 250-477-8774 Email: <a href="mailto:bus@trailbus.com">bus@trailbus.com</a> Web: <a href="http://www.trailbus.com/home.htm">http://www.trailbus.com/home.htm</a></p>

Rural Observer Press Release May, 2007

CRD Transportation and Health Initiative

by Emma Taylor, Coordinator

The Community Health Initiative (CHI) is very excited to announce a new project for 2007, to assess active transportation options in the Juan de Fuca Electoral area. The project is funded through the Union of BC Municipalities Community Health Promotion Fund.

This project seeks to improve the health of residents by addressing transportation options, pedestrian and cycling routes, and green space in the communities of East Sooke, Sooke, Otter Point, Shirley, Jordan River and Port Renfrew.

The Community Health Survey conducted by CHI in 2006, demonstrated public concern about a lack of safe walking and biking opportunities and convenient public transportation options.

We want to link community needs with local, regional and provincial transportation and land-use planning by dialoguing with local residents, stakeholders and planners throughout the project.

We will be hosting a series of workshops in each community during May (come find us at the Rotary Auction & Spring Fair May 5th) and June to discuss preliminary plans for the development of pedestrian paths, cycling routes and green space. Residents and interested parties are invited to attend. Details will be published in local newspapers and made available by contacting Emma Taylor, Project Coordinator, at 642-1094 or by email at: CHIPCOM@shaw.ca

TRANSIT BUSES GO BIODIESEL

provided by Anila Wasilata, BC Transit

Transit riders can take pride in the fact that they will now be reducing their individual environmental footprint even more.

Victoria Regional Transit conventional buses, community buses and handyDART vehicles are now using a 5% biodiesel fuel blend that will result in environmental benefits.

"BC Transit has a long history of leadership and innovation when it comes to technology and environmental stewardship, including the testing and use of alternate fuels," says Victoria Regional Transit Commission Chair Don Amos. "Biodiesel is a cleaner burning fuel than petrodiesel and reduces both tailpipe emissions and greenhouse gases."

The shift to biodiesel is being implemented immediately with no modifications required either to the fuelling infrastructure or to the diesel engines. The cost of using biodiesel will be the same as or less than using petrodiesel.

Biodiesel is a natural choice in the migration from fossil fuels to clean sources of energy. It is made from renewable sources such as vegetable oil (usually canola and soybean oil in Canada and the US).

Pure biodiesel is referred to as B100 – 100% biodiesel. Biodiesel is blended with regular diesel fuel (or petrodiesel) and is referred to by the percentage blend. For example, B5 is 5% biodiesel and 95% petrodiesel. Biodiesel has proven successful in various blend ratios for transit vehicles, the most common being B5 and B20. It is not possible to use B100 in existing internal combustion engines without major adjustments.

Victoria Regional Transit uses eight million litres of fuel a year in its 220 buses. As transit moves to B20 more adjustments are required for tank storage and filtration. As the biofuel industry matures and demand increases, there will be an increased supply of fuel and continued adaptations and testing.

BC Transit is the agency responsible for planning, marketing, and fleet management of transit systems throughout British Columbia outside Greater Vancouver. The Victoria Regional Transit System is one of BC Transit's 77 transit systems.

