

COMMERCIAL ACCESS TO HARTLAND LANDFILL

Consultation Results — March 2021

Operational Context

The Capital Regional District (CRD) is required to move Hartland Landfill's commercial vehicle access point from Hartland Avenue to Willis Point Road for a number of operational reasons, including safety considerations for landfill staff, commercial vehicles and residents accessing Mount Work Regional Park.

The eventual need for this vehicle access change was identified in the CRD's first solid waste management plan in 1987. Although this entrance has always been a secondary access point to the site, this permanent change for all commercial vehicle access will be triggered by the location of the active face in approximately 2023.

The internal roads from the south will eventually be buried in waste, and constructing a wide, two-way roadway from the south is not feasible due to both the internal topography of the site and the location of critical underground gas, lagoon and leachate infrastructure. The cost to move this infrastructure and to build an internal perimeter road is exorbitant and would not meaningfully address the safety issues for staff, contractors and patrons. For these reasons, the only viable route for trucks to safely access future filling areas at Hartland Landfill will be from the north off Willis Point Road.

Two independent traffic studies were conducted to understand the implications of these requirements, including both road safety and greenhouse gas emission considerations.

Following these studies, some area residents expressed strong concerns about how this change will impact commute times and safety for a range of Willis Point Road users. As a result, the CRD Board directed staff to consult directly with Hartland neighbours to answer questions, understand concerns and discuss ideas for risk mitigation.

Consultation with Area Residents

CRD staff published information related to this operational change, including the Bunt & Associates traffic study and a list of questions received from the public, to the CRD website when phase two of the broader solid waste management planning consultation process began on November 18, 2020.

Staff then invited input from Highlands District Community Association, Prospect Lake District Community Association and Willis Point Community Association members on this issue through a number of opportunities, including:

- Emails to each community association outlining available materials and feedback opportunities when consultation began in November 2020
- Hartland Landfill tours for area residents (group tours in November 2020 and individual tours by request following public health orders from December 2020 to February 2021)
- Two focused public meetings via Zoom with area residents about Hartland Landfill road access in January 2021

Seven residents participated in tours and 65 residents participated in one or both of the virtual meetings dedicated to this topic.

During these conversations, CRD staff gave a short presentation explaining the rationale for this operational change and invited participants to share their concerns, questions and ideas for potential safety improvements and community benefits.

These conversations generated the following ideas for Board consideration:

Potential Traffic Infrastructure Improvements

- Construction of a passing lane on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance
- Construction of pull-outs on the uphill portion of Willis Point Road between Wallace Drive and the landfill entrance
- Construction of bicycle lanes on Willis Point Road between Wallace Drive and Ross Durrance Road
- Design and construction of intersection improvements where Wallace Drive meets West Saanich Road
- Design and construction of intersection improvements where Wallace Drive meets Willis Point Road
- Design and construction of trailhead improvements where the Interurban Rail Trail crosses Wallace Drive
- Implementation of electronic signalling to control commercial vehicle flow on Willis Point Road
- Enhanced winter weather condition road maintenance (de-icing, plowing, etc.) on Willis Point Road
- Ongoing communication with commercial customers to ensure they are using designated truck routes to access Hartland Landfill

Potential Community Benefits

- Expansion of parking facilities for Durrance Lake users
- Expansion of parking facilities on Ross Durrance Road for Mount Work Regional Park
- Improvement of parking facilities on Hartland Avenue for Mount Work Regional Park
- Installation of sound barriers between Hartland Landfill, Willis Point Road and Mount Work Regional Park
- Signage and infrastructure improvements near the Mount Work Regional Park trailhead on Meadowbrook Road
- Siting and construction of a community transfer station for West Shore based residents
- Renaming the portion of Willis Point Road between Wallace Drive and Ross Durrance Road
- Additional police enforcement for speeding, illegal dumping and unsecured loads
- Enhanced illegal dumping education for the region and signage in problem areas near Hartland Landfill
- Securing Mountain Road Forest as parkland if the Habitat Acquisition Trust (HAT) fundraising campaign is unsuccessful; support of HAT's fundraising project in the interim

Area residents also requested that the impacts of this operational change be monitored closely following implementation, and that the Prospect Lake District, Highlands District and Willis Point community associations be invited to participate in conversations about area traffic on an ongoing basis.

