Shelbourne Valley Action Plan

Short-Term Mobility Options

Public Engagement Summary Report

February - March 2016

Saanich

1. BACKGROUND

The Shelbourne Valley Action Plan is a comprehensive plan that will guide land use and transportation change in the Shelbourne Valley over the next 30 years. A community process to develop a Plan has been underway since 2009.

A Proposed Shelbourne Valley Action Plan was presented to Council on June 9, 2014. At that meeting, Council requested more information on implementation actions, specifically cost and timeline estimates and options for accelerating pedestrian and cycling improvements. In response to this request, staff developed two short-term implementation options for Council's consideration. On October 5, 2016 the two options were presented to Council, where they directed staff to seek public feedback.

The two options focus on improvements that could largely occur under existing conditions and could be completed within five years. Key elements of each option are:

- **Option 1**: This option maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.

- **Option 2**: This option uses lane reductions to provide pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street. Four lane cross sections are maintained near major intersections.

From February 16 to March 20 public feedback was actively sought on the implementation options. Information on the components and design details of the options can be found at www.saanich.ca/shelbourne.

This report provides a summary of key engagement activities and feedback gathered during the engagement process. The feedback will form part of a report that will be delivered to Council, seeking their direction on short term mobility actions to integrate into the final Shelbourne Valley Action Plan.

2. PUBLIC ENGAGEMENT PURPOSE

This purpose of public engagement in this phase of the process is to receive feedback from residents and stakeholders groups on potential short-term mobility options.

Three key questions framed the engagement:

- What option do you prefer?

- What changes would you like to see to your preferred option?

- Is there anything else that should be considered in developing a recommendation for Council?

3. ADVERTISING AND NOTIFICATION

To raise awareness of this phase of engagement and advertise opportunities for input, the following key outreach activities were taken:

- **Flyers** were delivered to every home and business in the Valley (approximately 7,000);

- **Newspaper ads** were placed in the **Saanich News** (3 times) and **Times Colonist** (2 times) advertising open houses and potential changes on Shelbourne Street;

- **Personalized Letters** were delivered to every property owner on Shelbourne Street (550 total);

- **Three emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;

- Sustainable Saanich **Facebook and Twitter** feeds were used to promote the project;

- **Posters** advertising the open houses and survey were placed in numerous gathering spots throughout the Shelbourne Valley, including community centres, the public library and coffee shops; and

- **Overhead bus ads** were placed on routes that travel through the Shelbourne Valley displaying information on open houses and encouraging input.

4. PUBLIC ENGAGEMENT ACTIVITIES

4.1 Public Open Houses

Three open houses attended by approximately 700 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, February 27, 2:00-6:00 PM
- St. Aidans Church – Wednedsday, March 2, 4:00 – 8:00 PM
- Cedar Hill Recreation Centre – Saturday, March 5, 2:00-6:00 PM

The open houses included 22 display boards with context and description of options, 40 foot long plans of each option (transparent overlay with existing conditions beneath), a looping video comparing options and engineering and planning staff to answer questions. Participants were encouraged to provide their feedback through either completing a survey or adding sticky note comments to option plans (357 unique comments received on plans).

4.2 Public Survey (online and paper)

A public survey was available online and at open houses from February 24 until March 20, 2016. In total there were **1,325 completed surveys** (245 written and 1,080 online). The survey provided opportunities for respondents to identify their preferred option, highlights elements they liked and did not like about each option and suggest changes. The paper version of the survey instrument is included as Attachment A.

4.3 Meetings with Shelbourne Stakeholder Committee

Three meetings were held with the Shelbourne Stakeholder Committee, which have been an advisory group since the inception of the project. The group includes representatives from Community Associations, residents, the development community and key stakeholder groups.

The purpose of the meetings were as follows:

- To seek input on engagement approach (November 5, 2015);
- To provide an overview and hold a detailed discussion on options (February 16, 2016); and
- To discuss transit considerations with BC Transit staff (March 8, 2016).

4.4 Meetings with Stakeholder Groups

Four focused meeting were held with key stakeholder groups to seek detailed feedback on options and suggestions for potential changes.

- Saanich Bicycle and Pedestrian Advisory Committee – February 18, 2016
- BC Transit planning staff and operators (12 attendees) - March 8, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – March 10, 2016
- Property owner / business owner luncheon (32 attendees) – March 16, 2016

The meetings with stakeholder groups were supplemented by one on one meetings with major property owners, key stakeholders and others who requested a meeting with staff.

4.5 Online Engagement

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there were three embedded videos that showed the options in detail.

In total, there were 4,391 website visits (3,958 unique) and 2,345 views of the videos between February 22nd and March 20th. Additionally, 1,080 people completed a survey online.

4.6 Bus Rider engagement

Through a partnership with BC Transit, two Saanich staff rode buses along Shelbourne Street on February 24, 2016 with the intention of raising awareness of the project, sharing options being considered and informing people of upcoming open houses. During the time period between 9:00 am and noon, riders on 14 bus trips were engaged.

4.7 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, 43 unique letters and emails were received commenting on the options being considered.