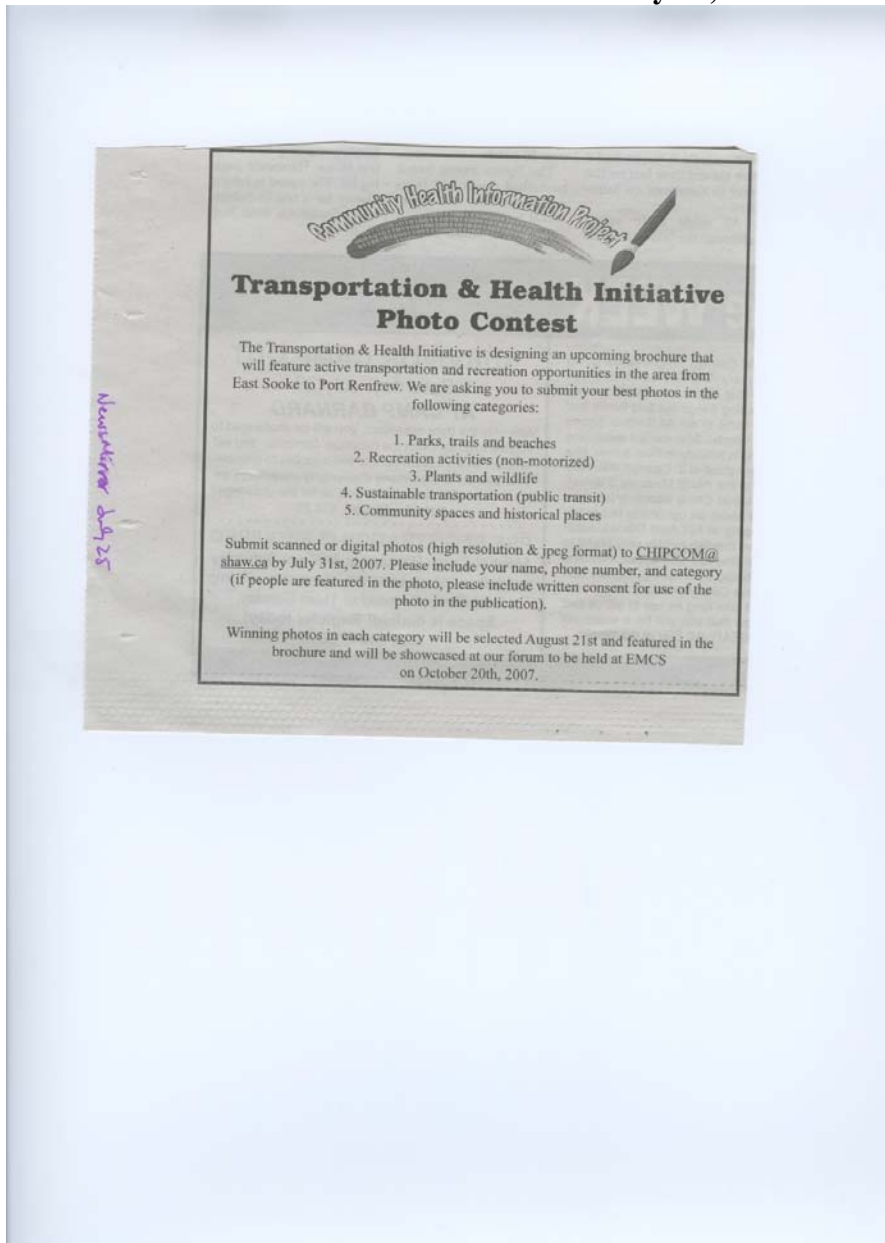
For more details, visit www.bctransit.com.

News Flash
Thanks to the great support we have had from our readers and advertisers, starting with the next issue the Rural Observer is going to a colour cover. We are very excited about this "new look" for the paper, and for the opportunity it presents our advertisers. We would like to give our regular advertisers an opportunity to purchase 1/4, 1/2 and full page 4 colour advertisements on the back cover. For more information, please contact axel.joosting@ruralobserver.com. Thank you readers and supporters for making the Rural Observer a success!

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**Sooke News Mirror Advertisement July 25, 2007**



Sooke News Mirror Press Release June 27, 2007



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SOOKE NEWS MIRROR - Wednesday, June 27, 2007

## Health-related group seeks members

### Community Health Initiative continues long after survey complete

Committees come and go. Surveys are conducted only to be shelved somewhere and forgotten. Right? Well, not necessarily. The group who conducted the CHIP survey in 2006 created a momentum that is picking up speed! This group of health-focused volunteers has been meeting for five years under various titles to collaborate and proactively support healthy changes in our communities. Now called the Community Health Initiative or CHI this group is, collectively and individually, finding ways to act upon what they learned from the health survey. For more details, you can pick up a brochure at the public health office or one of the local physicians' offices.

Many interesting and exciting things have happened since the community forum last September. VIHA and the CRD have partnered to produce a web-based Community Health Atlas. This site will have information on various health-related services in the Vancouver Island Health Region with a Sooke Region layer (from E. Sooke to Port Renfrew) including hours of operation, location, and cost if any. Those who answered their initial Com-

munity Resource Inventory Survey in March 2006 will be the first services on the map but watch for details on how to be included once the site is officially launched.

