



Cowichan Bay Safety Audit Project

**Cowichan Women Against Violence Society
May, 1998**



**The Cowichan Bay Safety Audit was conducted
as part of the
Cowichan Valley Safety Audit Project**

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Funded by:

**Cowichan Valley Regional District
Ministry of Women's Equality
Status of Women Canada**

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ACKNOWLEDGMENTS

We would like to convey our thanks and appreciation to the many individuals, agencies and organizations who have contributed their time, energy and resources to the Cowichan Bay Safety Audit Project. This project would not have been possible without the support of all of the people who joined in the task of building safer communities.

Our thanks to:

The people of the communities for sharing their concerns, their personal experiences and their ideas and enthusiasm for safer communities.

The many community volunteers who joined the Safety Audits to distribute surveys, spend their evenings in dark places, and for their follow-up contributions and input to this report.

Community organizations and businesses who helped with the survey, contributed to discussions and / or provided newsletter space. Thank you to Belle's Market by the Bay, Inn at the Water Resort, Cow Bay Cafe, Bluenose Restaurant, Hill's Indian Crafts, Cowichan Bay Fire Department Women's Auxiliary, Bench Elementary School and Parents Advisory, Cowichan Bay Parks and Recreation Commission, Cowichan Bay Improvement Association.

Duncan/North Cowichan RCMP detachment for their research assistance and participation to discuss safety issues.

CVRD Development Services Planning Staff and Parks Technician, for their assistance and participation throughout the process.

Area D representative Betty Thompson and members of the Cowichan Valley Regional District Women's Safety Advisory Committee for their input and guidance.

Cowichan Women Against Violence Society

SUMMARY

The Cowichan Valley Safety Audit Project is a regional initiative supported by the C.V.R.D., provincial and federal governments, whose purpose is to address women's and children's personal and public safety at the local level through design and management of community environments.

Approaches to build safer communities recognize the relationship between violence, fear and the built environment. While design of places such as streets, buildings and parks do not cause crime and violence, they are an important consideration in prevention of crime and violence. Safety audits are a tool to examine places and identify ways to improve them to increase safety for women, children and everyone.

The safety audit for Cowichan Bay has involved community consultation through distribution of a survey, interviews, presentations and discussions, to obtain information on perceptions of safety, identify concerns, places where safety is a concern and aspects of places that present obstacles to safety for women and children. Surveys and discussions also sought to identify positive aspects about community, to obtain information about community strengths and places people consider to be safe, to be able to draw upon those strengths and provide positive examples for other areas to follow.

Input about safety issues and concerns received from surveys, audit walks and other consultation indicates a high level of community interest and involvement in committees and organizations which work for the betterment of the community.

Many people have a high appreciation of their community, enjoy their rural environments and feel their community is generally safe. However, in response to questions about how they feel about their safety, almost half of survey respondents indicated concern sometimes or often for their safety at home, and two thirds indicated concern for their safety in public places - streets, roads, highways, parks/recreation areas, parking lots and commercial areas.

In general, isolation, darkness, inadequate lighting, traffic / pedestrian issues, presence of people and perceived lack of security were noted most frequently as aspects that cause concern.

Over half of survey respondents limit their activities and/or engage in safety precautions to ensure their safety. Avoiding certain places, not going out at night at all or alone, and taking precautions to plan a route with safety in mind were noted most often as measures to ensure safety for women.

The majority of parents with children place restrictions on children's activities and engage in precautions to ensure their children's safety. These included measures such as not letting children go out alone, driving them and accompanying them to places, precautionary planning such as scheduling phone check-ins.

While taking precautions for safety is an essential part of individual, family and community safety, it is important to acknowledge that these are limitations, particularly as they pertain to women's and children's participation in their communities.

From the input received, areas were identified for site specific audits which were carried out with the assistance of community volunteers during October and November, 1997. Areas included Cowichan Bay Village, Hecate Park, Coverdale Watson Park, residential and rural roads.

In general, observations and suggestions from the site visits reflected concerns and suggestions for improvements cited in the surveys. Solutions to increase safety and sense of safety in the general community and the audited areas ranged from aspects around physical design of places (such as lighting, signage, trimming vegetation, creating better pedestrian walkways), reducing isolation, improving accessibility and mobility, to enhancing provision of information, education, recreational activities and opportunities in the local community.

Recommendations are put forward in this report to address improvements for site specific concerns, suggest topics which can be included in community plans and planning processes, responses and co-operative efforts of private businesses, agencies, community organizations and the C.V.R.D.

Safety audits are intended to be a process and an avenue for discussing and addressing needs for personal and public safety in communities. Similar to any 'planning' process, they are not a finite statement, but rather are a 'snapshot' in time. Personal safety needs to be an ongoing consideration in matters of community development. It is hoped that this project has provided a beginning for such a process.

1. INTRODUCTION

Safety Audits

The purpose of a Safety Audit is to address personal and public safety of women and children through examining community environments from those perspectives and recommending solutions to reduce opportunities for crime/violence, increase accessibility and enhance sense of safety.

Why focus on women and children?

Safety audits focus on safety of women and children. This focus is not meant to ignore or minimize the high rate of violence experienced by men. Rather, it is meant to highlight the unique situations of women, their higher risks of certain kinds of crime and violence and the resulting limitations on their use and participation in their communities.

Violence and the resulting fear of violence has unique and significant implications for women's and children's lives, both as individuals, and in the way they use their communities. Statistics show that over half (57%) of all women restrict their activities out of concern for their safety, including work, education, recreation, and many seemingly routine activities. (Statistics Canada, 1993)

Small and Rural Communities

Rural communities offer many positive features and advantages because of their amenities and the familiarity they offer. However, rural women may face obstacles to safety that are often similar to those of women living in urban areas, and they also face issues particular to living in a rural community due to:

- geographical isolation;
- lack of essential and / or accessible emergency services such as crisis centres, medical clinics, social and police services;
- long distances to work and recreation and
- lack of public transportation systems.

(In a study of rural women who were abused by their partners, researchers found that rural women stayed in abusive relationships 5 to 7 years longer than women living in urban areas because of lack of resources and isolation from support systems, and that women with disabilities stayed in relationships involving severe and frequent abuse for many years. (McLaughlin and Church, 1992)

Safety Concerns

Appendix 1 provides selected statistics on experience and worry about crime and violence. Many people, particularly women and children, have concerns about their safety in public and semi-public places - at home alone, walking alone in our neighbourhoods after dark, going out at night to meetings, waiting for and using public transportation, at our places of work, and school.

Characteristics of places that are identified in relation to safety concerns include isolation, inadequate lighting, security, entrapment and hiding spots, poor maintenance, lack of signage and access to emergency outlets.

Research on public places where sexual assaults have occurred has found that a number of features are often present - ability of an offender to predict time and path of a potential victim, the presence of an ambush site, an attack site which is often enclosed on three sides, poor visibility and an escape route for the offender.

Conversely, factors that enhance both safety and sense of safety are those that:

- reduce isolation and provide for awareness and clarity of the surrounding environment, provide for clear visibility, access to emergency services, and
- foster a sense of ownership and hierarchy of space.

Certainly, design of public places and buildings do not cause crime and violence, and design does not operate independently of other social factors. Safety audits can also identify other ways communities can improve safety, for example, through education and awareness and cooperative actions of residents, community groups and police.

2.0. THE COWICHAN BAY SAFETY AUDIT

The Cowichan Bay Safety Audit has been conducted as part of a regional initiative to address safety of women and children. This safety audit is being conducted by Cowichan Women Against Violence Society, with direction of a 20 member committee of the Regional Board which includes representatives from this and other electoral areas, municipalities and community organizations.

2.1. Procedures

Procedures for the Cowichan Bay Safety Audit are based on established models developed by METRAC (Metro Action Committee on Public Violence Against Women and Children) and the Women's Action Centre in Ottawa - Carlton. The latter model was researched and developed specifically to include considerations of rural women, people with disabilities and visible minority groups.

Procedures involve community consultation to determine types of safety concerns and areas /aspects where safety is a concern. From the input received, areas within the community are prioritized for site specific audits. Audits assess community places for factors which include awareness of the environment, places which present opportunities for crime and factors that contribute to or detract from accessibility and mobility. (Appendix 2)

Recommendations for improvements to enhance safety will provide site specific solutions and proactive guidelines to include principles for safety into planning processes.

2.1.1. Community Consultation

- a) A survey to gather information on safety concerns of women in the community was distributed by way of drop-off locations, networking, presentations to community groups, referrals and requests (Appendix 3). Of the approximately 300 surveys were distributed, 52 were returned via mail or drop off locations.
- b) Project staff attended meetings of local and regional community groups to discuss the project and request participation of residents re: the survey / input process, audit walks and report recommendations.
- c) Individual interviews and focus group discussions in the local community and broader region involving approximately 250 women and youth have been conducted during 1997.
- d) Networking and referral contacts were made with individuals throughout the community to provide input. During the course of this project numerous businesses were visited and afforded opportunities for discussions.

2.1.2. Site Specific Audits

From the information gained through surveys and discussions, areas in the community were prioritized for safety audits. The audits were carried out by a team of staff and community volunteers, most often, but not always during evening hours.

Procedures for audits involve walking through an area with a checklist of questions to examine aspects with respect to personal safety and the physical/social environment. The basic questions addressed in an audit are, "What about this place makes me feel unsafe and what would help to address those concerns?" Factors which are commonly examined are isolation, access to emergency services, lighting, signage, movement predictors and entrapment sites and maintenance.

While the intent of a safety audit is to critically assess places for safety concerns, participants were also asked to note things that contribute to sense of safety to help determine what positive safety features exist and how they might be preserved as the area develops.