5. PUBLIC SURVEY RESULTS

5.1. Overview

The primary mechanism for soliciting feedback on the potential implementation options was a public opinion survey that was available online and at open houses. In total there were **1,325 completed surveys** (245 written and 1,080 online). Map 1 shows the distribution of respondents who provided a postal code.
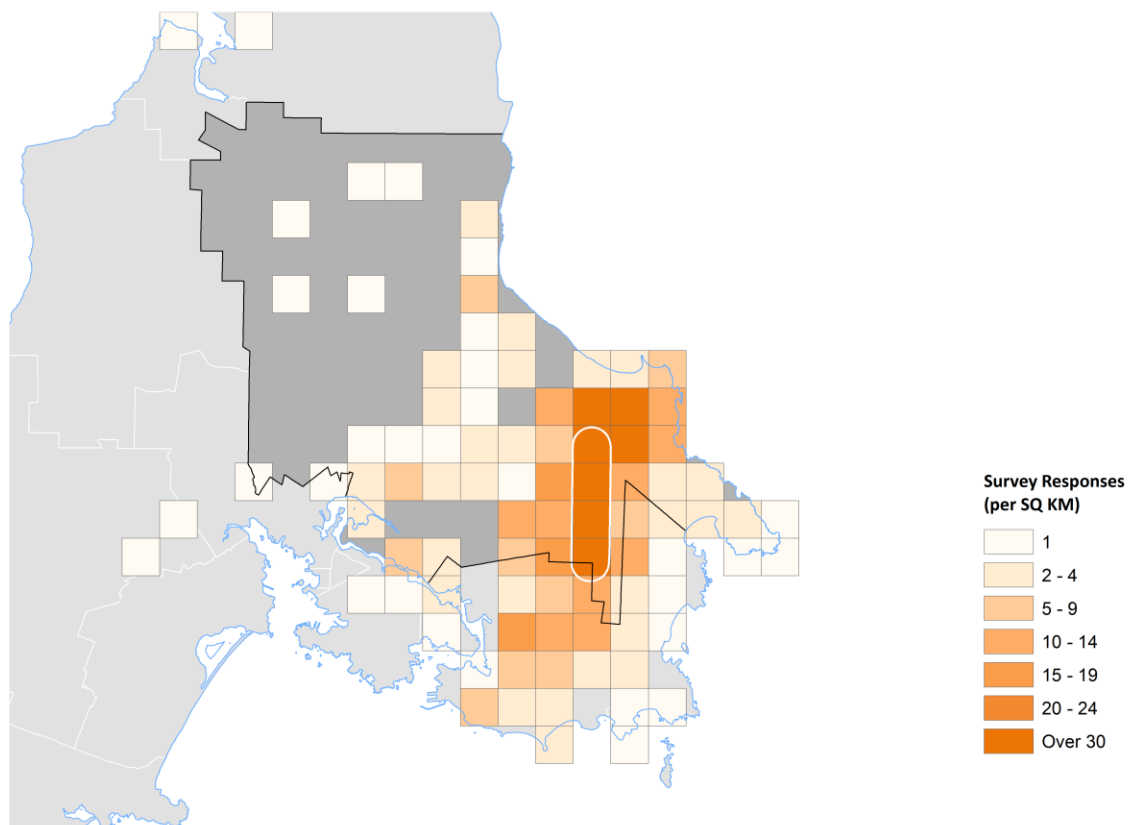

Figure 1: Location of Survey Respondents

The following data provides a summary of the responses to survey questions. For each question, the question as presented in the survey is included in italics, along with a summary of the responses. For open ended questions, the responses are grouped into theme areas. Responses for each question were not mandatory.

5.2 Shelbourne Street Priorities

Q1. Please tell us about your short-term priorities for Shelbourne Street. Please rank the following mobility or street features in order of importance.

Table 1: Short-Term Priorities for Shelbourne Street

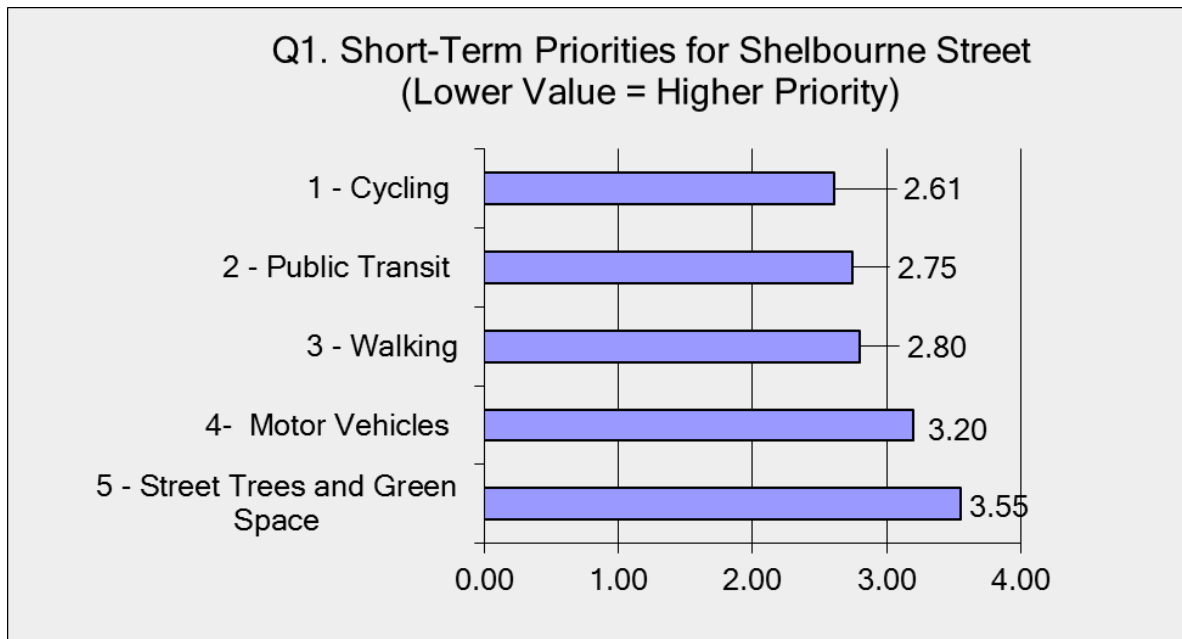| Short Term Priority	1st Priority		2nd Priority		3rd Priority		4th Priority		5th Priority		Rating Average
Cycling	469	*39%*	189	*16%*	145	*12%*	169	*14%*	240	*20%*	2.61
Public transit	138	*12%*	397	*33%*	353	*30%*	235	*20%*	72	*6%*	2.75
Walking	185	*16%*	311	*27%*	321	*28%*	253	*22%*	97	*8%*	2.80
Motor vehicles	369	*30%*	119	*10%*	117	*10%*	135	*11%*	482	*39%*	3.20
Street trees & green space	78	*6%*	179	*15%*	270	*22%*	379	*31%*	315	*26%*	3.55

Figure 2: Short-Term Priorities for Shelbourne Street (1239 total responses)

5.3 Option 1 Likes

Q2. What do you like about Option 1?