In addition to generating a number of risk mitigation and community benefit ideas, these conversations presented an opportunity to clarify a number of questions related to this operational change that were also published to the CRD website. These frequently asked questions have been included for reference as Attachment 3.

Additional Feedback

Both the Prospect Lake District Community Association and Willis Point Community Association submitted additional risk mitigation and community benefit ideas following the public meetings on this topic. These letters have been included for reference as Attachment 1 and 2.

A number of comments related to this operational change, both supporting the shift in commercial access from Hartland Avenue to Willis Point Road and opposing it, were received through the solid waste management planning process and have been included verbatim in Appendix A of this summary's covering staff report ('Finalizing the Solid Waste Management Plan'). Several letters on this issue, both in support of and in opposition to this change, were also submitted to the Board for consideration during the consultation period.

Conclusion

Although moving commercial access to Hartland Landfill from Hartland Avenue to Willis Point Road in 2023 has raised both opposition and support from area residents, this operational change utilizing an existing truck route has the potential to generate a number of traffic safety improvements and community amenities that could benefit both road and recreational users in the area of Mount Work Regional Park and Hartland Landfill.

While the CRD's jurisdiction over some of the ideas presented by area residents is limited, the CRD could provide a funding package to the District of Saanich to support priority road safety improvements from this list.

The perspectives and ideas shared by Hartland neighbours during this targeted consultation process will continue to benefit CRD planning in this area as a package of specific options for Committee and Board consideration is prepared.

Attachments

Attachment 1: Prospect Lake District Community Association Letter – February 4, 2021

Attachment 2: Willis Point District Community Association Letter – February 14, 2021

Attachment 3: Hartland Landfill Access FAQs



Prospect Lake District

COMMUNITY ASSOCIATION

February 4, 2021

RE: Commercial vehicle access to Hartland

To: Mr. Russ Smith
 Senior Manager, Environmental Resource Management
 Capital Regional District (CRD)

Thank-you for hosting the community conversations about commercial vehicle access to Hartland Landfill last month. As previously discussed, we have canvassed our members and compiled a list of concerns and mitigation suggestions for the CRD to consider as this project progresses.

On behalf of our members, we submit the following list of concerns, both directly related to the operational change, and additional concerns the CRD can support within our community:

1. Vehicle, cyclist, and pedestrian safety, specifically at the following locations:
 - a. The intersection of West Saanich Road and Wallace Drive
 - b. The intersection of Wallace Drive and Willis Point Road
 - c. Rural roads in the area that often have illegal truck traffic (Wallace Drive, Prospect Lake Road)
2. Meadowbrook Road concerns:
 - a. Increased use of the trail at the end of Meadowbrook Road has led to concerns including dog poop, traffic, parking, speeding, and litter
3. Illegal dumping
 - a. Some notable locations include the BC Hydro right-of-way on Prospect Lake Road and several mailbox pull outs on Prospect Lake Road.
4. Roadside litter from poorly secured loads travelling to the landfill
5. The loss of peaceful parkland in our community due to noise and traffic near Durrance Lake

Further to these concerns, we offer the following mitigation ideas for your consideration:

1. The first, and most urgent way the CRD can help our community is to secure the Mountain Road Forest as parkland. While we are grateful the CRD has committed great deal of money from the Land Acquisition Fund, there is still risk the sale will fall through without enough funding. No amount of sidewalks, parking, infrastructure, or litter pick up can replace a natural forest. With the loss of forest in Mount Work Park and the detrimental effects of the construction at Hartland on the Durrance Lake area, we are



Prospect Lake District

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losing greenspace. The single most effective thing the CRD can do for our community is to ensure the Mountain Road Forest fundraising goal is reached.