Observations, results and recommendations were then compiled and written up in the form of a draft report which is distributed to audit participants for review and further input. A final report is then prepared for submission to the C.V.R.D. with a request for implementation.

2.1.3. Study Limitations

A number of potential limiting factors to the project were identified during initial stages of planning and noted during the process. General knowledge and experience with the safety audit process recognizes limitations with respect to survey distribution, sampling and seasonality. (Dame and Grant, 1996)

Further limitations to obtaining comprehensive input were noted and defined in terms of the geographical nature of the area, the short time frame in which the study was conducted, perceptions about study limitations and safety concerns (for example, people who do not define themselves as having concerns may not see the survey as pertinent to their interests, people who do not view the process as conducive to change may not participate).

3.0 RESULTS

3.1. Community Consultation

3.1.1. Surveys and Discussions

Responses from surveys and discussions have been compiled and included in this report as Appendix 4. The following is a narrative summary of responses from surveys, interviews and focus groups. As indicated previously, survey numbers and sampling methodology warrants caution with respect to statistical interpretation of results and inferences. However, interviews and discussions with individuals and groups generally reflected input received in the surveys and contributed some in-depth knowledge and understanding of safety issues.

In general, input reflects appreciation and enjoyment of rural living and a desire to maintain that lifestyle. The majority of people generally enjoy and appreciate their community and many people said they do not feel concerned for their safety. Many community strengths are evident, particularly the high level of familiarity between people within neighbourhoods, level of involvement in community and in schools.

However, input also reflects concern about violence, and aspects of the community environment that present obstacles to safety. Several respondents who said they generally feel safe also added that this is because they engage in precautions to ensure their safety such as not going out alone or maintaining security of home.

Safety Concerns

Approximately half of survey respondents indicated concern for their safety sometimes or often at home, just under one third sometimes or often at work, and almost three quarters are concerned for their safety sometimes or often in public places.

Approximately two thirds of respondents are ever worried about theft; between 40 - 50% are worried about physical or sexual assault; approximately one third worry about harassment/stalking and 20% about verbal attack.

Respondents also offered other experiences and / or concerns in this section including threats of assault, indecent exposure, attempted robbery, dog attack; gossip, traffic, inappropriate behaviours, dogs.

Factors Affecting Safety

Respondents indicated a range of factors which affect their safety, with drugs/alcohol, attitudes about women, age as the top three.

Restrictions to Activities and Safety Precautions

About two thirds of respondents say they limit their activities due to concerns for safety. Methods noted most often were not going out at night at all or alone, and staying away from certain areas that are felt to be unsafe. One respondent said she does not work nights due to safety concerns.

Precautions women take to ensure their safety include driving instead of walking, carrying pepper spray, a whistle, travel precautions (planning a walking route with safety in mind, varying a route), and taking a dog. One respondent touched upon safety in terms of behaviour that might be perceived by some as unacceptable re: avoiding contact with a same sex partner in public.

All of the respondents with children at home said they restrict their children's activities or take precautions to ensure their safety. Methods noted most often were not letting them go out alone, driving them to activities instead of letting them walk or cycle, having them check in at intervals to ensure they are okay, not letting them go to certain places (alone and/or at all) that are perceived as unsafe.

Places Identified for Obstacles to Safety

Rural highways and neighbourhood roads combined as the most noted places where safety is a concern at night. Areas cited for concerns included Cowichan Bay Road through the Village, at the intersections of Hillbank and Wessex Roads, "the hill" between Botwood and Glen Roads. Concerns in the Glen Road area included Ordano and Wilmot Road. Cherry Point Road and Bench Road were also cited for safety concerns.

Lack of adequate pedestrian walkways (particularly for Cowichan Bay Village and area), darkness and uneven lighting, poor visibility for vehicles and pedestrians, presence of hiding places, wildlife, dogs, traffic and speeding were issues noted most often.

In the day, isolated areas such as rural roads where there are few houses, and parks were cited most often for safety concerns. Safety issues around parks generally included isolation, poor visibility and inappropriate uses such as groups hanging out. Coverdale Watson Park on Wilmot was noted as feeling unsafe for some respondents at night due to darkness and isolation. Hecate park was noted for concerns around isolation, uneven lighting, hiding spots, and people hanging out. Safety was felt to be an issue during the day with respect to times of the day or season when there are few(er) people around.

Cowichan Bay Village was noted for safety concerns during the day with respect to vehicle traffic and hazards for pedestrians. Lack of adequate pedestrian walkways, combined with design of parking areas, uneven road surfaces in places, potholes, vehicle traffic and speeding were the most noted problems.

At night, concerns were noted around places in the Village area that are dark, offer hiding and entrapment sites, are isolated, and/or are used by people who are perceived to have been using alcohol or drugs. Areas around the pub, beer and wine store and wharves were noted by several respondents as unsafe with respect to alcohol/drug use, non-residents, vehicle traffic and speeding issues.

The School House Square and parks in the Duncan area were also noted by a few respondents for safety concerns.

Solutions to Improve Safety

Public Places

Solutions to improve safety in public places noted most often were streetlighting, and various general and specific areas were cited, including parking lots, intersections, Hecate park through Cowichan Bay Village, subdivision roads including Wilmot and Ordano Roads.

Creating safer routes for pedestrians, installing more public telephones, trimming vegetation in places, better and more parking facilities and design measures which would help to reduce speeding (e.g., speed bumps) were also seen to be important aspects of design and management to improve safety.

Public transit was felt to be important by some respondents. Currently there is no regional transit services through the Cowichan Bay Village area, and people have to walk as far as Four Ways Store to access the bus service. Suggested solutions focused on connecting routes between Wilmot at Koksilah Road, Cowichan Bay Road from Four Ways Store through the Village.

Social change and community building through programs and facilities for youth, neighbourhood programs to promote familiarity (e.g., Neighbourhood Watch); education and awareness to change attitudes and behaviours were seen as important.

Security and law enforcement measures suggested included stronger laws to deter men who stalk and sexually violate women; security and law enforcement measures included more patrolling, traffic surveillance and monitoring of marinas, especially on weekends, dog control measures.

Work

Safety and security measures such as security cameras, escort to car programs, check-ins, etc., were noted most often as ways to improve safety at work, followed by lighting, self defense training and ensuring an attitude of respect for women were noted as ways to improve safety at work.

At Home

Security measures such as alarms, locks and lights were noted most often as measures to improve safety at home. Neighbourhood programs to enhance security and promote familiarity stronger laws, and more police patrols; streetlighting and/or measures to enhance lighting in neighbourhoods were also suggested to enhance safety at home.

3.1.2. Comments

Comments from surveys and discussions generally reflected and elaborated on survey responses. The following is a summary of comments including those obtained from surveys and from discussions with individuals and groups in the study area. These have been summarized and condensed for content, and grouped into categories for the purposes of this report.

General Community

As mentioned previously, many people said that in general, they feel quite safe in their community and have a high appreciation for Cowichan Bay's character and amenities.

At the same time however, many women noted personal experiences and anecdotal reports of incidents that cause concern with respect to personal safety. Many women noted that they are careful to ensure their safety, limiting nighttime activities for example, and using caution with respect to their activities. One woman commented that she lives about 15 minutes from work by foot, but always drives because of safety concerns.

Some comments elaborated on reports and experiences in the Village area, such as incidences of drunk driving during the day as well as the evening, incidents of harassment, thefts from vehicles, attempted robberies, drug and alcohol use.

Safety for women while traveling between home, work, recreation and school on the highway and rural roads is a concern for some women. Similarly, walking and running along rural roads and highways are activities that may be avoided altogether, or engaged in with reservation and precaution. Factors associated with fears about walking and running on roads and highways were lack of adequate pedestrian/bike pathways which put people at risk from traffic; fear of being assaulted in an isolated area is a very real concern for many women who walk or run along rural roads.

Children and Youth

Safety concerns expressed around children with respect to walking or cycling along major routes, re: traffic safety, routes that present concerns with respect to isolation, and the potential of danger to children from adult offenders.

Comments with respect to youth were varied, but in general, concerns focused on lack of youth centered activities in the area, and noted the frequency of youth hanging out in parks and/or other spots, youth engaging in crimes (theft, alcohol). While many people note that when they encounter a group of youth hanging out, they may feel anxious, they also acknowledge that this is a perception that may not be warranted. Suggested solutions included a centre for kids to run by themselves, an activity centre.

Home and Neighbourhood

As in specific survey responses, discussions and comments reflected positive sense of safety for residents in suburban neighbourhoods. Factors that contribute to this sense of safety include a high level of familiarity between neighbours (many are long time residents), neighbourhood stability and cohesiveness, and a high level of mobility of many people.

With respect to neighbourhoods, physical aspects noted as positive include houses situated close together, cul de sacs which offer opportunities for children to play and to be seen from houses, neighbourhood streets that are lit from interior and outside lights on houses.

Factors associated with fears about walking or running on roads and highways were lack of adequate pedestrian/bike pathways which put people at risk from traffic, isolation that contributes to a sense of not knowing who may be driving by or who might be in that parked car - fear of being assaulted in an isolated area.

Dogs that are not constrained at all and while walking with owners, or not contained in yards were noted as significant problems by several people. Wildlife (cougars) is also a concern for some people, particularly with respect to 'what to do when you encounter one'.

Laws, Law Enforcement, Security and Policing

Overall, police response was seen to be very good in the area, but a few people commented that more police patrols would be helpful and that patrols should be extended to marinas. Community programs such as Neighbourhood Watch and Community Policing were seen to be good avenues to continue and enhance supporting safety in the area.

Solutions

Similar to responses in surveys, solutions to increase safety mentioned in discussions ranged from home security and community/neighbourhood support systems, to physical design of buildings and places, to education and law enforcement/authority measures.