Table 2: Most Common Option 1 Likes

RANK	OPT-1 LIKES	FREQ	% FREQ
1	Keep 4 lanes / Maintain traffic flow	318	23.2%
2	Inclusion of cycle track / Separated bike facility	176	12.9%
3	Sidewalk upgrades	123	9.0%
5	Transit improvements / maintenance of transit travel times	79	5.8%
6	Improvement over current situation	78	5.7%
7	Overall pedestrian improvements	60	4.4%
8	Addition / retention of street trees	56	4.1%
9	Improved safety for all modes	55	4.0%
10	Overall cycling improvements	54	3.9%
11	Improvements to bikeway / greenway network	51	3.7%
12	Improvements to transit waiting areas	45	3.3%
13	Added green space / beautification	34	2.5%
14	Shorter pedestrian crossing distance	32	2.3%
15	Bike connection to UVIC	29	2.1%
16	Restrict access to side streets	27	2.0%
17	Balanced implementation, considering all modes	21	1.5%
18	Minimize environmental and climate change impacts	8	0.6%
18	Network connectivity	8	0.6%
Likes / Dislikes			
4	Nothing (Dislike Option)	110	8.0%
20	Everything	4	0.3%
		1368	100.0%

5.4   Option 1 Dislikes

Q3. What do you not like about Option 1?

Table 3: Most Common Option 1 Dislikes

RANK	OPT-1 DISLIKES	FREQ		%FREQ
1	No continuous bike facility	381		35.3%
2	Traffic focused road design	102		9.4%
3	Not enough overall improvements	98		9.1%
4	Street tree removal	93		8.6%
5	Limited value for money	71		6.6%
6	Access or removal / changes to left turn access	59		5.5%
7	Concerns over cycle track design	49		4.5%
9	Insufficient pedestrian improvements	37		3.4%
10	Removal of bus bays	27		2.5%
10	Don't like bike lanes	27		2.5%
12	Not enough / less than optimal cycling improvements	26		2.4%
13	Traffic flow / Travel time	24		2.2%
15	Landscape Medians	9		0.8%
16	Lack of Green Space / Beautification	6		0.6%
16	Not inclusive of all modes	6		0.6%
18	Insufficient transit improvements	5		0.5%
20	Implementation (Timeline)	3		0.3%
21	Lack of public input	1		0.1%
Likes / Dislikes				
8	Nothing	41		3.8%
14	Other	10		0.9%
18	Everything	5		0.5%
		1080		100.0%

5.5   Option 1 – Suggested Changes

Q4. What changes (if any) would you make to Option 1?

Table 4: Most Common Suggested Changes to Option 1

RANK	OPT-1 CHANGES	FREQ	% FREQ
1	Implement continuous bike lane / cycle track	254	30.8%
2	Improve traffic flow	123	14.9%
3	Improve access to business / side streets	58	7.0%
6	More pedestrian Improvements, including sidewalks	40	4.9%
7	Enhance aesthetics & green space	31	3.8%
8	Individual network improvements	30	3.6%
8	Parallel bike route option (not on Shelbourne)	30	3.6%
10	Widen road width / Implement ultimate design	22	2.7%
11	Reduce number of traffic lanes	21	2.5%
11	Maintain / improve transit	21	2.5%
13	Accommodate all travel modes	14	1.7%
13	Enhance safety & separation between all modes	14	1.7%
15	Limit left turn access	13	1.6%
15	Reduce vehicle traffic speed	13	1.6%
18	No change to existing conditions	11	1.3%
20	Implement another option	4	0.5%
20	Individual design details	4	0.5%
22	Minimize climate change impacts	3	0.4%
23	Reduce Cost	2	0.2%
24	Bi-directional cycle track	1	0.1%
4	Implement Option 1 --without changes	52	6.3%
5	Implement Option 2	44	5.3%
17	Implement components of both options (hybrid)	12	1.5%
19	Other	7	0.8%
	Grand Total	824	100.0%

5.6   Option 2 Likes

Q5. What do you like about Option 2?

Table 5: Most Common Option 2 Likes

RANK	OPT-2 LIKES	FREQ	% RESP
1	Continuous bike lanes	396	26.7%
3	More street trees retained / More trees replanted	110	7.4%
4	Overall cycling improvements	102	6.9%
5	Improved safety for all modes	91	6.1%
6	Separation between travel modes	79	5.3%
7	Lower cost option	72	4.9%
8	Pedestrian Improvements	62	4.2%
9	Provides better transportation options, choices & Incentives	59	4.0%
10	Calms traffic (slows or reduces volume)	57	3.8%
11	Sidewalks upgrades & improvements	56	3.8%
13	Balanced implementation, considering all modes	33	2.2%
14	Centre turn lanes	32	2.2%
15	Green space / beautification	27	1.8%
16	Improved traffic flow	24	1.6%
17	Enhanced quality of life / Sense of place	22	1.5%
18	Improvements to transit waiting areas	21	1.4%
19	Shorter pedestrian crossing distance	16	1.1%
20	Transit bus bays / pullouts	11	0.7%
21	Traffic medians	10	0.7%
22	Transit improvements	6	0.4%
23	Improves traffic flow	4	0.3%
24	Implementation timeline	2	0.1%
Like Everything or Dislike Everything			
15	Like Everything	38	2.6%
2	Dislike Option	154	10.4%
		1484	**100.0%**

5.7   Option 2 Dislikes

Q6. What do you not like about Option 2?

Table 6: Most Common Option 2 Dislikes

RANK	OPT-2 DISLIKES	FREQ	%FREQ
1	Lane Reductions / Traffic flow impacts (congestion)	303	28.4%
2	Traffic diverted to other roads	140	13.1%
4	No physical separation of bike lanes	74	6.9%
5	Impact on transit service (delay)	52	4.9%
6	Elimination of left turns / Restricted access to business & side streets	50	4.7%
7	Dislike multi-modal approach (want more focus on cars)	48	4.5%
8	Insufficient safety for all modes (including bikes)	42	3.9%
9	Not enough sidewalk improvements	29	2.7%
10	Limited value for money / cost benefit	27	2.5%
12	Increased CO2 emissions (GHG) from idling	24	2.2%
13	Lack of alternate bike route options (e.g. parallel to Shelbourne)	20	1.9%
14	Shared Bike / Bus Lane @ Bus Stops	20	1.9%
15	Shared centre lane / Merging of lanes / Inconsistent road configuration	19	1.8%
16	Street tree removal	18	1.7%
17	Plan doesn't go far enough	15	1.4%
18	Lack of green space / beautification	10	0.9%
20	Not enough pedestrian improvements	8	0.7%
21	Landscaped medians (trees / plantings)	8	0.7%
22	Transit Bus Bays & Pullouts	6	0.6%
23	Implementation (Timeline)	5	0.5%
24	Pedestrian Crossing Distance	5	0.5%
25	Doesn't account for future growth	4	0.4%
26	Transit Wait Areas	3	0.3%
27	Not realitistic	2	0.2%
Llikes / Dislikes			
19	Other (Unclasssified)	10	0.9%
11	Dislike everything in Option 2	27	2.5%
3	Nothing to dislike	99	9.3%
		1068	**100.0%**

5.8 Option 2 – Suggested Changes

Q7. What changes (if any) would you make to Option 2?