The need for more and safer areas to walk and ride, as well as improved transportation options, was confirmed by the CHIP survey. Nancy Falconer partnered with Regional Director Lund to apply for a grant for more funding. Their application was approved and the CRD Transportation & Health Initiative is underway. This group is in the process of a broad public consultation to find out where people would like to see improvements to support safe walking, hiking, cycling and transit use. Meetings have been held in Sooke, Otter Point, Shirley, and East Sooke. Their booth will be set up at most community events over the next few months and opportunities for engagement with Port Renfrew and Pacheed-ahit, T'Sou-ke Nation and Beecher Bay are being explored.

"Come draw on our maps!" invites coordinator, Emma Taylor, "This is definitely an interactive process."

In addition to conducting the health survey, CHI has also been a community-

based advisory board for the Navigator Project Steering Committee. This two-year project was set up to help people with mental health or substance-use concerns find their way through the maze of potential help available, and to advocate for more effective and local services. The Navigator Project is now completed and the final report is available. The project was so successful it has become a model for other locations in B.C. and ongoing funding for the Navigator service has been secured. The Navigator service continues to be offered through the Sooke Family Resource Society. Lorraine Brewster advises an Active Communities Committee has been working together to develop an Active Communities Plan and to apply for a Stream 1 (\$5,000) Grant. The committee will know if their application is successful in July.

Still more activity is in the works as they look to create a group to work on the area of food security. An initial meeting was held on June 18 to develop a vision and framework for how we will address food security in our region, next steps and funding opportunities. One aspect of this

project will likely include finding sustainable support for community gardens. If you have an interest in food, agriculture, nutrition education, healthy cooking, maintaining farms and gardens or any other aspect of food security please consider joining us.

Acting CHI Chair, Kate Kittredge, is meeting with Kerri Kline from BC Healthy Communities to learn more about seed grant information and to see how BCHC can possibly support CHI in our communities.

This is not just a passing fancy. Membership in CHI has varied with each project and area of interest. Some members never attend a meeting but contribute through email and by direct involvement in various aspects of a project. If you are concerned about some aspect of the health of your community, whether you work in the health field or not, you are invited to join.

The next regular CHI meeting will be held at the T'Sou-Ke Nation Hall, Lazaar Road, Tuesday, July 3, 10 a.m. - 12 p.m. Come join us, email Kate Kittredge at [kate.kittredge@viha.ca](mailto:kate.kittredge@viha.ca) or call Marlene Barry 642-3390.

Sooke News Mirror Press Release August 8, 2007

Aug 8, 2007

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# Health initiative receives grant

## Money to be used to look at local food system

Another \$10,000.00 in grant monies will be coming to the Sooke Region due to the efforts of the Community Health Initiative (CHI). Vancouver Island Health Authority's (VIHA) Community Food Action Initiative provided the grant for a regional Food & Health Action Plan, to develop information on what the community has, and we need for the local food system.

Examples of what could be accomplished include a farm inventory, educating youth, ways to support farmers and save valuable farm land. More funding is needed to complete the task but the group is optimistic.

T'Sou-ke Nation is also looking at food with respect to health, food security, and culture. They will hold traditional food feasts, work to educate members on Type 2 Diabetes, and to bring back traditional foods. They are also seeking the right to make decisions on the amount of food fish they can fish.

The T'Sou-ke Nation serves community lunches every Thursday, open to everyone, so you can stop by at lunchtime and get to know the community while eating good food.

Emma Taylor, Coordinator for the CRD Transportation and Health Initiative

is organizing a community forum for Saturday, October 20, 2007 at EMCS. The compiled public input will be presented back to the community and priorities set.

"We have received so much valuable information on parks and trails, as well as wish lists," says Taylor "We have some funding in place and are seeking the rest to produce a wonderful trails brochure for the area. This will bring local, regional and provincial information into one document."

The brochure will be for residents and visitors alike, and there is a contest to submit photographs for the brochure. Watch this paper or contact Taylor at [HYPERLINK "mailto:chipcom@shaw.ca"](mailto:chipcom@shaw.ca) chipcom@shaw.ca for information.