Several survey respondents suggested public transit should be a priority for Cowichan Bay; this topic was introduced and discussed on several occasions with audit and discussion participants. Opinions on this topic varied. Several participants noted that public transit is

needed for those who live and work in the Bay, as an essential service (one person commented that she needs to use the bus but has to walk up to Four Ways to access the nearest connector), as well as a service that would alleviate traffic problems.

While the majority of people with whom this topic was discussed agreed that public transit is an essential public service, several people noted that suburban residential areas of Cowichan Bay have developed as a highly mobile communities, and questioned the need for transit in terms of actual numbers of people who would use it. Comments included that in order to be efficient, transit services need to be well - designed to meet the needs of potential users. Connecting residential areas through planning stops at Wilmot/Koksilah, stops on Wilmot, and various points along Cowichan Bay Road were suggested as possible priorities.

Education and awareness was a solution mentioned quite frequently in discussions, and included education about violence issues in general, safety in schools and self protection workshops for women.

3.2. THE AUDITS

Site specific audits in the study area included Cowichan Bay Village from Hecate Park to Botwood Lane; Cowichan Bay Road, Hecate and Coverdale Watson Parks, Glen Road subdivision and surrounding area. An informal audit of School House Square was also done. The audits were carried out during October and November, during both daylight and darker hours. Project staff also visited the site of the proposed Lambourne Park with neighbourhood residents to view the area and offer suggestions for safety considerations at the planning stage.

This section provides a detailed summary of audits undertaken in areas of Cowichan Bay. For each audit, we have summarized observations made during the walk, suggestions arising from the audits and recommendations for actions. Comments and suggestions will also be offered for areas that were mentioned for concerns but not the subject of formal safety audits.

3.2.1. Cowichan Bay Village

Safety audit walks in the Cowichan Bay Village area focused on commercial/ residential areas on and around Cowichan Bay Road (as opposed to the waterfront and marinas). Three safety audit walks done with groups of women, and several informal walks by staff and with individuals were done for Cowichan Bay Village. The visits were done at various times during the day and evening hours, and on different days of the week in order to experience a range of conditions.

Cowichan Bay Village area has many positive features including:

- Waterfront location, amenities, maritime character and ambiance.
- Mix of uses (waterfront residential area, commercial and light industrial which are also mixed with residential uses).
- Level of activity that contributes to people being present in the area.

Aspects of concern discussed for this area included:

- Lack of adequate pedestrian walkways, design of parking areas, road conditions and vehicular traffic combine to pose hazards for pedestrians in general.
- Inadequate lighting in places, presence of hiding and entrapment spots posed by alleyways, underground parking garages, and areas of isolation which combine to pose personal safety problems for women in particular.
- Reports and perceptions around crime (thefts, break-ins, drugs and alcohol, speeding and harassment).

Cowichan Bay Road - General Comments

Lack of adequate pedestrian walkways and crosswalks; design of parking areas; road conditions and vehicular traffic combine to pose hazards for pedestrians in general, and particularly for people with small children and strollers, people with mobility difficulties.

Condition of paved surfaces is poor in several places and would pose accessibility problems for people with mobility difficulties. Speeding vehicles, particularly large trucks are noted as an issue through the Village area.

From a personal safety perspective, lack of formally designated pedestrian pathways also affects ownership of space - people have to walk between and around vehicles, or out onto the road in places as they make their way along Cowichan Bay Road. This poses personal safety issues with respect to having to walk through poorly lit areas and places that have obstructions to sightlines and lack clear visibility.

Issues around pedestrian safety along Cowichan Bay Road through the Village are well known and a subject of a draft Local Area Plan (G. Leblanc, C.V.R.D., June, 1995). Proposed Transportation Policies of the draft LAP acknowledge conflicts between vehicular and pedestrian safety due to historical development and design of the Village area and recognize the importance of addressing these issues.

Several suggestions received during the safety audits done for the Village are reflected in proposed policies of the draft Local Area Plan. Other suggestions to improve safety both in an immediate and future planning context are put forward and may provide additional impetus for action.

Suggestions to improve safety of Cowichan Bay Road through the Village area are contained in observations following this section. Briefly, suggestions included:

- Establish formal pedestrian walkways along both sides of Cowichan Bay Road and along the waterfront via a pedestrian boardwalk. *
- Redesign parking areas and lots to better accommodate pedestrians in general, women, children and people with disabilities in particular.
- Establish formal crossing areas at key intervals through the Village (suggested locations included Wessex Road, across from Bluenose Marina, Maritime Centre.
- Reduce speed limits, enhance surveillance and enforcement of speeding infractions. Methods: Volunteer Speed Watch program, direct RCMP surveillance and ticketing.
- Establish public transit through the Village and enhance taxi services.
- Repair damaged paved surfaces, attend to uneven surfaces.
- Enhance levels of lighting through additional streetlighting and businesses.
- Enhance accessibility to help in an emergency through additional (outdoor) public telephones and promoting awareness and involvement of businesses with respect to personal safety programs.

* It should be noted that these suggestions pose potential conflicts with respect to the environment and hazardous slopes. Incorporating pedestrian walkways on both sides of Cowichan Bay Road would be constrained by physical limitations and hazards posed by the steep slope on the west side of the road. Construction of a pedestrian boardwalk along the waterfront may have environmental implications with respect to potential foreshore disturbance.

Observations from the Safety Audit Walks

General impressions of the Cowichan Bay Village area were that it is quite welcoming for the most part, aside from some isolated spots and areas where lighting is uneven. Overall design contributes to awareness of surroundings, but is slightly lacking in terms of orientation for people who are not familiar with the area. Information about layout, services, and amenities would be helpful; signage containing information about local services, located centrally and at entrances to the Village were suggested.

Participants felt that access to help in an emergency would be available at businesses that were open, but that more public telephones and better indication of existing phones are essential. There are two outside payphones at the Bluenose Marina (this one could be better lit) and Rock Cod Cafe, and two indoor phones down further at the Windjammer and Inn at the Water. An additional public phone located around Belle's Market was suggested.

During times the area was visited, there was a fairly high level of activity which contributed to a positive sense of safety, especially during the evening hours. Mixed residential and commercial uses contributes to sense of safety. Residences provide security opportunities through casual surveillance, and restaurants contribute to activity in the area. Restaurants which are open at night contribute to sense of safety both in terms of people present as well as levels of lighting.

Participants said they felt fairly safe walking past the waterfront cottages (1799 - 1777 Cowichan Bay Road) during the evening hours. The cottages are close to the road, and most had interior and exterior lights on which contributed a great deal to sense of safety.

During evening hours, vehicular traffic was low and was not perceived as an issue; however, during the day when traffic is higher, participants did feel traffic was a significant issue.

The Inn at the Water was noted to offer some positive safety aspects, including well placed handicapped parking spots, and the lobby which is situated to be visible to and from the front parking lot. The area is attractively landscaped, generally well lit (although one of the participants who would have occasion to use the handicapped parking spot felt it could be slightly better lit) and very well maintained.

Accessibility

Uneven and/or broken pavement, potholes were noted in front of the Post Office, in front of 1725 Cowichan Bay Road and at the north entrance to the boardwalk in front of 1721 Cowichan Bay Road.

It was suggested that as a public building, the Post Office should have handicapped parking and wheelchair accessible ramp.

Lighting, Isolation

The current level of street lighting was considered to be fair, but uneven and lacking in places (such as the parking area in front of Cow Bay Cafe).

While the Maritime Center parking lot felt slightly isolated, it was well lit except for a burned out bulb in front.

Most parking lots were felt to afford a reasonable level of safety with respect to their activity levels and levels of lighting. However, lots behind buildings (on the waterfront side) were noted as feeling unsafe for some participants. The issue in this case would be for people who would use these lots on a regular basis (residents and marina users).

While marinas were not included in site specific audits, participants commented that the Government Wharf was well lit at night, and felt fairly safe in a group setting. However, some participants noted that they would not go down to the docks here or elsewhere alone or with a small group at night.

The parking area adjacent to the entrance of the Government Wharf, under the Windjammer Pub felt very unsafe to participants. It is extremely dark and offers numerous hiding and nearby entrapment spots. It is also perceived to afford opportunities for drug use. Participants were concerned about safety of both patrons and of staff who might use this lot, day or evening. Suggestions to improve safety included lighting, fencing (this would need to act as a barrier, but still provide for access and visibility) on the waterfront side of the lot, maintaining a proactive service to patrons and staff for escort to car.

Layout and design of the area around the beer and wine store was noted for safety issues by participants. The store is located at basement level, requiring patrons to walk down a level from the road and parking lot. Isolation and limited visibility detract from sense of safety for patrons, and participants were concerned about this in terms of safety of staff as well. The store front is not visible from the road or parking lot. Walkways leading to the store entrance both from the road and from the parking lot are isolated, inadequately lit, and offer hiding and entrapment spots.

It was difficult to come up with suggestions to improve safety for this area that would not pose significant costs. If possible (in terms of cost and engineering feasibility) reducing barriers to visibility through replacing solid cement retaining walls with iron railings would be an improvement. At the very least, additional lighting and attention to landscaping to ensure clear visibility would help. Attention to future development design should consider preventing potential problems.

It was noted that this area experiences limited taxi service, especially between 11:00 p.m. and 2:00 a.m. when the pub closes. There can be up to a 45 minute wait.