Question 7 asked respondents what changes they would like to see changed in Option 2. In total, 590 individuals responded to this question, with a number of responses indicating more than one suggested change.

Table 7: Most Common Suggested Changes to Option 2

RANK	OPT-2 SUGGESTED CHANGES	FREQ	% FREQ
1	Add separation to bike lanes / Upgrade to cycle tracks	64	17.4%
2	Maintain 4 travel lanes	61	16.6%
3	Improve access to business / side streets	35	9.5%
4	More pedestrian improvements, including sidewalks upgrades	34	9.3%
5	Enhance asthetics & green space	24	6.5%
6	Maintain / improve transit	22	6.0%
7	Implement parallel bike route alternative to Shelbourne	21	5.7%
9	Address bus-bike conflict	11	3.0%
10	Improve bike network connectivity, including Victoria	10	2.7%
11	Other	8	2.2%
12	Enhance safety & separation between all modes	7	1.9%
12	Improve network connectivity	7	1.9%
12	Individual design details	7	1.9%
15	Improve traffic flow	6	1.6%
15	Pedestrian / Cycling improvements to other streets	6	1.6%
15	Add bus bays	6	1.6%
18	Faster implementation timeline	5	1.4%
18	Minimize green space / tree planting	5	1.4%
20	Limit left turn access	4	1.1%
20	Reduce vehicle traffic speeds	4	1.1%
20	Reduce number of traffic lanes	4	1.1%
23	Individual Network Improvements	3	0.8%
24	Reduce cost	1	0.3%
			0.0%
8	Alternate shelbourne road design option	12	3.3%
	Grand Total	367	100.0%

5.9   Preferred Option

Q8. Overall, what Option do you prefer?

In total, 1,077 respondents provided a response to the preferred option question. Of those responses, 58% of respondents indicated a preference for either Option 2 or Option 2 with changes, while 32% of respondents indicated a preference for Option 1 or Option 1 with changes. Additionally, 10% indicated a preference for another option. Table 9 indicates "other options" that were described by respondents. Figures 3, 4 and 5 illustrate the responses based on geographic area, age and travel mode preference.

Table 8: Survey Responses for Preferred Shelbourne Implementation Option

PREFERRED OPTION	TOTAL	PERCENT
Option 1	230	21%
Option 1 with Changes	113	11%
Option 2	518	48%
Option 2 with Changes	108	10%
Other	108	10%
Total	**1,077**	**100%**
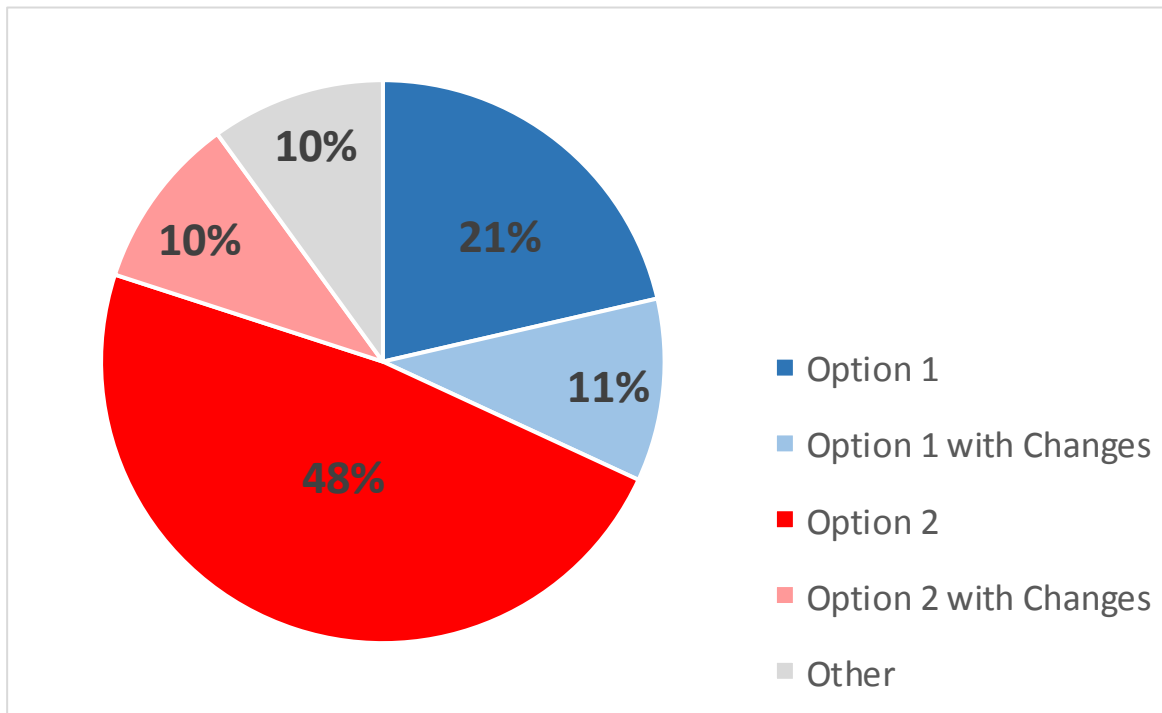
Figure 2: Option Preference

