

Hartland Landfill Access

Frequently Asked Questions

Capital Regional District | December 2020

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?

The internal roads from the south will eventually be buried in gas 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.