CHI's overall vision is a community where your income should not dictate your health, and everyone has the opportunity to lead healthy lives. Projects respect the diversity of culture, skills, knowledge and needs of the population.

"We are working to bring together people and organizations with shared purposes to collaborate and make joint applications, rather than com-

pete for the same dollars," says Lori Messer, long standing member.

CHI is looking for a more people to be involved. They would like to see men, youth, seniors, political leaders, citizens from Port Renfrew, and the Beecher Bay and Pacheedaht First Nations take part.

There are many reasons why people are not able to participate such as personal funds, inconvenient times and distances of meetings, so they are exploring ways to enable more involvement. If you are interested in being involved, let them know what your obstacles are and they will see what can be done.

This group feels some of our biggest challenges in creating healthy communities are the need for healthy public policies and political engagement. What does a truly healthy community look like to you? Attend a CHI meeting and tell them what you think.

Next CHI meeting will be September 10 at 10:00 a.m. at the T'Sou-ke Nation Band Hall at 2154 Lazzar Road (directly across from EMCS).

Contact info: Kate Kittredge at kate.kittredge@viha.ca or call Marlene Barry 884-9955.

Rural Observer Press Release September, 2007



Transportation and Health Initiative

The Community Health Initiative (CHI) is very excited to announce the Transportation and Health Fall Forum!

The Transportation and Health Initiative seeks to improve the health of residents by addressing transportation options, pedestrian and cycling routes, and green space in the rural communities of East Sooke, Sooke, Malahat, Otter Point, Shirley, Jordan River and Port Renfrew.

For the past several months, Emma Taylor, Project Coordinator, has been conducting a series of community workshops to discuss preliminary plans for the development of pedestrian paths, cycling routes and green space. The intent of the project is to link community needs with local, regional and provincial transportation and land-use planning by dialoguing with local residents, stakeholders and planners.

Forum participants will have a chance to hear from experts in the areas of transportation and land-use planning as they relate to cycling and walking infrastructure and other means of transportation, and view an array of exhibits from relevant stakeholder organizations. They will also learn about the draft transportation plan developed as a result of extensive consultation with the community and be engaged in an interactive process to prioritize plans for improvements, and to celebrate successes.

The forum will take place October 20th at Edward Milne Community School in Sooke from 830-300 with an optional community walk from 300-400. Snacks, coffee and lunch will be provided. Complimentary transportation and childcare will be provided on request. To find out more information and to RSVP (deadline September 20th) please contact Emma Taylor, Project Coordinator, at 250-642-1094 or chipcom@shaw.ca.

Photographer...continued from page 3

After seeing Jenkins' sharp close-ups of the blue heron, raccoon, and grizzly bears and yet showing no visible scars for his effort, I wonder about his process. "My whole thing is about co-existence and understanding how to read animals and respecting them." Jenkins is reluctant to share this secret with me, no doubt for fear he might lead an inexperienced person into a dangerous encounter, however, he explains: "When I see an animal I ask, "What is it doing? Feeding?" Many questions race through my head. That way I can gauge how much time I have and how close I can get to it. For example, if a heron is intent on feeding, then while its head is down I am able to move at a good shooting distance." Yet he adds, "I back off if they show signs of being disturbed."

What has Jim learned from this career? "It makes me appreciate my surroundings more. If I look at things differently - I can't help it. My subconscious is always framing my next shot." Perhaps Jenkins' new respect for his everyday surroundings causes him to speak against the loss of wildlife habitat. His voice rings with frustration when he declares, "The balance is out of whack. In Sooke so much development is going on. What can we expect but black bear wandering through our yards?" He is clearly disappointed at our refusal to co-exist. "Nature is cruel, but it works as long as we leave it alone." Preserving and protecting rural areas in the Juan de Fuca is critical. One has only to view Jim Jenkins' photographs of wildlife and nature to understand why.

You can see or purchase work by Jim Jenkins by contacting him at 642-0796, or email: jenkinsimages@shaw.ca.