Table 9: Other Options Identified by Survey Respondents

RANK	OTHER OPTION	FREQ	% FREQ
2	Parallel bike route alternative to Shelbourne	19	17.3%
3	Keep same (neither option / no change)	17	15.5%
4	No bike lanes	7	6.4%
4	Other options	7	6.4%
4	Ultimate design / Full cycle track	7	6.4%
7	Shared bike / sidewalk areas	6	5.5%
9	Third option, combining elements from Option 1 & 2	3	2.7%
10	Ultimate design / full cycle track	2	
1	General comment	35	31.8%
8	Option 2	5	4.5%
10	Option 1	2	6.5%
		110	
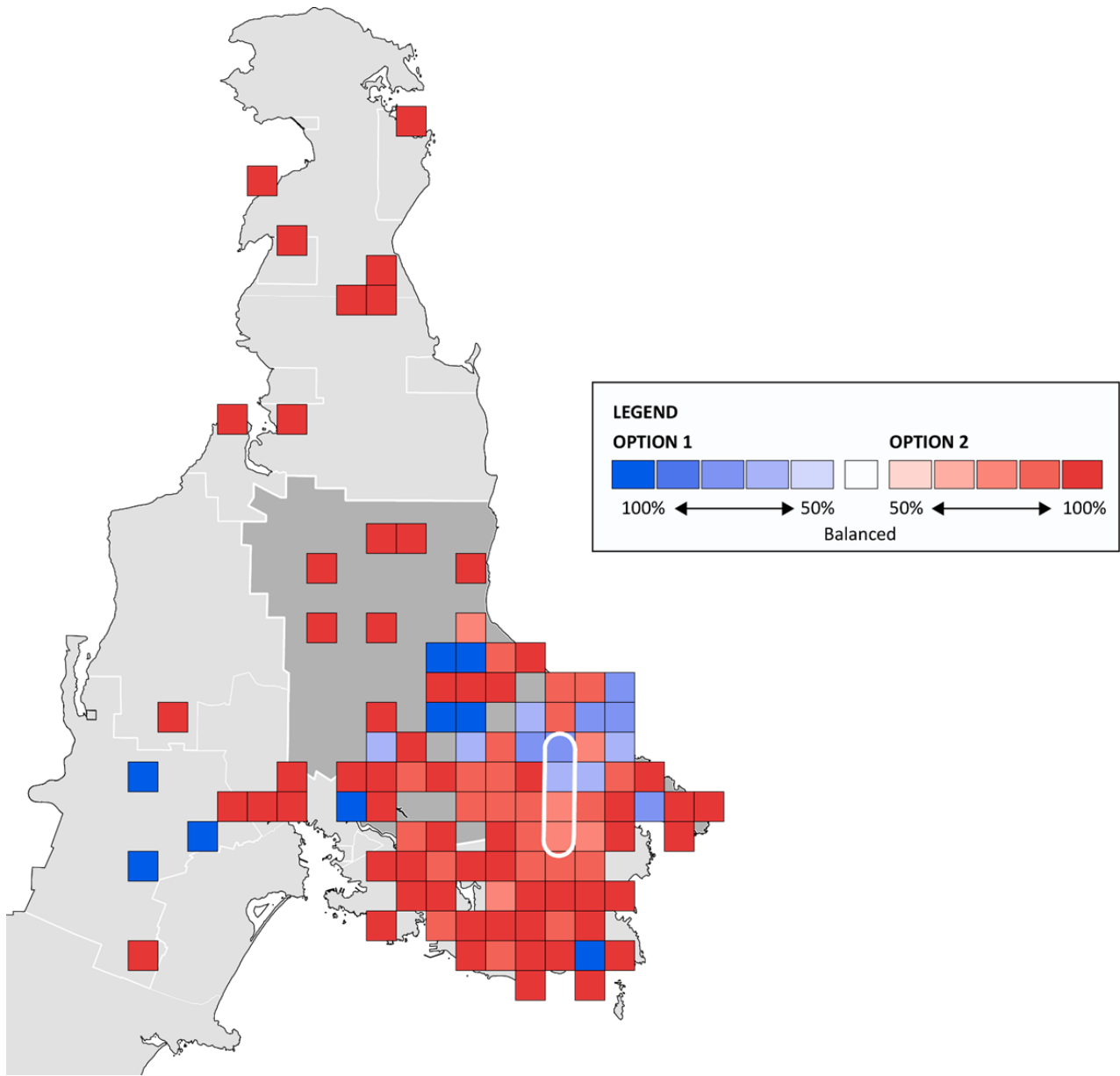
Figure 3: Option Preference by Geographic Area

TOTAL RESPONSES

Age Group	OPTION-1 PREFERRED	OPTION-2 PREFERRED	Total Responses
18-30 yrs	21.7%	78.3%	184
31-49 yrs	27.3%	72.7%	267
50-64 yrs	44.3%	55.7%	300
Over 65 yrs	45.9%	54.1%	181

■ OPTION-1 PREFERRED   ■ OPTION-2 PREFERRED
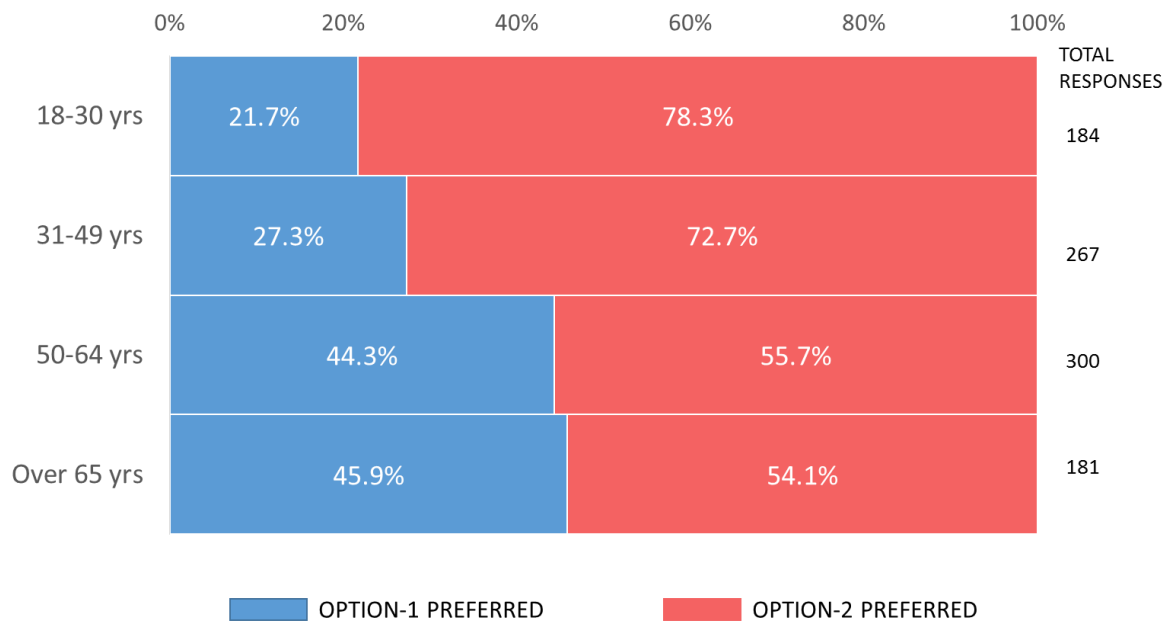
Figure 4: Option Preference by Age Group