Cowichan Bay Village Recommendations:

1. That the C.V.R.D. prioritize efforts to address vehicular traffic and pedestrian safety issues for Cowichan Bay Road through the Village.

a) Immediate attention to the following items are suggested:

- i. Request Ministry of Transportation to repair damaged paved surfaces, attend to uneven surfaces.
- ii. Enhance levels of lighting through additional streetlighting and businesses.
- iii. Increase accessibility to help in an emergency through additional (outdoor) public telephones and promoting awareness and involvement of businesses with respect to personal safety programs.
- iv. Consult with Ministry of Transportation and R.C.M.P. regarding reduction of speed limits (30 km. / hour was suggested), enhance surveillance and enforcement of speeding infractions. (Volunteer Speed Watch program, direct RCMP surveillance and ticketing are potential methods).
- v. Establish public transit through the Village and enhance taxi services.

b) The following should be considered as part of any overall improvement scheme:

- i. Parking areas and lots should promote safety of pedestrians in general, women, children and people with disabilities in particular through layout, design and provision of lighting.
- ii. Explore methods to enhance safety of pedestrian walkways along both sides of Cowichan Bay Road and along the waterfront. Ensure safety is incorporated into design and maximize opportunities for casual surveillance.
- iii. Establish formal crossing areas at key intervals through the Village (suggestions included Wessex Road, Bluenose Marina, Maritime Centre).

iv. Establish policies of allowing and encouraging a variety of residential and commercial uses in the Village area.

3. That the C.V.R.D. incorporate policies into the Local Area Plan to reflect objectives for safety which encourage location and design of buildings, streets, parks and open spaces that promotes public safety and security and accommodates a variety of lifestyles / mix of in provision of services and amenities. Specific policies should include provisions for the following:

Commercial and residential development should consider location, site and building design, lighting, landscaping, street and parking area design, which maximizes visibility, avoids creation of hiding and entrapment spots.

Provision of adequate pedestrian paths / walkways with respect to location (including crossings), visibility, and accessibility for people with disabilities, strollers, should be an essential consideration for planning of commercial and residential development.

Planning and Community Design Information

Cowichan Women Against Violence in partnership with the C.V.R.D., is developing a guide which will provide information and direction on safety considerations in planning and design of community environments.

4. That the C.V.R.D. promote and encourage development of coordinated programs for safety in the Cowichan Bay Village area, and the involvement of businesses and community groups.

The following are two examples of programs developed in other areas:

In Ottawa - some businesses participate in a safety program by placing stickers in their windows which inform the public that if they feel unsafe, they can approach that business for help. They will be offered a safe place to wait, a phone call and drink of water.¹

The Hintonburg Community Association in Ottawa developed and distributed pamphlets encouraging citizens to respond to safety concerns. Their information included resources to report unkept property either private, business or City. They suggested residents participate by keeping their porch lights on and clearly mark their house or business addresses with large, easy to read numbers and lobby the City for clear, visible street signs.²

¹ Women's Action Centre Against Violence, *Women's Safety Audit Implementation Guide*, 1996; p. 27.

² Ibid, p. 34.

5. That owners and management of commercial and industrial establishments be provided with information regarding safety issues posed by building and landscaping design that affects sightlines, opportunities for casual surveillance and offers potential hiding and entrapment areas.
6. That the C.V.R.D. seek to work in cooperation with owners/management of the Windjammer Pub and Inn at the Water to enhance safety of public parking areas and pedestrian walkways.
7. That the C.V.R.D. explore options and consult with residents and local community organizations such as the Cowichan Bay Improvement Association, as to opportunities for improving availability of taxi services for patrons of establishments that are open late at night.
8. That the C.V.R.D. support additional safety audits focused on the waterfront area.

3.2.2. Parks

I) Hecate Park

This 1 hectare park is a positive feature of the Cowichan Bay Village area. It provides parking facilities and boat launch to Cowichan Bay and is well used by residents and visitors. Benches and picnic tables are located on the south and north sides. A trail from the north end provides access to Theik Park. It is nicely landscaped and very well maintained.

Safety issues identified in surveys and by audit participants: lack of lighting, isolation, obstacles to visibility, inappropriate uses.

Anecdotal reports of inappropriate uses include people hanging out in the lot evenings and weekends, evidenced by garbage which is sometimes left behind. The primary area of concern at night is around the back of the sewage treatment plant which is very dark and offers concealment for cars and people.

- Survey respondents and audit participants felt there was insufficient levels of lighting within the park area at night, which poses safety issues with respect to isolation, visibility and inappropriate uses.
- The washroom is a positive convenience; however, it's location next to the treatment building where it is surrounded by trees, combined with design is less than ideal in terms of safety; in addition, it is not very visible and visitors may not be readily aware of its existence. This may contribute to inappropriate use of the park.

- The park is very nicely landscaped, however, caution was expressed with respect to obstructions to sightlines and visibility, and areas that present potential hiding places.

Recommendations:

That the C.V.R.D. (Cowichan Bay Parks and Recreation Commission):

9. Prioritize improvements to levels of lighting in Hecate Park through one or more of the following options:

Install motion sensor lighting on the sewage treatment plant.

Install lighting on existing poles bordering the lot.

10. Monitor growth of vegetation in Hecate Park and where possible, maintain landscaping to maximize sightlines and visibility and minimize situational opportunities for hiding and entrapment.

11. Trim vegetation in Hecate park around the washroom location, and add informational signage to indicate the existing washroom. Prioritize redesign of this and any other washrooms with the “maze entrance” and in the meantime, enhance safety through lighting of the entrance.

12. Where possible, provide information on signage regarding emergency services and maintenance.

II. Coverdale Watson Park

Coverdale park is located on Wilmot Road; it is well-developed and provides a number of facilities such as playground equipment, picnic tables, washrooms, covered area, which are used widely by area residents and non-residents. This park is nicely landscaped and very well maintained.

Issues identified for this park focused on isolation and its occasional use as a ‘hang out’ area. The park is located outside of the existing residential area; it is bordered by ALR lands and as such, is relatively isolated which presents problems for women and children with respect to accessing help in an emergency.

It was noted that in recent years, the location of a residence across the road, and the addition of a streetlight at the park entrance have been helpful safety features.

Recommendations:

That the C.V.R.D. Development Services and Cowichan Bay Parks and Recreation Commission:

13. Where possible, provide information regarding emergency and maintenance services on park signage.
14. Ensure consideration of potential safety issues in the event of future development proposals in the vicinity of Coverdale Watson Park and incorporate design of surrounding development which promotes safety through layout, and adjacent landscaping design. Should the general area experience further residential development, strongly consider adding at least one more entrance to the park to allow for an alternate exit.

III. Proposed Lambourne Park

During the Cowichan Bay Safety Audit, the project coordinator was invited to provide input to plans for a 5200 square metre neighbourhood park in the Lambourne Estates subdivision. A meeting of the Cowichan Bay Parks and Recreation Commission was attended on November 6th and a visit to the site with neighbourhood residents was attended on November 16th. Further site visits will be done at the pre-construction phase.

Briefly, considerations for safety in planning and development of parks include security and access to help in an emergency, visibility into and out of the park, having a safe route to and from the park, and anticipating and avoiding potential conflicts, between users of the park and between users and nearby residents. Challenges also include maintaining biodiversity and a balance needs to be sought between retaining vegetation and habitat and safety.

Positive planning in terms of safety for this park included addressing the need to plan for access to assistance via neighbourhood residences while accommodating needs for privacy and noise reduction; acknowledgment of the importance of visibility within and into the park, and of the need to ensure a reasonable level of accessibility for people who may be mobility impaired.

Attention to potential safety issues at the planning stage will certainly be an advantage in the development of this park; the CVRD Parks Technician, Cowichan Bay Parks and Recreation Commission and the residents should be commended for their proactive efforts.

15. It is recommended that future plans for development of parks in the region continue to be undertaken with considerations for personal and public safety in location and design of parks with respect to layout and facilities, with attention to visibility, accessibility, and access to emergency services.

3.2.3. Glen Road Residential and Surrounding Area

Safety audit walks for this area included residential roads within the general area bordered by Cowichan Bay Road to Glen Road, McGill, Ordano, George, Wilmot, and Pavenham.

Safety issues noted in surveys and discussions focused on barriers to visibility created by a combination of topography (steep slopes), layout of roads and intersections, darkness, isolation and hazards presented by uneven pavement surfaces and potholes in places.

Vehicular traffic, places where people are reported to hang out also contributes to safety concerns, particularly on weekends. Uncontrolled dogs were considered by several people to be an issue; reports of attacks and near attacks, and fear of areas where dogs are known were noted.

Despite these concerns, however, many people said that they felt their neighbourhood to be very safe. This safety audit was also concerned with identifying the positive aspects for reference and learning in this and other safety audits. Aspects that were associated with a positive sense of safety in the general neighbourhood included:

- Neighbourhood stability (many people have lived in the area for several years);
- A high level of mobility of residents;
- A high level of familiarity between neighbours;
- Familiarity of patterns of use (in addition to knowing their neighbours, people seemed to be able to anticipate such things as who would be home at any given time);
- Mix of people in terms of age, family construct, but generally middle income with a high level of mobility.
- Physical layout and design of the residential area presents positive safety aspects in terms of houses situated close together and close to the street which affords good levels of lighting from interior and exterior lights on houses, opportunities to access help in an emergency.

Observations from the Audit Walks

Ordano Road

This road was noted for safety concerns in surveys, discussions and on visits, due to darkness and isolation. This street is bordered on the south side by agricultural land and further buffered with a row of trees. Houses on the north side of the road contribute slightly to lighting levels, but not to a level that was felt to be adequate for sense of safety. Property at the corner of Ordano and McGill contains a water tower. This place is also quite dark and nearby trails are reported to be a hang out area on weekends for youth.

Suggestions to improve safety included: thinning the trees along the south side of Ordano *, installing street lighting, and installing a sign on the fence of the property containing the water tower to draw attention to the corner.