- a. The CRD should spread awareness of the fundraiser on social media and other available outlets to encourage community fundraising support.
 - b. The CRD should commit any outstanding money at the culmination of the fundraising efforts. This land is not going to be for sale again; we cannot miss this opportunity. It would be a tragedy if we missed the target by a narrow margin. We need to add greenspace, not remove it.
2. Meadowbrook Road
- a. Speed limit and/or “respect the neighbours” sign on Meadowbrook Road
 - b. Signage at the trailhead indicating “pack in, pack out” for trash
 - c. Signage reminding dog owners to pick up poop and control their dogs
 - d. Garbage receptacle installed and maintained at trailhead
 - e. “No parking” signage along right-hand side of Wildview Crescent, or an assessment of parking issues in the area
3. Illegal dumping
- a. Campaign educating people about illegal dumping, something to make them think of how it affects us all. The average mattress or couch is not an expensive as many think it is to dispose of at the landfill; education goes a long way.
 - b. Install no dumping signage with threats of fines in problem areas.
 - c. Educate people on how to report illegal dumping.
 - d. Clean up illegal dumping quicker.
 - e. Expand landfill hours to include Sunday, possibly for residents only.
 - i. Many people do their clean-ups and junk removal on weekends. This leads to people wanting to take their loads to the landfill on Sunday, finding the landfill closed, and then dumping illegally in our neighbourhoods.
4. Better road cycling infrastructure
- a. Bike lane along Wallace Drive to connect to Interurban Rail Trail
 - b. Safe crossing for cyclists at the termination of the Interurban Rail Trail to cross or continue onto Wallace.
 - c. A bike repair station in the area (many cyclists experience flat tires due to debris on the road in the area). Either the intersection of Wallace and West Saanich or Sparton and West Saanich would be excellent choices, as they would capture casual riders on the trail as well as road biking enthusiasts who ride along West Saanich Road.
5. Many residents live here for the access to mountain biking. It would serve a great deal of our community to continue to better the mountain biking trails on Mount Work, specifically ensuring a sustainable multi-use trail network throughout the entire park.



Prospect Lake District

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6. Ensuring the safety of the parking situation for Durrance Lake. Residents do not want a huge parking lot encouraging more visitors than the natural space can handle, but they do want to be sure those parking are doing so safely.
7. Increased by-law enforcement for dumping, illegal truck traffic, and unsecured loads.
8. Increased police enforcement for speeding and other unsafe driving.
9. A transfer station serving the continuously growing Westshore community would have positive impacts for GHG emissions, road safety, and general traffic volume in our community. If it is unreasonable to have the landfill open to residents on Sundays, having a transfer station open could serve weekend users, in addition to these other benefits.
10. As the number of young families in the area is increasing, there is always desire for more playgrounds and other outdoor play areas for children. One idea is that the playground at Hamsterly Beach is in need of an overhaul, with plenty of space available.

As a Community Association Board, we are aware that we are not experts on implementing these changes, but we hope to inspire the CRD to help our community in a tangible way. Thank-you for considering these issues.

Sincerely,

Zoe Hole,

Secretary, Prospect Lake District Community Association



February 14, 2021

Colin Plant
Chair, Capital Regional District
625 Fisgard Street
Victoria, BC, V8W 1R7

Copies to:

All CRD Board Members
Hon. George Heyman, Minister of the Environment and Climate Change
Hon. Lana Popham, MLA
Adam Olsen, MLA
Russell Smith, CRD Staff
Larisa Hutcheson, CRD Staff

Dear Mr. Plant,

I am writing on behalf of the Willis Point Community Association in response to the invitation for public comment on the CRD's Solid Waste Management Plan (SWMP).

The CRD is to be commended for looking ahead at the waste disposal requirements of the region up to the year 2045 and beyond. This plan needs to take into account a number of variable factors; population growth in the region, particularly on the West Shore, new technologies and strategies targeting zero waste and the climate emergency facing the region, the province, the nation and the globe. Unfortunately, we find the SWMP wanting in several respects with regard to these factors.

Landfill Expansion-Destruction of Natural Habitat

As the community association representing the Willis Point area, we are particularly concerned about the impact that the current plan will have on the Hartland Landfill, particularly the Plan's goal (based on the current waste reduction targets and strategy) to expand the waste disposal cells to the full perimeter of the property, in the process removing 73 acres of forest and engaging in extensive blasting and quarrying. These 73 acres are immediately adjacent to Mount Work regional park, and indeed have been a de facto part of the park for a number of years. They provide recreational opportunities for the community, particularly the mountain bike community, and are home to a number of endangered plant and animal species. Moreover, destruction of 73 acres of mature second-growth trees undermines the CRD's commitments to address climate change by removing a significant area of carbon sequestration. Continued expansion of the Landfill will also create more methane emissions, notwithstanding the intention to capture a portion of the increased emissions as renewable natural gas.