89%   48%   24%   25%

MOBILITY CHOICES OF PEOPLE WHO PREFER OPTION-1

68%   42%   64%   34%

MOBILITY CHOICES OF PEOPLE WHO PREFER OPTION-2
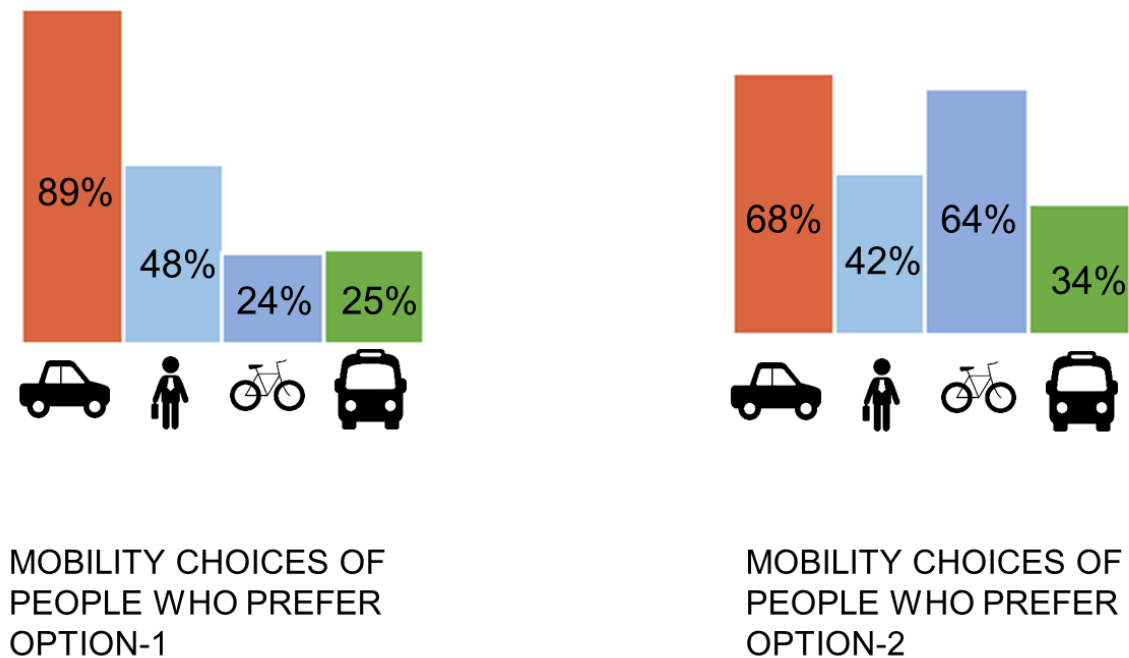
Figure 5: Option Preference by Typical Mode(s) of Travel through the Valley

5.10   Other Comments

Q9. Do you have any other comments you'd like to add regarding the options and/or design of Shelbourne Street?

Table 10: Themes of Comments provided under "Other Comments" Question

RANK	OTHER COMMENTS	FREQ	% FREQ
1	Prioritize / enhance bike facilities	83	13.1%
2	Need for multi-modal / sustainable vision	65	10.2%
3	Improve traffic flow	53	8.3%
4	Maintain 4 travel lanes	45	7.1%
6	Improve access to business / side streets	35	5.5%
8	Implement parallel bike route alternative to Shelbourne	26	4.1%
9	Pedestrian / Cycling improvements to other streets	19	3.0%
10	Improve livability / sense of place / quality of life	15	2.4%
10	Reduce implementation cost	15	2.4%
10	Faster implementation timelime	15	2.4%
10	Maintain / improve transit	15	2.4%
16	More pedestrian improvements, including sidewalk upgrades	13	2.0%
16	Improve safety for all modes	13	2.0%
16	Quicker implementation of ultimate design	13	2.0%
16	More cautious / incremental implementation	13	2.0%
16	Enhance aesthetics & green space	13	2.0%
21	Alternative Shelbourne Street design	12	1.9%
21	Minimize traffic impacts on other Streets	12	1.9%
24	Improve public engagement (too slow, too much info, lacks clarity)	10	1.6%
25	Reduce vehicle traffic speed or volume	9	1.4%
26	Improve bike network connectivity, including Victoria	8	1.3%
27	Minimize green space / tree planting	6	0.9%
29	Public Engagement was excellent	4	0.6%
30	Address bus-bike conflict	3	0.5%
4	Supportive of Project (Both Options)	45	7.1%
7	Support Option 2	28	4.4%
10	Opposed to the project (keep same)	15	2.4%
10	Other	15	2.4%
21	Support Option 1	12	1.9%
27	Opposed to Option 2	6	0.9%
		636	100.0%