CAPITAL REGIONAL DISTRICT

Juan de Fuca Electoral Area Parks & Recreation Commission

Request for Comment

The JdFEA Parks & Recreation Commission invites all those with a vested interest in the electoral area boundaries to comment on the first draft of the revised long range parks plan for the electoral area. Download a PDF version of the plan or obtain copies from:

W. Miller, Administrative Secretary  
SEAPARC Leisure Complex, 2168 Phillips Road, Sooke, BC  
Mailing address: PO Box 421, Sooke, BC, V0S 1N0  
Phone: (250) 642-8000  
Website URL: http://www.crd.bc.ca/jdf/parks

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Sooke News Mirror Press Release October 3, 2007

SOOKE NEWS MIRROR - Wednesday, October 3, 2007

# Get set to get moving

## Walk, cycle and bus for health

The Community Health Initiative (CHI) is excited to announce the upcoming Let's Get Moving Forum.

The Transportation and Health Initiative seeks to improve the health of residents by addressing transportation options, pedestrian and cycling routes, as well as green space in the rural communities of East Sooke, Sooke, Otter Point, Shirley, Jordan River and Port Renfrew.

The intent of the project is to link community needs with local, regional and provincial transportation and land-use planning by bringing together area residents, stakeholders and planners.

The forum will take place October 20 at Edward Milne Community School in Sooke from 8:30 a.m. to 3:00 p.m. with an optional community walk from 3:00-4:00 p.m.

At the forum you will hear from experts Todd Litman, Executive Director, Victoria Transport Policy Institute and PJ Naylor, PhD, University of Victoria School of Exercise Science, Physical and Health Education. The speakers will discuss transportation and land-use planning as they relate to cycling

and walking infrastructure and health.

Over lunch, you will be able to learn more about local healthy opportunities in an exhibition of organizations involved in health and recreation.

The afternoon will feature a panel with local experts including: Lynn Wilson, CRD Parks; Kris Nichols, JDF Electoral Area; Marlaina Elliott, District of Sooke; and Sid Jorna, JDF Community Trails Society, who will be discussing the issues and challenges of developing transportation and recreation infrastructure.

Forum participants will also have the opportunity help establish priorities from the draft transportation plan developed over the past year.

Snacks, coffee and lunch will be provided.

Childcare and free transportation will also be made available on request.

Please register by October 15 by contacting Emma Taylor, Project Coordinator at 250-642-1094 or [chipcom@shaw.ca](mailto:chipcom@shaw.ca).

A couple of questionnaires are available for public comment on issues rel-

evant to the community.

Questionnaires may be obtained from the Municipal Office or the District of Sooke website [www.sooke.ca](http://www.sooke.ca).

Responses (before October 9) are to be submitted by email including the following information:

1. Name or Firm/Organization;
2. Contact Person;
3. Title;
4. Office and cell phone numbers; and email address

### Market Sounding Questionnaire

Please return survey to [info@sooke.ca](mailto:info@sooke.ca) or drop them off at the District of Sooke municipal office at 2205 Otter Point Road.

### Proposed Professional and Community Services Building

1. Should the building be a multi-use building?
2. What types of services (other than medical) do you believe would be beneficial to the community, and should be located within the building?
3. Should the types of

uses/services in the building be limited to those that would be complimentary to medical professional and community health services?

4. If you are a business owner, would you be interested in co-locating in the building?

5. Should the District give preference to an existing building, or should the focus be on securing a new building?

6. If a new building is the preferred option, should the developer be required to bring a site as part of its proposal?

7. Where in Sooke should this building be located?

8. Should the building be centrally located to be near the majority of residents?

9. Should the proposed building be sited to accommodate pedestrian and transit users, or focus primarily on vehicular traffic for user access?

10. Should the facility be located in an area that would allow for future expansion, i.e., adjacent to vacant parcels where additional buildings could be constructed as the community grows?

Sooke News Mirror Article October 24, 2007

# Group focuses on transportation

Jim Sinclair  
Sooke News Mirror

Cultivating a culture more focused upon fitness was a general theme of the Let's Get Moving Forum held Saturday at Edward Milne community school.

Planners, politicians, administrators, guest speakers and members of the public got in on the Capital Regional District initiative dealing with transportation and health. The program, coordinated by Emma Taylor of Otter Point ran from 10:30 a.m. to 3 p.m. and featured keynote presentations by P.J. Naylor PhD, Todd Littman and Guy Dauncey.