Explore More Aggressive Waste Reduction Alternatives

The alternative to Landfill expansion is to adopt more aggressive waste reduction strategies so that volumes of waste going to Hartland are significantly reduced, thus extending the life of the Landfill without expanding it and destroying part of Mount Work. There are several such initiatives underway in the region, such as the City of Victoria's Zero Waste Strategy, the waste-to-energy project being



explored by Esquimalt and Saanich's *One Planet Saanich*. The current SWMP takes no account of these initiatives, and instead relies on a series of underfunded "best efforts" campaigns to reduce waste targets to 250kg per person in the region by 2030, in the process continuing to rely of a steady flow of waste in order to generate tipping fees to fund Hartland's operation. The Plan needs to go much further, as has been recommended by your own Solid Waste Advisory Committee.

Postpone Decision on Hartland Expansion

Given these developments, it would be irresponsible in our view for the CRD Board to approve any planned expansion of Hartland at this time. Instead, new more aggressive waste reduction targets and strategies should be explored and adopted. In the meantime, approval of any expansion of Hartland should be put on hold until progress in reducing waste is assessed.

In specific terms, the WPCA would like approval of any expansion of Harland to be Stage-Gated so that both actual waste reduction achieved in the CRD, and the effectiveness of alternative methods of dealing with MSW be reviewed by Hartland staff and the CRD board in 2028 prior to any approval of plans to expand the landfill.

Beyond planning for a Phase or Stage Gated review in 2028 to verify that there is a need for expansion, it would seem **no approval of expansion plans needs to be part of the current SWMP**.

Since no expansion implementation needs to take place before 2030, that allows time to consider expansion if necessary, and the Board and public will have had ample opportunity to apply new waste reduction strategies. We urge you to amend the SMWP accordingly, before it is submitted to the Ministry of the Environment for approval.

Moving Hartland Traffic to Willis Point Road

In addition to opposing the expansion of Hartland Landfill, we have grave concerns over the plan to redirect commercial truck traffic accessing the Landfill from Hartland Avenue to Willis Point Road, beginning in 2023, and diverting all Landfill-bound traffic in 2040. Despite earlier assurances in 2019 received from CRD staff that there were no plans to divert traffic, it would seem that a decision has already been made to do so. Our Association was offered two public consultation sessions to discuss this "proposed" change and was told that the decision was a "fait accompli", with the only thing left to discuss being mitigation efforts. While earlier discussion had argued for a road change based on "safety considerations" (despite the fact that Hartland Avenue has served quite adequately as the point of entry for the past half century), the rationale now put forward is "operational requirements". We have been told that there is "no viable alternative" to changing the access owing to the configuration of the Landfill which makes construction of internal access roads too expensive and challenging.

Safety Concerns

Unfortunately, the process of dealing with the traffic question has been less than transparent. That said, if this change is going to happen regardless of community opposition, then it is important that the CRD address a number of safety, traffic circulation and perception issues that will inevitably arise. The transfer of heavy truck traffic on to Willis Point Road will lead to several safety concerns, notably icy surfaces in winter on the straight 9 percent grade, and the impact of heavy traffic on the numerous



mountain bikers, recreational and competitive cyclists that regularly use the road. A proper bike lane should be constructed up to the point where trucks will enter the Landfill.

Willis Point Road is also heavily used by recreational users of Durrance Lake in Mount Work Park and McKenzie Bight in Gowland Tod Park, by commuters using the route through the Highlands to the West Shore and by residents of Willis Point. Willis Point Road is our only secure means of reaching the rest of the region. While the Bunt traffic study argues that Willis Point Road is designed for a heavier traffic load than Hartland Avenue, it ignores that fact that unless there is smooth traffic flow on to and off Willis Point Road, there will be traffic congestion and safety issues affecting residents, school bus operations, casual users and indeed the trucks accessing the Landfill. The biggest problem is the intersection at the junction of Wallace Drive and West Saanich Road.