6. Profile of Survey Respondents

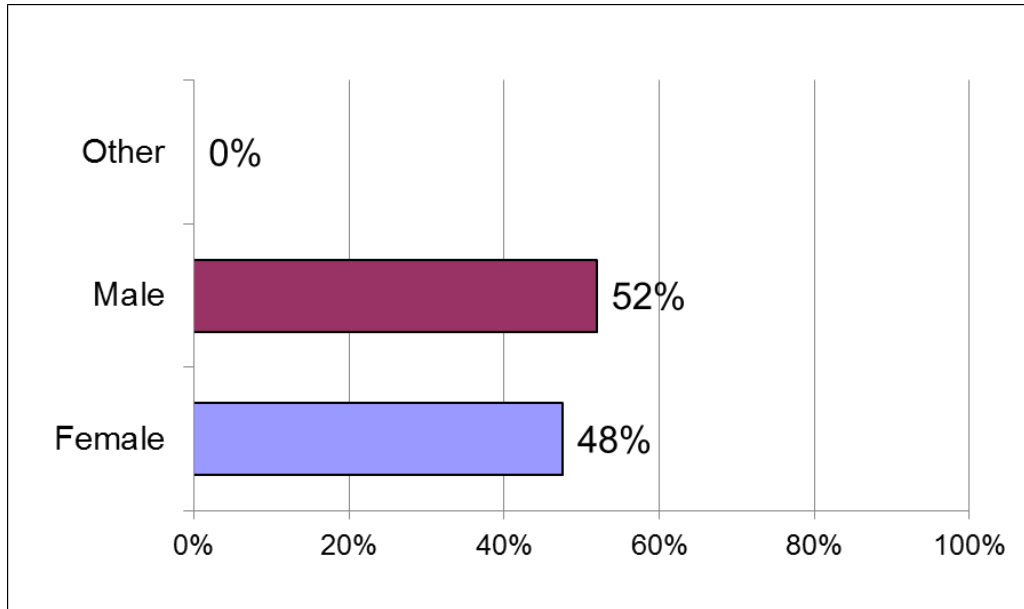## 6.1 Gender of Respondents

Q10. What is your gender?

Figure 6: Gender of Survey Respondents (1,057 Responses)

6.2 Age of Respondents

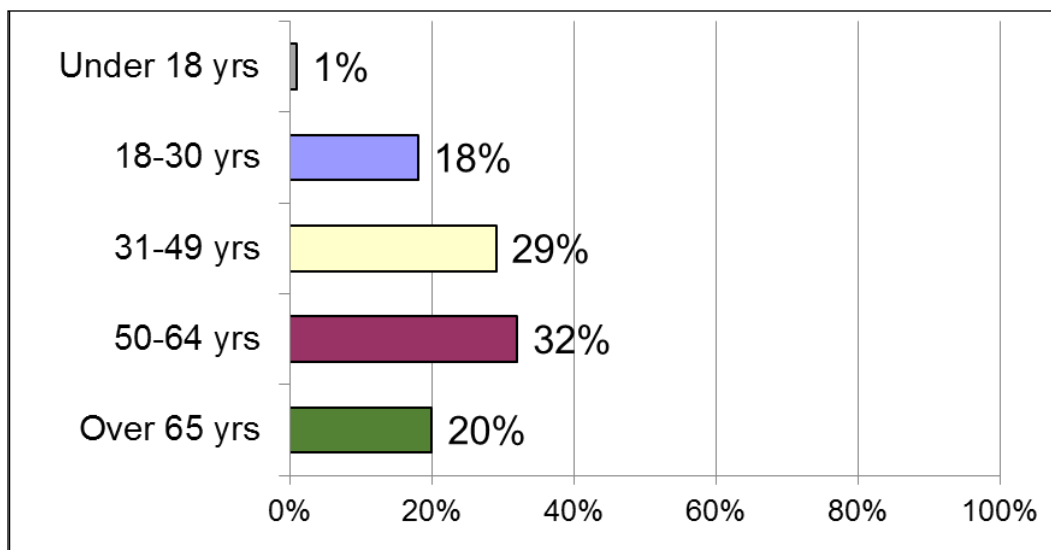*Q11. What is your age group?*

Figure 7: Age Distribution of Survey Respondents (1,057 Responses)
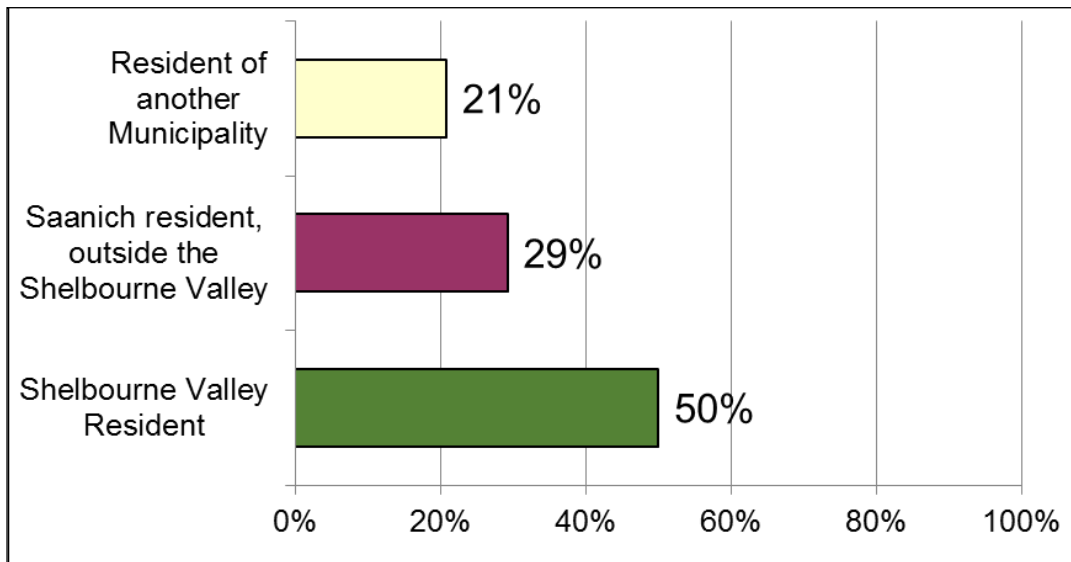
6.3   Location of Respondents

Q12. Where do you live?

