



Chronology: Falaise Community Pat Bay Highway¹ Barrier Efforts

Date	Event
1970	<p>Provincial government constructs the Royal Oak Drive Interchange including the northbound Royal Oak on-ramp to the Pat Bay Highway. Access from Falaise Drive onto the highway is cut off.</p> <p>The Falaise community subdivision is now fully exposed to traffic noise from Pat Bay Highway and from vehicles accelerating onto the highway from the northbound on-ramp.</p> <p><i>Highway traffic 27,000 vehicles/day -Source MoTI</i></p>
1997	<p>Falaise Community Association (FCA) first approaches Ministry of Highways (MOH) to install a highway barrier to shield the community.</p> <p>MOH rejects the request on the grounds that the request does not comply with its Noise Mitigation policy drafted in 1993.</p>
2002+	<p>Falaise community residents alarmed by the steadily increasing highway noise resolve taking action to have a barrier installed or by planting a green belt along the right of way.</p>
2007	<p>FCA receives community endorsement to consult with Saanich Municipality concerning mitigation options.</p> <p>Saanich advises it is unable to fund a highway barrier on a provincial highway.</p> <p>The community enthusiastically favours a green belt and supports the proposed Falaise Drive Beautification Project (FDBP) is conceived.</p> <p>FCA commissions a landscape architect to prepare a FDBP plan.</p>
2008	<p>The FCA proposal for the FDBP jointly with Saanich Municipality to establish a greenbelt by planting a screen of trees along the edge of the highway is submitted. Saanich approves the project and a joint-funding agreement under the Community Matching Grant for the project is secured.</p> <p>Fund raising for the community share of the project begins. Full funding is contingent on raising sufficient money to be eligible for a Saanich Community Matching Grant.</p> <p>The Royal Oak Local Area Plan recognises the desire of residents for noise mitigation measures and indicates that, while not opposed to construction of a noise barrier, Saanich will not pay for construction of barriers on provincial highways.</p>
2012	<p>Implementation of the FDBP begins with the initial tree planting (Phase 1) along the highway edge.</p> <p>The Project is only partially completed, and subsequently collapses from lack of continued funding.</p>

¹ Highway 17

2014	<p>Increased traffic levels on the Pat Bay Highway and the northbound on-ramp contribute to a notable increase in highway noise levels.</p> <p>Falaise Community resolve to redouble its initial efforts with local governments to have a highway barrier constructed.</p> <p>Candidate for Saanich council Fred Haynes, while campaigning in the Falaise neighbourhood, promises Falaise residents he will work to ensure a highway noise barrier is constructed if he is elected.</p>
2016	<p>McCall Gardens expansion adjacent to the highway results in the loss of several trees; nearby residents noted increased noise level.</p> <p><i>Highway traffic is now 58,000 vehicles/day -Source MoTI.</i></p>
2017 November	<p>At the FCA annual general meeting MLA Lana Popham encourages the FCA to petition the provincial government to install a highway barrier and commits to working with FCA on noise reduction measures.</p>
2018 May	<p>Falaise Community highway barrier petition sent to MLA Lana Popham, who forwards to the Minister of Highways.</p>
2018 July	<p>Councillor Fred Haynes meets with Royal Oak Burial Park management and funeral homes to solicit support for a highway barrier.</p> <p>FCA meets with MLA Lana Popham to discuss the petition from FCA residents and the next steps towards reducing traffic noise. The meeting was also attended by representatives from the Ministry of Transportation and Infrastructure (MOTI).</p> <p>MLA Lana Popham proposes that she coordinate a meeting with Saanich Council to explore options.</p>
2019 Feb	<p>At MLA Lana Popham's request, MoTI puts their position in writing saying that, because the neighbourhood was constructed subsequent to the construction of the highway, it does not qualify for noise abatement work.</p>
2019 March	<p>FCA undertakes a presentation to Saanich Council seeking support to request the provincial government secure funding for a highway barrier through a federal financing program.</p> <p>Council passes a motion instructing the Mayor to write to the Minister of Highways, the Minister of the Environment and to local MLAs supporting community concerns with noise from the Pat Bay Highway.</p> <p>FCA provides Mayor Fred Haynes with a draft letter requesting funding from the federal New Building Canada Fund to for the construction of a highway barrier.</p>
2020 February	<p>Mayor Haynes meets with FCA to discuss status of municipal support for the funding application. The mayor advises no progress has been made and suggests a meeting with Saanich planning staff in order to advance the application to the provincial government.</p>
2020 April	<p>FCA obtains a preliminary report from highway engineer Clair Wakefield P.Eng. indicating that a noise barrier is feasible for an estimated cost of \$1,000,000.</p>