* The ALC has buffer regulations which encourage trees and hedges. This suggestion would present the need for further exploration and consultation with the ALC and farming community.

At the corner of Ordano and George, the pavement is chipped and repairs were suggested.

McGill Road

In combination with poor visibility due to low levels of lighting, uneven pavement and a water main at the corner of McGill and Glen Road present potential hazards for pedestrians.

Glen Road

Glen Road was noted to feel safer in comparison with Ordano, due largely to its openness and visibility. Again, houses with interior, porch lights and some with driveway lights were felt to contribute to sense of safety.

Safety concerns for this street were presented by rough pavement (between approximately 1670 and 1620 Glen Road, east of the small mailboxes) and places where roadside ditches weren't very visible. An area near to Cowichan Bay Road was noted for water running across the road in winter which results in a slippery surface.

Wilmot Road

Wilmot Road was noted for a combination of factors that present safety concerns: topography (steep slope), narrow width, sharp corners, hedges on boulevards, combine to create poor visibility for both pedestrians and drivers.

For example, between Cowichan Bay Road and the intersection of Pavenham, Wilmot contains two sharp corners and intersects twice with Pritchard. It then increases in grade, turns sharply at Pavenham, turns sharply again at Vee. Within this area there are some spots where visibility is severely limited due to the combination of grade, curves and hedges that border the road.

Wilmot just past the intersection of Pavenham to the intersection at Vee Road was noted as having very poor visibility. Walking on this route, participants had to cross to the right hand side of the road so as to be visible to traffic.

Solutions for these problems are complicated due to topographic constraints, subdivision lot layout and design, the concern about potential infringement on desires of residents to maintain hedges and boulevards.

However, where possible, and acknowledging residents' desire for privacy and aesthetic appeal, hedges and other vegetation should be planned and maintained to preserve visibility and sightlines.

The intersection of Wilmot and George Road was felt to be inadequately lit. Suggestions for improvements included a streetlight for the intersections of Wilmot/Vee and Wilmot/George. A sign to mark the sharp corner of Wilmot at Vee was also suggested.

Recommendations

16. That the C.V.R.D. explore further with Ordano Road residents options to increase levels of lighting for Ordano Road including the corner of Ordano/McGill through streetlighting.
17. That the C.V.R.D. request MoTH to install street lights at the intersections of Wilmot/Vee, Wilmot/George, and George/Ordano.
18. That the C.V.R.D. consider a pilot project for the Glen Road neighbourhood area, sending notice to inform residents about safety aspects around lighting, visibility and sightlines, encourage residents to maintain hedging for clear sightlines and leave porch lights on at night.
19. That the C.V.R.D. explore further with residents, property owners, and the ALC, options to increase visibility along Ordano Road through thinning of trees along the south side of Ordano Road.
20. That the C.V.R.D. advise the Ministry of Transportation and Cowichan Bay Waterworks of safety concerns regarding the corner of Ordano/McGill Roads, and request installation of a sign on the fence of the property at the corner of Ordano/McGill containing the water tower to draw attention to the corner.
21. That the C.V.R.D. request Ministry of Transportation and Highways to repair potholes at the corner of Ordano/George, attend to uneven pavement at the corner of McGill/Glen with respect to the water main.

3.2.4. Rural Roads

In addition to neighbourhood roads discussed above, this safety audit included an examination of portions of rural roads in the study area that were identified for safety concerns in survey responses and discussions.

Aspects related to concerns in these places are isolation, darkness, presence of entrapment and hiding places, lack of adequate pedestrian walkways in places, traffic/drivers and people perceived as threatening. Contributing factors included predictability of patterns (for example, seeing an unknown vehicle parked along the side of the road), lack of access to emergency outlets and knowledge or reports of experiences of others. Dogs and wildlife are also concerns.

Cowichan Bay Road

Bench Road to Wessex Road

Bench Road was noted for a combination of factors; grade, narrow width and darkness at night, which pose hazards for people walking and cycling.

Intersections at Hillbank and Wessex Roads were noted as being hazardous with respect to sightlines, vehicle and pedestrian traffic. The corners of both Hillbank and Wessex are school bus stops. Rural mail boxes located at the corner of Hillbank and Cowichan Bay Rd., were cited as hazardous with respect to location on this corner and very near to the road.

Suggestions for improvements included trimming vegetation and adding a streetlight for the corner of Hillbank; a pedestrian crosswalk, corresponding signage, and a street light for the corner of Wessex.

Botwood Lane to Cherry Point Road

“The hill” from Botwood Lane to Glen Road was noted by several respondents and audit participants as being hazardous and feeling very unsafe in a personal sense.

This stretch of road has poor sightlines due to its steep grade and curvature; in addition, it is very dark at night and vehicles are noted to speed down the hill. One of the audit walks during the evening this area was observed as having a fair level of vehicle traffic leaving the pub. The south side of Cowichan Bay Road between Botwood to Glen Road is forested which contributes to darkness and isolation.

A deep pothole was noted near 1590 Cowichan Bay Road right at the edge of the pavement. One individual reported an accident involving this pothole.

Pritchard Road between Cowichan Bay Road and Wilmot is very dark at night. Lighting from recently constructed condominiums was considered helpful but not quite sufficient. Cowichan Bay Road is a main route for school traffic and has been noted for problems around speeders. Duncan/North Cowichan R.C.M.P. is beginning a Speed Watch Program and this area has been put on their list for a volunteer program.

Cherry Point Road

Cherry Point Road was noted in a few surveys for safety concerns due to isolation, road curvature which detracts from sightlines and visibility, and traffic. Portions of Cherry Point Road were visited during both daylight and darkness. Numerous people were observed walking and jogging this road during the day. Project staff observed that while most vehicles traveling along this road observed speed limits that several did not. In addition, it was felt that in places, the 50 km/hr limit felt slightly fast with respect to road configuration.

Recommendations:

22. That the C.V.R.D. request MoTH to install streetlights on Cowichan Bay Road at intersections of Bench, Hillbank, Wessex, Wilmot, Pritchard, and between approximately 1590 Cowichan Bay Road to Botwood Lane. (This recommendation should be explored as to potential impacts and costs to area residents and implemented with due regard and consultation.)
23. That the C.V.R.D. request MoTH to repair the pothole near 1590 Cowichan Bay Road.
24. That the C.V.R.D. request the MoTH to trim vegetation and explore options to increase general area around mailboxes to improve sightlines and reduce hazards at the intersection of Hillbank Road.
25. That the C.V.R.D. request MoTH to install a crosswalk over Cowichan Bay Road at or near Wessex Road.

3.2.5 Trans Canada Highway

The primary safety concerns about major highways involve fear of being alone in a situation which would put a woman at risk of assault (for example, a woman whose car broke down on the highway after dark, any distance from an open business or public telephone would be at risk in terms of walking to a public telephone). Carrying a cell phone would help with respect to calling for assistance (and, in fact, B.C. Tel Mobility and the Ministry of Women's Equality are conducting a pilot program with regard to cell phones to reduce violence against women).

The most frequently noted safety factor is the distance between outlets that could be accessed in an emergency. Between Cowichan Bay Road at Valleyview Centre and Duncan, much of the highway can be quite dark and isolated at night. With the exception of the centre, two restaurants and one gas station, currently no other businesses are open late at night.

There are pay phones located at Valleyview Centre / Cowichan Bay Road intersection, Payless near Koksilah Road, the restaurant at Whippletree, the Old Farm Market, Jolly Rancher Inn at Allenby intersection. However, as previously mentioned, these are felt to be too few and far between to be of significant help for example, to a woman alone at night in her car on the side of the highway.

Improvements could be obtained by installing more public telephones along the highway and better lighting and signage to indicate their locations. Willingness of businesses to locate a payphone on their premises, and / or locating a public telephone in isolation, are possible

constraints, and the feasibility of location and servicing would need to be explored in more detail.

Other suggestions for improving safety of women and children in isolated areas and traveling along the highway included self-protection courses and programs, and drawing on the experience of other areas in exploring creative solutions.

Examples of Interest:

“Cab Watch” is a partnership program developed in Winnipeg in which cab drivers are asked to be aware of safety issues and call for assistance when they see someone in need.

Safewalk Programs³ are neighbourhood initiatives to design a crime free linear corridor to connect neighbourhoods with playgrounds, stores, schools and recreation areas.

Recommendations

26. That the C.V.R.D. explore options for locations and request B.C. Tel to install additional public telephones along the Trans Canada Highway.

3.3 COMMUNITY SAFETY AND VIOLENCE PREVENTION

Recommendations thus far have focused primarily on area and site specific measures to enhance safety. Discussions about safety concerns highlighted a number of factors in addition to those posed by physical environment and input via the surveys and discussions presented additional suggestions for community support of violence prevention.

Community crime prevention, social attitudes and beliefs, workplace safety, opportunities for children and youth, transportation and traffic, education and awareness are also important factors identified in relation to women’s and children’s safety.

Local governments can take a leadership role and make a commitment to reduce violence through contributing time and resources and participating at every possible level. The report of the 1996 Women’s Safety Audit Pilot Project made several recommendations to the Regional District in this regard which are also relevant to Cowichan Bay.

³ Anne Lusk, “Safewalks,” in Planning Commissioners Journal, Issue 16, Fall, 1994; p. 14.

The following are recommendations for participation and support of the C.V.R.D. in community safety and violence prevention.

27. Violence Prevention Services, Information and Education

- i. Continue and where possible, enhance support for community violence prevention services and programs serving the needs of women and children.
- ii. Support increased awareness and understanding of violence issues in general, and for children and youth, through co-operative efforts with community groups, private businesses, schools, police.