Intersection of Wallace Drive and West Saanich Road

This intersection was not designed with heavy traffic loads in mind. It has a pull off area for residential mail collection and is also where the Interurban bike trail terminates. At the same time, it will be where heavy trucks collect to turn either north (left) on to West Saanich Road or south (right). In either case, trucks turning north will block sight lines and vehicles turning right. Wallace Drive joins West Saanich Road at the bottom of a hill where south bound traffic tends to pick up speed. Unless this intersection is redesigned, there will be serious safety and traffic concerns. The response from CRD staff during the traffic consultation was not encouraging. They noted the problems raised but indicated that the responsibility for addressing them lay with the District of Saanich. We are concerned that funding the necessary redesign and reconstruction will not be a priority for Saanich as relatively few Saanich residents will be directly affected. Therefore, it is important that the CRD recognize its responsibility to allocate funding for this work. If internal roads were constructed within Hartland to avoid shifting access to Willis Point Road, this would be feasible but costly. As the CRD will be saving considerable funds by using the public infrastructure of Willis Point Road, provided and funded by Saanich, it should allocate some of these savings to address the imminent real traffic and safety concerns of regular users of Willis Point Road.

Truck Bypass on Willis Point Road Northbound

Given the regular use of this road by Willis Point residents and the likely delays that will occur when traffic is stuck behind a slow moving heavily-loaded truck going uphill, we believe it is essential that a couple of truck pull-offs be created, with appropriate signage to ensure that trucks moving below 40 kph comply. The road speed limit is 60 kmph (although it is constructed for higher speed) and if traffic is impeded, there is a risk that drivers will take chances to pass despite only limited areas to do so. The traffic report, which argued against the construction of a passing lane, claims that traffic will be held up by less than a minute but that assumes that all trucks will maintain a speed of 60 kmph on the uphill grade, which is most unlikely. The provision of pullouts would be a compromise between doing nothing and risking impeding traffic and inviting unsafe driving, and constructing a full passing lane, which has apparently already been ruled out.

Renaming Lower Part of Willis Point Road

In addition to addressing concrete congestion and safety concerns on Willis Point Road and at the intersection of Wallace Drive and West Saanich Road, there is an additional, low-cost measure that the CRD can take to address concerns of Willis Point residents. In the minds of many, there will be an



unfortunate association of Willis Point with the Landfill once the new access point becomes the primary entry for trucks. This could have an impact on public perceptions, ultimately affecting property values, leaving the impression that Willis Point Road is the “access to the dump”. We have discussed and support re-naming the lower part of Willis Point Road, the section running from Wallace Drive to Ross Durrance Road. Willis Point Road would begin at Ross Durrance Road and run north to connect Willis Point residences with the southern section of the road. We propose that the new name be connected to the prime function of this section of the road, which is to access Mount Work Park. The name “Mount Work Parkway” has been suggested.

Fortunately there are no residences on the part of the road to be re-named, and only one street sign (at Wallace Drive) to be changed. The new Residuals Treatment Plant is designated as “280 Willis Point Road”. It has already been sign-posted so one small address change would be required but otherwise a change of road name would have no postal or property registration implications. While a cosmetic change, this would decouple the name “Willis Point” from the Landfill and is something that the Willis Point Community Association strongly endorses and advocates. We hope the CRD will work with Saanich to effect this name change.

Biosolids

We are one of the communities most affected by changes to the use of Hartland. Our community suffered through two years of construction as the new sewage pipeline was constructed and there continue to be occasional road interruptions. We have been subjected to odour problems arising from the commissioning of the Residuals Treatment Plant (RTP), which are ongoing. We are also concerned about the plan to spread biosolids at Hartland, once the RTP begins to produce them, as this could affect human, plant and animal life in areas adjacent to the Landfill. Given these and other concerns, we are hopeful that the CRD Board will review our input carefully and take action where possible.

Summary and Thank you

The CRD SWMP is important to the WPCA because of both proximity and general love of nature and concern for the environment among Willis Point residents. I believe that the general environmental and climate concerns expressed affect the greater community of the CRD well beyond Willis Point.

I thank you for the opportunity to provide the views of the Willis Point Community Association on the current draft of the Solid Waste Management Plan and related traffic issues.