The initiative sought to increase active living and improve the health of residents in the Juan de Fuca Sectoral Area by addressing active transportation options. Through wide ranging involvement the goal of the project is to come up with a plan including more and better routes for pedestrians and cyclists taking into account safety, open space and other forms of transportation as well.

The project will ultimately address priorities and start a plan to guide the establishment of transportation and land use policies and practices that support healthy communities in the region.

Naylor, involved with exercise science, physical health education at the University of Victoria, has expertise and scholarly focus on subjects including childhood obesity and chronic disease prevention. Among her recent accom-



Jim Sinclair photo

Mike Day, Pam Day, centre, and Laura Smith hoof it from Billings Spit to EMCS and back at the conclusion of the "Let's Get Moving" forum held on Saturday.

plishments are her work on Action Schools BC, Healthy Opportunities for Preschoolers, and the Municipal Recreation Food Environment Toolkit Project. Naylor was also a board member with the BC-Yukon Division of the Canadian Cancer Society.

Todd Littman founded and directs the Victoria Transport Policy Institute – an independent research group dedicated to solving transport problems. He's helping to grow the scope of possibilities in transportation decision-making, improve evaluation methods, and broaden the accessibility of specialized technical concepts. Littman's presentation was called "Planning for Healthier Communities."

"How can Canada's Cities and Towns Respond to Global Climate Change?"

was the title of Guy Dauncey's keynote delivery. Dauncey is an author, activist, and sustainable communities consultant and the author/co-author of seven books including the award-winning *Stormy Weather: 101 Solutions to Global Climate Change*, and *Cancer: 101 Solutions to a Preventable Epidemic*.

Also scheduled to provide input to the proceedings were Nancy Falconer of the Canadian Cancer Society; Chief Rose Dumont of the T'Sou-ke Nation; Regional Director Erik Lund; Lorraine Brewster of SEAPARC; and Brendan Mather of the Vancouver Island Health Authority.

A graphic display showcased local resources pertaining to transportation, recreation and health, and an afternoon panel discus-

sion moderated by Malcolm McPhail of CRD Transportation Planning featured CRD Park Planner Lynn Wilson; Marlaine Elliott of the District of Sooke's planning department; and Sid Jorna of the Juan de Fuca Community Trails Society. About 40 people were on hand in the EMCS theatre for the event including District and provincial political figures.

NDP MLA John Horgan made it to the site for the afternoon portion.

"Emma Taylor's done a terrific job as the coordinator, bringing together very well-known transportation planners," said Horgan. "The panels are very well resourced and there's a broad base of community interest in these issues. Its time has come, we need to look at integrated transportation practices for our community... here in Sooke and west to Jordan River."

Public comments and concerns were solicited and compiled during the event.

Some of the comments recorded in writing relate to inaccessibility of old BC Hydro rights of way in the Otter Point area, inaccuracies (outdated) in mapping of certain areas. The suggestion was made to improve facilities in parks, including Broomhill Park – to improve safety for moms with strollers and for children on roads near parks... side-walks and wider shoulders, for example. New shoulders for cycling along Highway 14 were another addition to the wish list along with regulations requiring developers to provide significant

park spaces along with each of their projects.

"Overall, I'm very encouraged by the turnout and the passion about walking and recreation," said park planner Lynn Wilson. "There's a lot of good synergy built up and it's interdisciplinary so it's the health professionals, recreation... it's business people... at the political level. So I'm hopeful something good will come out. I'm hoping regional parks will be able to play a good part in it. Especially with the Sea-to-Sea lands coming on line."

"Today was the finale," said Emma Taylor, "to get people's input about what our recommendations are as a community, to improve active transportation... transit... access to green space... safety, walking and biking. Those suggestions will be incorporated into our final report that will be delivered to local planners and other government agencies by the end of November."

SEAPARC Manager Larry Hutchings found value in the forum, although pointing out that factors leading up to rising obesity and diabetes rates in young people are "not all a pretty sight." Hutchings expressed support for any type of initiative that will be successful in getting people out of their cars and doing more walking, biking, etc.

Putting the philosophy of enhanced activity to the test – a group then set out for a brisk stroll to Billings Spit.

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