Information about violence issues and existing support services should be a priority and could be achieved through broad distribution of information (brochures, etc.) into commonly used areas such as stores, schools, businesses, recreation centres; stickers with emergency contact information have been suggested for rural mailboxes. Posters have been suggested for public washrooms.

- iii. Support and promote a community safety program aimed at awareness of the business community of safety issues for women and particularly of people with disabilities to encourage personal safety and accessibility.
- iv. Support and participate in initiatives for public education and awareness of violence issues and responses, including broad community education and specific programs (such as self defense workshops for women or local programs for community safety).

Example of Interest: North Vancouver Together Against Violence Network distributes posters and matches around the community, including bars, containing an anti- violence message directed to men - "Think Before You Strike".

28. Children and Youth

- i. Support provision of recreational and other activities for youth.

Suggestions included exploring possibilities for a youth centre in Cowichan Bay. Public transit has also been suggested as a means to support safety of youth who need transportation to and from activities.

- ii. Support cooperative efforts and programs aimed at violence prevention in schools.

29. Law Enforcement

Continue and where possible, enhance support to R.C.M.P. in design and delivery of public safety programs, particularly with respect to youth activities, domestic assaults, Neighbourhood Watch, and monitoring and enforcement of traffic safety.

30. Workplace Safety

Women who work out of the home in this and other areas expressed concerns related to being at work and about traveling to and from work. Suggestions to improve safety in the workplace included implementing safety programs that consider the specific needs of women on staff, and security measures such as alarms and police response.

Avenues should be explored for cooperative efforts of planning departments, labour organizations and private businesses to promote safety awareness and implementation of violence-prevention programs.

31. Wildlife Information and Education

Support provision and distribution of information about wildlife safety. Suggested avenues included seminars organized in cooperation with local schools and community groups.

32. Safety Audits

Survey respondents and discussion participants identified places and aspects of places that were not included for site specific audits, due to time limitations of this project. Further safety audits should be supported for the waterfront/marinas in Cowichan Bay, Koksilah Commercial/Industrial area, and Duncan area parks.

Community Planning Considerations

Safety audits encourage and provide a forum in which to discuss safety issues and concerns that affect women and children in particular - concerns which may not be a regular part of traditional processes. Safety audit processes try to focus on needs and concerns of individuals and groups who are the most vulnerable to violence, and work to promote accessibility of the process.

Safety audits should not be approached as a one time event but rather as an ongoing process. Design and management of buildings and public spaces that promotes safety and security can and should be an integral component of development processes and policies.

This report has made several recommendations for improving the physical environment which also pertain to planning and development processes.

33. It is recommended that the C.V.R.D. include a policy or policies in the Cowichan Bay Official Community/Settlement Plan to include public safety as a plan component and to address recommendations contained in this report.

These should include:

- i. A requirement that public safety and security be a consideration in approvals for development of buildings, parks, schools and other private and public open spaces.
- ii. Acknowledgment that public safety and security should consider all persons, and in particular, women and children, and persons with special needs.
- iii. Guidelines which should outline provisions for location, siting and design of buildings, streets, parks and other private and public open spaces, promote personal safety and accessibility through:
 - design that provides for adequate visibility, unobstructed sightlines and opportunities for casual surveillance within and around buildings, onto and from adjacent streets and parking lots, parks and open spaces;
 - design and character of buildings that respects the surrounding neighbourhood;
 - encouraging management policies and practices which promote safety of residents, staff and patrons;
 - requirements for public consultation should include women and special needs groups.

34. By-law Enforcement

- i. Enhance and prioritize efforts to strengthen and enforce dog by-laws and to educate the public about regulations governing control of dogs.
- ii. Enhance efforts to encourage residents to post house numbers to be clearly visible from the street to enhance emergency response.

4.0 DISCUSSION OF RESULTS

The Cowichan Bay Safety Audit was done as one in a series of four community audits in 1997. Procedures used for these projects were similar to those of the 1996 pilot project carried out in Lake Cowichan.

Limitations to safety audits have been noted with respect to survey sampling, inclusiveness, and interpretation of statistics compiled from surveys. Survey sampling and inclusion were limited in all of the projects by time, resources and the geographical nature of the areas.

Safety Audits for small and rural communities are a relatively new field, and while the concept is fairly universal, procedures will vary between areas depending on geographical, political and social factors. For example, in other areas, safety audits are approached on a more local level rather than an entire electoral area. Future safety audits for the Cowichan Valley would benefit from a more localized approach.

Despite the above-noted challenges, results from the audits reveal many similarities in levels and types of safety concerns and solutions to improve safety, and have contributed a great deal toward understanding of safety issues in small and rural communities. It is clear that women and men of the communities are concerned with the level of safety in their communities, that some concrete solutions have been defined and avenues opened to begin working on them.

5.0 SUMMARY OF RECOMMENDATIONS

Cowichan Bay Village Recommendations

1. That the C.V.R.D. prioritize efforts to address vehicular traffic and pedestrian safety issues for Cowichan Bay Road through the Village.

a) Immediate attention to the following items are suggested:

- i. Request Ministry of Transportation to repair damaged paved surfaces, attend to uneven surfaces.
- ii. Enhance levels of lighting through additional streetlighting and businesses.
- iii. Increase accessibility to help in an emergency through additional (outdoor) public telephones and promoting awareness and involvement of businesses with respect to personal safety programs.
- iv. Consult with Ministry of Transportation and R.C.M.P. regarding reduction of speed limits (30 km. / hour was suggested), enhance surveillance and enforcement of speeding infractions. (Volunteer Speed Watch program, direct RCMP surveillance and ticketing are potential methods).
- v. Establish public transit through the Village and enhance taxi services.

b) The following should be considered as part of any overall improvement scheme:

- i. Parking areas and lots should promote safety of pedestrians in general, women, children and people with disabilities in particular through layout, design and provision of lighting.
- ii. Explore methods to improve pedestrian walkways along both sides of Cowichan Bay Road and along the waterfront. Ensure safety is incorporated into design and maximize opportunities for casual surveillance.
- iii. Establish formal crossing areas at key intervals through the Village (suggestions included Wessex Road, Bluenose Marina, Maritime Centre).
- iv. Establish policies of allowing and encouraging a variety of residential and commercial uses in the Village area.

3. That the C.V.R.D. incorporate policies into the Local Area Plan to reflect objectives for safety which encourage location and design of buildings, streets, parks and open spaces that promotes public safety and security and accommodates a variety of lifestyles / mix of in provision of services and amenities. Specific policies should entail the following:

- i. Commercial and residential development should consider location, site and building design, lighting, landscaping, street and parking area design, which maximizes visibility, avoids creation of hiding and entrapment spots.

- ii. Provision of adequate pedestrian paths / walkways with respect to location (including crossings), visibility, and accessibility for people with disabilities, strollers, should be an essential consideration for planning of commercial, residential and industrial development.

Planning and Community Design Information

Cowichan Women Against Violence in partnership with the C.V.R.D., is developing a guide which will provide information and direction on safety considerations in planning and design of community environments.

4. That the C.V.R.D. promote and encourage development of coordinated programs for safety in the Cowichan Bay Village area, and the involvement of businesses and community groups.

The following are two examples of programs developed in other areas:

In Ottawa - some businesses participate in a safety program by placing stickers in their windows which inform the public that if they feel unsafe, they can approach that business for help. They will be offered a safe place to wait, a phone call and drink of water.⁴

The Hintonburg Community Association in Ottawa developed and distributed pamphlets encouraging citizens to respond to safety concerns. Their information included resources to report unkept property either private, business or City. They suggested residents participate by keeping their porch lights on and clearly mark their house or business addresses with large, easy to read numbers and lobby the City for clear, visible street signs.⁵

5. That owners and management of commercial and industrial establishments be provided with information regarding safety issues posed by building and landscaping design that affects sightlines, opportunities for casual surveillance, and which offers potential hiding and entrapment areas.
6. That the C.V.R.D. seek to work in cooperation with owners/management of the Windjammer Pub and Inn at the Water to enhance safety of public parking areas and pedestrian walkways.
7. That the C.V.R.D. explore options and consult with residents and local community organizations such as the Cowichan Bay Improvement Association, as to opportunities for improving availability of taxi services for patrons of establishments that are open late at night.
8. That the C.V.R.D. support additional safety audits focused on the waterfront area.

⁴ Women's Action Centre Against Violence, *Safety Audit Implementation Guide, Ottawa, 1996, p. 27.*

⁵ Ibid, p. 34.

Parks Recommendations

That the C.V.R.D. (Cowichan Bay Parks and Recreation Commission):

9. Prioritize improvements to levels of lighting in Hecate Park through one or more of the following options:

Install motion sensor lighting on the sewage treatment plant.

Install lighting on existing poles bordering the lot.

10. Monitor growth of vegetation in Hecate Park and where possible, maintain landscaping to maximize sightlines and visibility and minimize situational opportunities for hiding and entrapment.

11. Trim vegetation in Hecate park around the washroom location, and add informational signage to indicate the existing washroom. Prioritize redesign of this and any other washrooms with the “maze entrance” and in the meantime, enhance safety through lighting of the entrance.

12. Where possible, provide information on Hecate Park signage for emergency services and maintenance.

13. Where possible, provide information regarding emergency and maintenance services on Coverdale Park signage.

14. Ensure consideration of potential safety issues in the event of future development in the general vicinity of Coverdale Watson Park and incorporate design of surrounding development which promotes safety through layout, and adjacent landscaping design. Should the general area experience further residential development, strongly consider adding another entrance to the park to allow for an alternate exit.

15. Ensure that future plans for development of parks in the region continue to be undertaken with considerations for personal and public safety in location and design of parks with respect to layout and facilities, with attention to visibility, accessibility, and access to emergency services.

