



Representing the Residents and Ratepayers of
Otter Point, Shirley and Jordan River

Ryan Evanoff
Operations Manager – Southern Vancouver Island
Vancouver Island District
Ministry of Transportation and Infrastructure

August 24, 2018

Re: Community Engagement/Input on Highway 14 Corridor Improvements

Dear Ryan,

Thank you, again, for MOTI's presentation at the OPSRRA AGM this year and for providing the opportunity for public engagement and feedback on the corridor improvements for Highway 14. As you know, highway safety, particularly along the West Coast Road portion is near and dear to the local residents of Jordan River, Shirley and Otter Point. For many of our local citizens, it is the only road in or out of their communities.

In order to focus on the key needs for this 30 km or so stretch of Highway 14, we worked with local stakeholders and first responders to provide singular requests on what is needed to make our highway safer for locals, business and tourists alike.

Two corners, in particular that need better solutions, include the following:

- Jordan River between Cold Shoulder and the gravel pit (around [11950 West Coast Hwy](#)); and
- Muir Creek (around 8800 - 9143 West Coast Hwy) - accounts for 50% of the region's accidents

They are already posted as 30 km an hour, but are narrow and greater than 90 degree turns. They flummox even experienced drivers, let alone occasional RV and boat trailer drivers to stay between the lines.

There was also a request for wider shoulders on the highway to allow for safe pull offs positioned at regular intervals, if it isn't viable to have them universally. In particular, if the

parking lot at Sandcut Beach is not expanded, people are parking part on the road and part on the shoulder due to shoulder constraints.

This is more maintenance than overall change but we have attached a list of areas where the road - already narrow - is literally crumbling away. See attached for details.

Traffic in the region is also woefully underreported and doesn't reflect the true wear and tear on the roads both during high season and low. Recent counts by local emergency service providers indicated as many as 400 cars an hour passing by the Shirley Fire Hall. A current traffic count completed in Shirley - during the peak season - would provide a better idea of the wear and tear on these challenging roads.

For additional background, I've provided the letter OPSRRA sent to Premier Horgan last fall, the presentation notes from our fall panel discussion on road safety and, of course, our detailed notes from our meeting last fall with the Ministry of Transportation.

Thank you for your consideration of these issues.

Sincerely,

Bill Dushenko

A handwritten signature in blue ink, appearing to read "Bill Dushenko".

President

cc.

Mike Hicks, CRD Director, JdFEA

Jeff McArthur, Staff Sergeant, Sooke RCMP

Marty Gibson, Shirley Fire Chief

Brian Einarson, Chair, Shirley Fire Commission

Brigham Smith, Unit Chief, BC Ambulance Service (South Island)

Kevin Brehart, Chief, Otter Point Fire Department

Addendum Attached.

Road Condition Report between Otter Point and Jordan River

Between Otter Point and Shirley, the majority of the issues were either shoulders falling off more than 6 inches from the asphalt, deep potholes and ditches in the shoulder or at the edge of an entrance or cross street, or asphalt repairs that were not well integrated into the road. From Muir Creek up to Craidelonna is sinking/sliding off into the ocean, the pullout on both sides of Muir Creek are very poor from the asphalt all the way to the parking areas.

There are places along the winding hill down to Kirby Creek (east side of road) that are sliding into the creek.

But, the real problems start past the French Beach Septic dump all the way to km 70. (This is the west side of the road only – the east side is not included)

From km 70 to km 65

Sliding/sinking into the shoulder/ocean side - 30 locations
Cross road or single side swales - 4 locations
Bumps - 7 locations
Poor repair integration - 12 locations

From km 65 to China Beach

Sliding/sinking into the shoulder/ocean side - 22 locations
Cross road or single side swales - 12
Crumbling/rough asphalt - 6 locations (some quite long)
Poor repair integration - 10 locations

From China Beach to Jordan River, km 55

Sliding/sinking into the shoulder/ocean side - 3 locations
Cross road or single lane swales - 4 locations
Bumps - 3 locations
Pull outs at Merelette and Cormorant are overgrown with vegetation right up to the asphalt so that it is unclear if they are actual pull outs, and the one at Cormorant is so uneven I could possibly high center my SUV if I was not careful.

From Jordan River, km 55 to Shirley border

Sinking/sliding into the shoulder/ocean side - 2 locations
Cross road or single lane Swales - 7 locations
Bumps - 13 locations
Poor repair integration - 5 locations
Crumbling/rough asphalt - 3 locations

Shirley border to Point No Point

Sinking/sliding into the shoulder/ocean side - 4 locations
Cross road or single lane swales - 13 locations
Bumps - 10 locations
Crumbling/rough asphalt - 2 locations

From Point No Point to French Beach Septic Dump

Sinking/sliding into the shoulder/ocean side - 6 locations
Cross road or single lane swales - 15 locations
Bumps - 7 locations
Poor repair integration - 1 location

French Beach Septic Dump to Shirley border

Sinking/sliding into the shoulder/ocean side - 12 locations
Cross road or single lane Swales - 8 locations
Bumps - 13 locations
Poor repair integration - 8 locations
Crumbling/rough asphalt - 1 locations

For most of the way from km 70 to the Shirley/Otter Point border, I followed a truck with camper pulling a lovely boat. He went 40 km per hour or slower until about Blueberry Flats, where the road becomes much better. I would have been doing the same if I were in his truck. There was no way he could go faster without eventual damage to either his truck and camper or boat and trailer.

- Compiled July 22, 2018 by Diane Foster, OPSRRA Treasurer/Director