Yours sincerely,

Daniel J. Kenway, P.Eng
President

Hartland Landfill Access

Frequently Asked Questions



Capital Regional District | January 2021

1. Why will commercial vehicle access to Hartland Landfill be moved to Willis Point Road?

The CRD is required to move the commercial access for Hartland Landfill to Willis Point Road by 2023 for a number of operational reasons, including safety considerations for landfill staff, commercial vehicles and residents accessing Mount Work Regional Park.

Willis Point Road has a single, large hill with a max grade of 8% while current transportation routes to and within Hartland Landfill have grades of up to 15%. BC's Landfill Criteria suggests a maximum grade of 10% for large vehicles in this environment as the probability for trucks to rollover and cause accidents increases when loaded commercial vehicles are travelling excessively steep grades.

Due to its internal topography, the only viable route for trucks to safely access future filling areas at Hartland Landfill will be from Willis Point Road to the north of the landfill. An independent traffic study was conducted to understand the implications of these requirements, including both road safety and greenhouse gas emission considerations.

2. How will road traffic be impacted by this change?

The findings of the [independent Hartland Traffic Study](#) suggest that moving commercial access to Willis Point Road will improve overall traffic safety in the area. As a rural collector street, Willis Point Road is designed for higher vehicle use than Hartland Avenue. Willis Point Road's current use is less than half of what it was designed for (up to 5,000 vehicles per day) and this capacity is forecast to remain at least 20% below the typical threshold for this kind of road when landfill access is relocated to Willis Point Road. Landfill-related trucks will account for less than 15% of traffic on Willis Point Road and West Saanich Road when access to the landfill is moved from Hartland Avenue.

Starting in 2023, a daily average of 120 commercial trucks (80-90 large load trucks and 30-40 small load trucks) will access Hartland Landfill via Willis Point Road instead of Hartland Avenue. Starting in 2040, a daily average of 350 vehicles including both commercial haulers (120 per day) and residents (230 per day) will access Hartland Landfill from Willis Point Road when all access is relocated to the north in the future.

3. How has the Willis Point entrance been used in the past?

Originally built to provide access to a composting operation for yard and garden material, this entrance was constructed in the early 1990s. The composting facility operated for approximately 10 years and at its peak served 100 vehicles/day.

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4. How will GHG emissions be impacted by the relocation of commercial access to Hartland?

The findings of the [independent Hartland Traffic Study](#) suggest that moving commercial access to Willis Point Road will reduce greenhouse gas emissions by 2-3% as a result of lessening the steepness and total climb of trucking routes along internal and external roads.

5. How will parks users be impacted by the relocation of commercial access to Hartland?

Commercial vehicles are currently required to access Hartland Landfill through the Mount Work Regional Park trailhead and mountain biking parking lot. Relocating commercial access to Willis Point Road will create the opportunity of a safer, more inviting Hartland Avenue trailhead through the Mount Work management planning process.

6. How long has the CRD known that it would be required to access Hartland Landfill from Willis Point Road?

Future landfilling in the northwest corner of the landfill site was first described in the regional solid waste management plan that was approved by the CRD Board in 1987.

7. When was the need to access Hartland Landfill from Willis Point Road disclosed?

The first solid waste management plan to reference this eventual operational need was made public in 1989 following Provincial approval of the plan. Constructed in the early 1990s, the Willis Point Road entrance has always been a secondary access to the Hartland site yet the requirement to make it the primary access point for commercial vehicles will be triggered by the location of the new active face starting in 2023.

8. Why can't the future filling areas be accessed from the existing road within the landfill that allows access to the new Residuals Treatment Facility?

The Residuals Treatment Facility, part of the region's wastewater treatment infrastructure, is located in the northwest corner of the landfill site and is currently accessed from the Willis Point Road entrance due to the same safety and efficiency reasons being considered for all commercial vehicle access to this part of the Hartland property.

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9. What would be the cost of ensuring access to the new fill cells from the existing access at Hartland Avenue?

The internal roads from the south will eventually be buried in garbage and constructing a wide, two-way roadway from the south is not feasible due to both the internal topography of the site and the location of critical underground gas, lagoon and leachate infrastructure. The cost to move this infrastructure and to build an internal perimeter road is exorbitant and would not meaningfully address the safety issues for staff, contractors and patrons. For these reasons, the only viable route for trucks to safely access future filling areas at Hartland Landfill will be from the north off Willis Point Road.