Residential Areas Recommendations

16. That the C.V.R.D. explore further with Ordano Road residents options to increase levels of lighting for Ordano Road including the corner of Ordano/McGill through streetlighting.

17. That the C.V.R.D. request MoTH to install street lights at the intersections of Wilmot/Vee, Wilmot/George, and George/Ordano Roads.

18. That the C.V.R.D. consider a pilot project for the Glen Road neighbourhood area, sending notice to inform residents about safety aspects around lighting, visibility and sightlines, encourage residents to maintain hedging for clear sightlines and leave porch lights on at night.

19. That the C.V.R.D. explore further with residents, property owners, and the ALC, options to improve visibility along Ordano Road through thinning of trees along the south side of Ordano Road.

20. That the C.V.R.D. provide information Ministry of Transportation and Highways and Cowichan Bay Waterworks as to safety concerns for the corner of Ordano McGill Road and request installation of a sign on the fence of the property at the corner of Ordano/McGill containing the water tower to draw attention to the corner.

21. That the C.V.R.D. request Ministry of Transportation and Highways to repair potholes at the corner of Ordano/George, attend to uneven pavement at the corner of McGill/Glen with respect to the water main.

Trans Canada Highway and Rural Roads

22. That the C.V.R.D. request MoTH to install streetlights on Cowichan Bay Road at intersections of Bench, Hillbank, Wessex, Wilmot, Pritchard, and between approximately 1590 Cowichan Bay Road to Botwood Lane. (This recommendation should be explored as to potential costs to area residents and implemented with due regard and consultation.)

23. That the C.V.R.D. request MoTH to repair the pothole near 1590 Cowichan Bay Road.

24. That the C.V.R.D. explore options for locations and request B.C. Tel to install additional public telephones along the Trans Canada Highway.

25. That the C.V.R.D. request MoTH to install a crosswalk over Cowichan Bay Road at or near to Wessex Road.

26. That the C.V.R.D. explore options for locations and request B.C. Tel to install additional public signage along the Trans Canada Highway.

Community Safety and Violence Prevention

It is recommended that the C.V.R.D. participate in and support community programs and initiatives for community safety and violence prevention in the following areas:

27. Violence Prevention Services, Information and Education

- i. Continue and where possible, enhance support for community violence prevention services and programs serving the needs of women and children.
- ii. Support efforts to increase awareness and understanding of violence issues in general, and for children and youth, such as co-operative efforts with community groups, private businesses, schools, police.

Information about violence issues and existing support services should be a priority and could be achieved through broad distribution of information into commonly used areas such as stores, schools, businesses, recreation centres; stickers with emergency contact information have been suggested for rural mailboxes, posters have been suggested for public washrooms.

- iii. Support and promote a community safety program aimed at awareness of the business community of safety issues for women and particularly of people with disabilities to encourage personal safety and accessibility.
- iv. Support and participate in initiatives for public education and awareness of violence issues and responses, including broad community education and specific programs (such as self defense workshops for women or local programs for community safety).

Example of Interest: North Vancouver Together Against Violence Network distributes posters and matches around the community, including bars, containing an anti- violence message directed to men - "Think Before You Strike".

28. Children and Youth

- i. Support and promote provision of recreational and other activities for youth. Suggestions included exploring possibilities for a youth centre in Cowichan Bay. Public transit has also been suggested as a means to support safety of youth who need transportation to and from activities.
- ii. Support cooperative efforts and support programs aimed at violence prevention in schools.

29. Law Enforcement

Continue and where possible, enhance support to R.C.M.P. in design and delivery of public safety programs, particularly with respect to youth activities, domestic assaults, and monitoring and enforcement of traffic safety.

30. Workplace Safety

Women who work out of the home in this and other areas expressed concerns related to being at work and about traveling to and from work. Suggestions to improve safety in and around the workplace included implementing safety programs that consider the specific needs of women on staff, and security measures such as alarms and police response. Avenues should be explored by the C.V.R.D. Women's Safety Advisory Committee for cooperative efforts of planning departments, labour organizations and private businesses to promote safety awareness and implementation of violence-prevention programs.

31. Wildlife Information and Education

Support provision and distribution of information about wildlife safety. Suggested avenues include organizing presentations by Ministry of Environment Wildlife Conservation Staff through schools and community groups. This could be undertaken with the assistance of Women's Safety Advisory Committee.

32. Safety Audits

Survey respondents and discussion participants identified places and aspects of places that were not included for site specific audits, due to time limitations of this project. Further safety audits should be supported for the waterfront/marinas in Cowichan Bay, Koksilah/School House Square, and Duncan area parks.

Community Planning Considerations

33. It is recommended that the C.V.R.D. include a policy or policies in the Cowichan Bay Official Community/Settlement Plan and Local Area Plan to include public safety as a plan component and to address recommendations contained in this report. These should include:

- i. A requirement that public safety and security be a consideration in approvals for development of buildings, parks, schools and other private and public open spaces.
- ii. Acknowledgment that public safety and security should consider all persons, and in particular, women and children, and persons with special needs.
- iii. Guidelines which should outline provisions for location, siting and design of buildings, streets, parks and other private and public open spaces, promote personal safety and accessibility through:
 - design that provides for adequate visibility, unobstructed sightlines and opportunities for casual surveillance within and around buildings, onto and from adjacent streets and parking lots, parks and open spaces;
 - design and character of buildings that respects the surrounding neighbourhood;
 - encouraging management policies and practices which promote safety of residents, staff and patrons;

- requirements for public consultation should include women and special needs groups.

34. By-law Enforcement

- i. Enhance and prioritize efforts to strengthen and enforce dog by-laws and to educate the public about regulations governing control of dogs.
- ii. Enhance efforts to encourage residents to post house numbers to be clearly visible from the street to support emergency response.

6.0 CONCLUSION

The Cowichan Bay Safety Audit has entailed community consultation and site assessments to identify safety issues and provide information about solutions to maintain and enhance personal safety of people in the area.

This report has attempted to bring forward concerns, suggestions for improvements arising from input, and recommendations for actions to the C.V.R.D. and other agencies. Implementation of solutions to improve safety is essential step after a Safety Audit has been conducted.

It is important to remember that environmental design does not operate independently of social contexts. Safety and sense of safety are also influenced by perceptions about social controls and supports that may or may not be present. Familiarity, social contacts and supports, communication with neighbours, participation in local activities build involvement in the community and a sense of ownership and control. These factors are equally as important as supportive as design and management.

In order for environmental design measures to be effective as a tool in preventing crime and violence and increasing sense of safety, they need to be part of a long term, comprehensive approach which seeks to address the root causes of crime and violence. Community approaches to prevention of crime and violence need to include partnerships and coordination between planners, citizens, community groups, police and local government.

The challenges to developing and implementing community design and other strategies for safer communities arise out of the complexity of the issues and the actual or perceived complexity of the solutions. Conflicts can and will invariably arise in the search for strategies and solutions to improve safety. Solutions can be mired in jurisdictional issues and red tape; they can also seem costly in terms of time, process and current budgets and priorities. Questions may arise about whether to require lighting in a neighbourhood and the implications for residential taxes, or conflict with residents' desire to maintain the rural character of an area. Similarly, improvements to public transportation or road improvements

in rural areas may be costly; they may also be complicated by jurisdictional matters and priorities of other levels of government.

It will be important to recognize that change takes time, and is achieved with small, incremental steps. Over the short term, it may be important to look for innovative solutions and strike a balance between what is desirable and what is actually achievable. Over the long term, a community's objectives for personal and public safety can be prioritized through incorporating safety into processes and policies that guide development.⁶

While recommendations in this report focus on actions of local government, they also present the need for planning of long term solutions, and will require cooperation and coordination between the C.V.R.D., other levels of government, community residents and organizations. Additional challenges to implementation include budgets, the need for coordination and volunteer efforts, and for some recommendations, the need to further explore feasibility.

Implementation of solutions requires prioritizing actions which begin with small, achievable steps that fit within current budgets and organizational frameworks. For example, input suggests that the provision of information and education be one of the first priorities for action. Community groups and agencies sometimes have resources for education and awareness and can be asked to contribute materials and provide presentations.

As mentioned earlier, the community has already responded to suggestions put forward and should be commended for their efforts. The C.V.R.D. will also play a pivotal role in its planning functions, in liaison with community groups and other levels of government, through monetary support and support in principle.

Safety Audits should not be viewed as a one time event, but rather as an ongoing process which is incorporated into regular considerations about community development. It is hoped that this project has provided an initial step toward a long term process.

⁶ Excerpted from Planning for Safer Communities Draft, Cowichan Women Against Violence, 1997.

7. REFERENCES

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APPENDIX 1: SELECTED STATISTICAL INFORMATION

- Using definitions from the Criminal Code of Canada, one out of every two women in Canada since the age of 16 has been physically or sexually assaulted by a man at least once.
- Most assaults on women are perpetrated by someone known to them. One in three BC women is assaulted by her husband or partner. However,
- An estimated 2.5 million Canadian women have experienced physical or sexual assault by a stranger. Many assaults take place in the victim's home and homes of people known to them; however, about 68% of stranger assaults occur in public places, almost one third in streets or parking lots.
- *Only about 6% of sexual assaults are ever reported to police. Of these only about 16% make it to court.*

Nationally, of women in the following situations:

- 55% are worried about walking alone in their neighbourhood after dark,
- 76% are worried about waiting for or using public transportation after dark,
- 83% are worried about walking alone to their car in a parking garage,
- 40% are worried about being home alone at night.

- Women are eight times more likely to forego an evening activity due to concerns for their safety
- About one half of women do not use public transit or parking garages due to concerns for their safety.
- Women are twice as likely as men to carry something to defend themselves
- About two thirds of women who are fearful of walking alone after dark say they would do so if they felt safer.

(Statistics Canada, Violence Against Women Survey, 1993)

COWICHAN VALLEY: *Between 1994 - 1997, Somenos Transition House accommodated about 6,000 bed-stays for women and children. On average, the WAVAW crisis line receives about 800 to 1,000 calls per year.*

SENIORS: *In B.C., an estimated 16,000 elderly persons suffer abuse and neglect. People who get hurt are: mostly over 75, usually female, dependent for care. People who hurt them are often relatives, live in the same household, are dependent on the victim.*

APPENDIX 2: SAFETY FACTORS and CHECKLIST QUESTIONS

The Safety audit checklist used in the safety audits was adapted from the METRAC Model. The checklist and discussions included the following questions:

General Impressions/Overall Design

*What words best describe this area? How does this place feel at night, in the day?
Is it easy to find your way around the area?
Is the area (building) accessible? Is it served by transit?
Would you know where to go for help? How accessible is help?
Can you see clearly what is up ahead?*

Isolation

*How far away is the nearest person to call for help?
Do you know who to call for help?
Are there many people around the area?
Do the surrounding land uses encourage people to be there?*

Lighting

*Is the lighting bright enough, even and in good repair?
Are walkways, directional signs or maps sufficiently illuminated?
Can you see someone at night 20 metres away? Can you see into the back of your parked car?
Is lighting obstructed by trees or bushes? Would you be able to identify someone from a distance?*

Sightlines, Movement Predictors/Entrapment Sites

*Are you able to see clearly what is up ahead?
Are there small, confined areas where you (or others) could be hidden from view?
How easy would it be to get away if you were threatened?
Could someone predict your movements? Is there an alternative route for escape?*

Maintenance

*Does the area feel cared for or abandoned?
Is there (offensive) graffiti or vandalism present?*

Signage

*Are there signs or other information that tell you about the area?
Can they be seen and read easily? By someone with a disability?*

COWICHAN BAY SAFETY AUDIT QUESTIONNAIRE
--

1. Your Age _____ (Gender: Female____ Male____)
2. Your work: home____ out of home____ attend school / college____
3. Do you live or work in the Cowichan Bay area _____
visit regularly____ visit sometimes____
4. Do you have children at home? yes____ no____

5. Are you ever concerned for your safety

At home	____ often	____ sometimes	____ never
At work	____ often	____ sometimes	____ never
Public places	____ often	____ sometimes	____ never

6. Have you ever experienced or are you ever worried about any of the following in your community?

	Experienced	Worried about
Theft/robbery	_____	_____
Physical Assault	_____	_____
Sexual Assault	_____	_____
Harassment/Stalking	_____	_____
Verbal Attack	_____	_____
Other _____	_____	_____

7. Please name places in your community where you would feel concerned for your safety

at night? _____

in the day? _____

8. What is it about these places that makes them feel unsafe?

9. Do you feel your safety is affected by any of the following?

___ Income / economic conditions	___ Job/Occupation	___ Marital status
___ Disability	___ Racism	___ Drugs/ Alcohol
___ Cultural beliefs / attitudes	___ Age	___ Health
___ People's attitudes about women generally		
Other _____		

.....**OVER**

10. Do you ever restrict your activities due to concerns for your personal safety?

YES _____ NO _____

If yes, how? (e.g., not going out at night, stay away from certain areas, carry personal alarm, etc.)

11. Do you ever restrict your children's activities due to concerns around safety?

YES _____ NO _____

If yes, how? (e.g., don't let them go out alone, do phone check-ins, etc.)

12. Please name places where you feel safe in your community

at night? _____

in the day? _____

13. What would help you to feel safer in your community?

At home _____

At work _____

In public places _____

COMMENTS:

THANK YOU VERY MUCH FOR YOUR INPUT

APPENDIX 4**COWICHAN BAY SAFETY AUDIT SURVEY RESPONSES**

Surveys Received: 52

Personal Data**Age**

13-18	7
19-24	6
25-34	9
35-54	20
55+	10

Live or work in the area:	46
Visit regularly	6
Children at home:	19

Concern for Safety - By Number of Responses

	Never	Sometimes	Often	Total S/O
Home	14	25	3	28 (54%)
Work	12	17	0	17 (33%)
Public Places	8	32	4	36 (72%)

Experience/Worry About Crime/Violence - By Number of Responses

	Experience	Worried
Theft	8	32 (61%)
Physical Assault	1	26 (50%)
Sexual Assault	3	21 (40%)
Harassment	7	18 (35%)
Verbal Attack	11	11 (21%)
Other:	Property damage, vandalism Threatened with physical/sexual assault Indecent Exposure Armed robbery attempt Dog attack	Malicious gossip Speeding vehicles/walking Pedestrian hazards/traffic Groups of teens Dog attack

Places Where Safety is a Concern - By Number of Responses

Area / Location	#	Aspects of concern
Cowichan Bay Village General Area	10	General: Lack of pedestrian walkways; uneven road/ pavement surfaces; potholes; poor visibility re: traffic; speeding vehicles; inaccessibility of places; lack of parking
Waterside (Wharves, marinas) Around, between and behind restaurants and businesses	3	Night: darkness, isolation, areas between buildings that are dark or officer hiding places; alcohol/drug use combined with people and traffic
Parks	9	
Coverdale Watson Hecate Park		Darkness, isolation, poor visibility, people hanging out, behaviours, presence of hiding places, graffiti.
Rural Roads (other than Village)	15	
Cherry Point Road	1	Isolated spots, road/traffic conditions
Cowichan Bay Road: North portions: Hecate Park to Hillbank Wessex intersection Hillbank intersection Southern portions: Botwood to Glen ("the hill") Glen to Catherine (as route to school)	10 4	Areas that present problems re: darkness, isolation, lack of pedestrian walkways, narrow shoulders in places; poor visibility, traffic, speeding issues, children: bicycle safety, waiting for buses, crossing; dogs, wildlife (cougar sitings) in isolated spots.
Bench Road	1	Narrow, dark, unsafe for bicycles
Residential Areas/Roads	8	
Ordano (Ordano/McGill Intersection, Water Tower area) Glen Road (general area) Wilmot (general and specific portions; especially intersections, Pritchard & Wilmot)		Sightlines, visibility of cars and pedestrians, uneven lighting in places; dogs.
Rural Mailboxes (Hillbank/Cowichan Bay Rd.)		Darkness, isolation, some lack space for cars parked, surrounding vegetation present hiding spots
School House Square area	2	Isolated at night, esp. re: parking lot
General (Anywhere) isolated groups hang out dark and/ or unlit at night hiding places parking lots banks uncontrolled dogs		
Other: Duncan (Kin Park, First Street Park)	2	

Restrictions / Limitations to Activities:

Respondents who limit their activities due to safety concerns	34 (66%)
Methods noted: Don't run/walk at night at all or alone. Avoid places/activities: around pub at night; don't go out when I don't have a car; don't work at night Precautions: Take a cab instead of walking; plan route with safety in mind, vary route; carry pepper spray, alarm; carry flashlight; walk with a dog; avoid behaviours; drive with doors locked	

Restrictions to Children' Activities - By Number of responses

Parents with children restrict their children's activities due to safety concerns	19 (100%)
Methods Noted: don't let them go out alone and/or at night; drive them to activities; periodic check-ins; avoid certain areas.	

Safe Places - By Number of Responses

Area/Location	Night	Day
Generally everywhere	9	16
Home/neighbourhood/with friends	16	11
Cowichan Bay Village - Generally	3	6
Hecate Park	1	
Belle's Market		1
Hotel	1	2
Pub		1
Restaurant, stores	1	2
Marine Ecology Station	1	1
Places where people are	3	3
School area	2	3
Workplace	1	2
Four Ways Store	1	2
Nowhere	2	

Solutions to Improve Safety - By Number of Responses

Home	# Responses
Home security (alarms, locks, lights)	7
Neighbourhood (knowing neighbours; knowing who to call for help; Neighbourhood Watch, Community Policing)	5
Not being alone	1
Policing, stronger laws	5
Street lighting in neighbourhood (also porch lights on)	4
Nothing - feel safe with current situation	1

Work	# Responses
Safety and security measures (security camera, check-ins, escort to car program, reduce isolation, no money on premises)	12
Safety and Self defense training, knowledge	2
Lighting (especially in parking areas)	5
Awareness, respect for women	1
Patrolled parking lots	1

Public Places	# Responses
Physical Design, Maintenance Solutions	13
Street Lighting - general and specific locations Parking areas (5), Near mailboxes (1), Intersections (1), Glen Road subdivision (2), Ordano Road (2) Village Ctr. to Hecate Park (4), Wilmot Road (3), Pritchard and Wilmot (1) Cowichan Bay Road (2)	
Reduce hiding spots, trim vegetation (esp. Ordano Road)	2
Improve areas for pedestrians: walkways, reduce grades, repair potholes, more crosswalks in Village; boardwalk for Village; better design of parking areas for safety (e.g., spots close to businesses)	7
More public telephones (2) telephone at Hecate park (1)	3
Signage (esp. speed limits)	2
Public transit	3
Social, Building "Community"	
Building sense of community, community involvement, creating support systems (e.g., place to go if you feel unsafe), familiarity, social contacts	3
Social programs to reduce violence, youth facilities, programs, parental supports	6
Information and education (e.g., self defense)	2
Dog control	4
Security, Policing	
Lower speed limits, enforcement and monitoring, esp. weekends	4
Law enforcement (e.g., more patrols, patrolling of docks) / stronger laws (e.g., to deter men who stalk and sexually violate women)	5