10. Since it is planned that non-commercial traffic will continue to access the landfill from Hartland Avenue for the next 20 years, how will this waste reach new filling areas?

Non-commercial vehicles do not access the active face directly—they deposit waste into bins in the residential drop-off area. If bound for the active face, waste collected here is transported in a transfer bin weighing less than 10 tonnes (much smaller than a typical commercial truck that weigh up to 30 tonnes). The daily volume received at Hartland amounts to approximately 8-10 loads per day that will continue to be transported to the active face using internal roads until approximately 2040 when these roads will be buried in garbage. Smaller commercial vehicles that may pose safety concerns will also access the new filling area via Willis Point Road starting in 2023.

11. What additional provisions will be made for the safety of vehicles and cyclists when trucks are diverted to Willis Point Road?

This portion of Willis Point Road is already a designated truck route and, as such, is designed and maintained to a higher standard. Any safety recommendations—for example, the opportunity to reduce the speed of vehicles turning right from Wallace Drive to West Saanich Road—will be submitted to the District of Saanich for consideration by the Traffic Engineer. The CRD currently works with Saanich to increase the level of deicing on Hartland Avenue and a similar program could be explored for Willis Point Road.

12. Will the CRD consider widening and constructing bike lanes on either side of Willis Point Road as far as the turnoff to Hartland?

This suggestion can be included in the mitigation opportunities that will be considered by the CRD Board in spring 2021.

13. What mitigating factors will be undertaken to ensure that vehicles that regularly use Willis Point Road for access to their community are not impeded by this truck traffic?

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The current design of this road does not cause commercial trucks to travel below the speed limit. Two passing lane options were analyzed and it was found that their maximum impact would be reducing travel times westbound on Willis Point Road by 15 and four seconds respectively. Even with this operational change in place, landfill traffic will account for less than 15% of all traffic on Willis Point Road.

14. Although a passing lane has been rejected, would consideration be given to one or to pull-outs on the uphill with signage requiring trucks travelling below 50 km/hour to pull over?

This suggestion can be included in the mitigation opportunities that will be considered by the CRD Board in spring 2021.

15. How will the CRD ensure that trucks turning off or on to West Saanich Road from Wallace Drive can do so safely while not impeding through traffic?

The traffic study recommended that Saanich consider options to reduce vehicle turning speed by reducing the turning radius while still providing sufficient space for large vehicles at this location.

16. Will the CRD provide assurance that the entry and exit point to the landfill from Willis Point will not provide priority right of way to trucks, and that through traffic (north or south bound) will not be impeded or forced to yield to turning truck traffic?

The CRD has no plans to provide priority right-of-way to trucks turning on to Willis Point Road from the landfill site. There is a turn lane for trucks turning off of Willis Point Road into the landfill site.

17. What measures or amenities is the CRD considering to mitigate the impact of this change on residents of Willis Point?

The CRD is currently seeking public feedback on this operational change to understand concerns and potential mitigation opportunities. Suggested measures from residents will be considered by the CRD Board in spring 2021.

18. What are your safety plans for the start and end of Interurban trail as there is no safe way to cross Wallace Drive?

Wallace Drive and the Interurban Trail are owned and managed by the District of Saanich. The CRD does not have any authority to make changes to these roads and trails. The traffic study for the landfill identified the opportunity to create a

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Wallace Drive crossing either at the West Saanich Road intersection or at a safe location further from West Saanich Road than the existing trail entrance.

19. How do you conclude that Willis Point Road has more capacity than Hartland Avenue?

Willis Point Road has been designated as a truck route by the District of Saanich and is designed to accommodate more vehicles than Hartland Avenue since it has milder grades, paved shoulders, wider curves and fewer driveways.

20. What is the time of day that you measured the number of vehicles on each road for the traffic study?

Vehicle use on Willis Point Road was measured for nine full days. Vehicle use on Hartland Avenue and West Saanich Road was measured for three full weekdays. Additional data was collected at the study intersections on weekdays from 7:30 - 9:30 am and 3:30 - 5:30 pm as well as on Saturdays from 1:00 - 3:00 pm.

21. If the Hartland 2100 design concept isn't needed, will traffic access still need to move to Willis Point Road?

Yes, the Willis Point Road entrance for Hartland Landfill will need to become the primary access point for commercial vehicles by approximately 2023 to ensure safe access to existing filling areas in the northwest corner of the landfill.

22. Willis Point Road was never designed to accommodate 300 cars on the side of the road for parking—how was this traffic accounted for in the independent study?

The transportation study accounted for all vehicles travelling on Willis Point Road between Wallace Drive and the existing landfill entrance. All cars that travelled along this road section were measured including those that parked on the side of Willis Point Road to access the nearby regional parks. Managing parking at nearby regional parks is not included in the scope of the Solid Waste Management Plan but can be addressed as part the ongoing Mount Work Park Management Plan.

23. Who has the overall traffic and design information for both Willis Point Road and Hartland Avenue?

Both roadways are managed and maintained by the District of Saanich.

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24. There is a much higher frequency of accidents on Willis Point Road than Hartland Avenue. Why was this not considered in the traffic study and how do you consider what is safer without doing so?

The traffic study considered the frequency of collisions and identified potential safety improvements for the District of Saanich to consider. A variety of factors was considered to evaluate the vehicle access routes including collision frequency, a street design and safety review, vehicle capacity, street grades, active transportation, vehicle emissions and vehicle circulation on the landfill property. Design changes to the intersection of Willis Point Road and Wallace Drive can be discussed with the District of Saanich to ensure drivers are making safe decisions as they move through that area.

25. Why is it not possible to build a new internal road to access future landfilling areas? Could CRD staff please confirm whether or not it is possible to engineer a road on site from Hartland Rd that meets the grade requirements?

The internal roads from the south will eventually be buried in garbage and constructing an alternate wide, two-way roadway from the south is not feasible due to both the internal topography of the site and the location of critical underground gas, lagoon and leachate infrastructure. Landfill sites produce significant volumes of landfill gas and leachate and any damage to the required buried infrastructure will pose significant risk to road users as well as the environment. The cost to move this infrastructure and to build an internal perimeter road is exorbitant and would not meaningfully address the safety issues for staff, contractors and other users. Significant roads are not typically constructed on top of waste and hence the only viable route for trucks to safely access future filling areas at Hartland landfill will be from the north side off Willis Point Road.

26. Given the traffic levels and safety concerns on Hartland are already high, why wait until 2023 to move the access to the safer route?

Moving commercial access to the north right now would make it difficult to access the current active face of the landfill which is closer to the south end of the property. Implementing use of the north access in 2023 aligns with our timeline for landfilling of the new cells along the northwest portion of the site.

27. Given the bins are currently sitting outside of the Landfill's berm, are they not technically sitting exposed to the Prospect Lake watershed?

The CRD will move the bins from their current location to a new space within the landfill footprint in summer 2021.

Hartland Landfill Access

Frequently Asked Questions



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28. Will CRD commit to ensuring excellent winter road safety on Willis Point Road?

The CRD currently works with the District of Saanich to increase the level of de-icing on Hartland Avenue and a similar program could be explored for Willis Point Road.

29. Would it be reasonable to consider the other road users, number of residential driveways and side roads as factors in assessing the safety of Willis Point Road?

Additional provisions will be made for the safety of other road users when trucks are diverted to Willis Point Road.

30. What measures will be taken to decrease the risk to bike park users as they cross Hartland Avenue in front of the public access to Hartland Landfill?

Significant safety improvements were made at this intersection near the Hartland Landfill entrance in 2018 and 2019, including a new stop sign for downhill traffic leaving the landfill and additional parking to alleviate congestion. Staff will continue to monitor the safety and performance of this intersection.

31. Is there any possibility that a change of name for the lower part of Willis Point Road might be considered?

This suggestion can be included in the mitigation opportunities that will be considered by the CRD Board in spring 2021.

32. Why can't a road to Hartland Landfill be built from the Western communities?

The construction of a new road to Hartland Landfill from the Western communities would be very challenging to build, both from a land availability perspective and due to the extremely high cost of this type of project—particularly when access to the landfill is already available via a designated trucking route along Willis Point Road.

33. If Willis Point Road didn't exist what would your plan be?

CRD staff would consider the needs of all potential road users, study alternate route options and build a trucking route similar to Willis Point Road..