Figure 8: Geographic Distribution of Survey Respondents (1,060 Responses)

6.4   Modes of Travel of Respondents

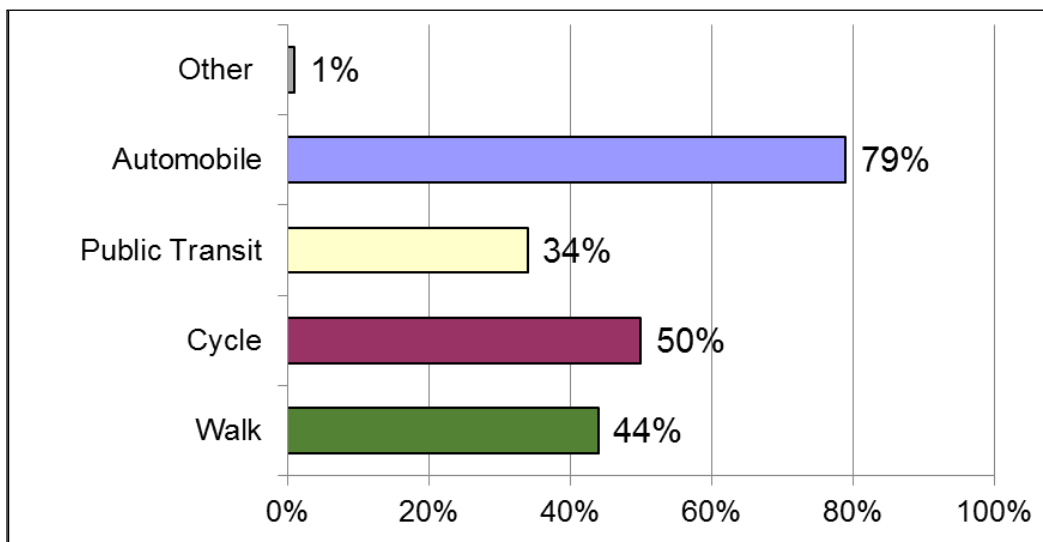*Q 14. How do you usually travel through the Valley? (mark as many as apply)*

Figure 9: Modes of Travel of Survey Respondents (1,060 Responses)

6.5   Frequency of Travel of Respondents

Q15. Do you travel through the Valley on a regular basis? (more than once a week)
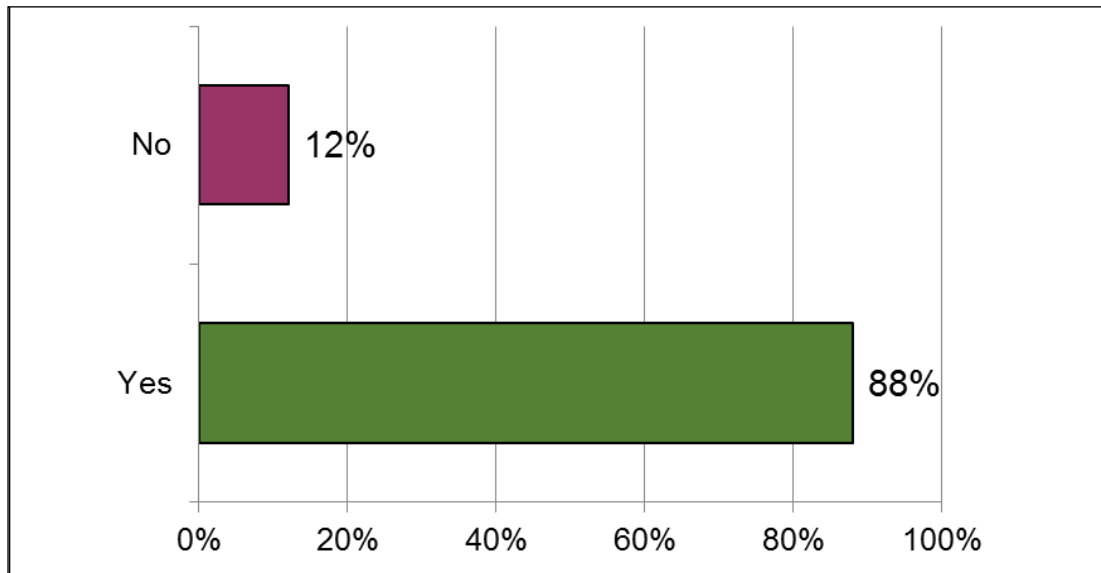

Figure 10: Frequency of Travel of Survey Respondents (1,046 Responses)

6.6   Reason for Travel of Respondents

Q16. Why do you usually travel through the Valley? (check all that apply)
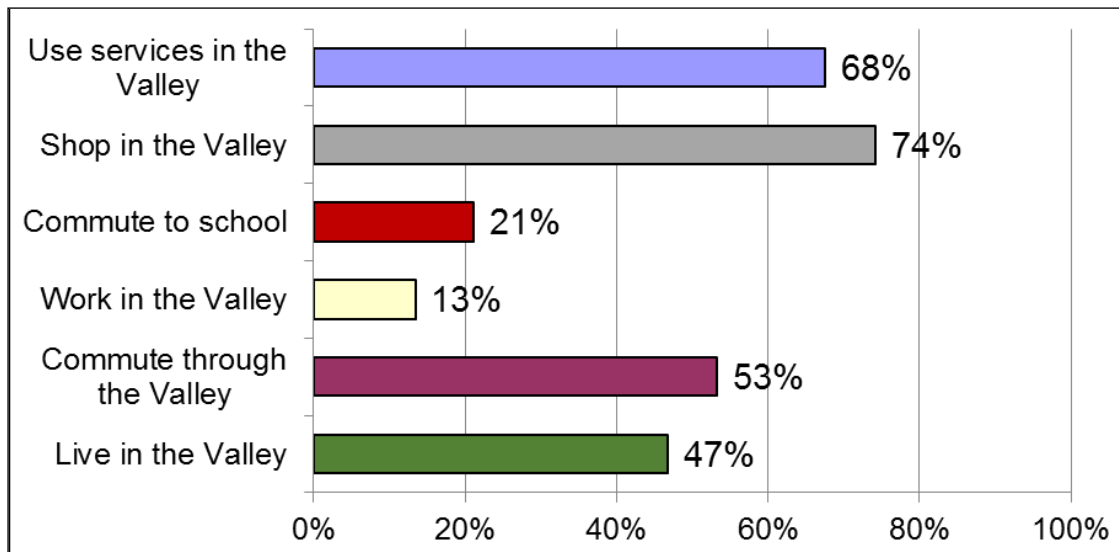

Figure 11: Reasons for Travel of Survey Respondents (1,060 Responses)

6.7   Notification of Survey

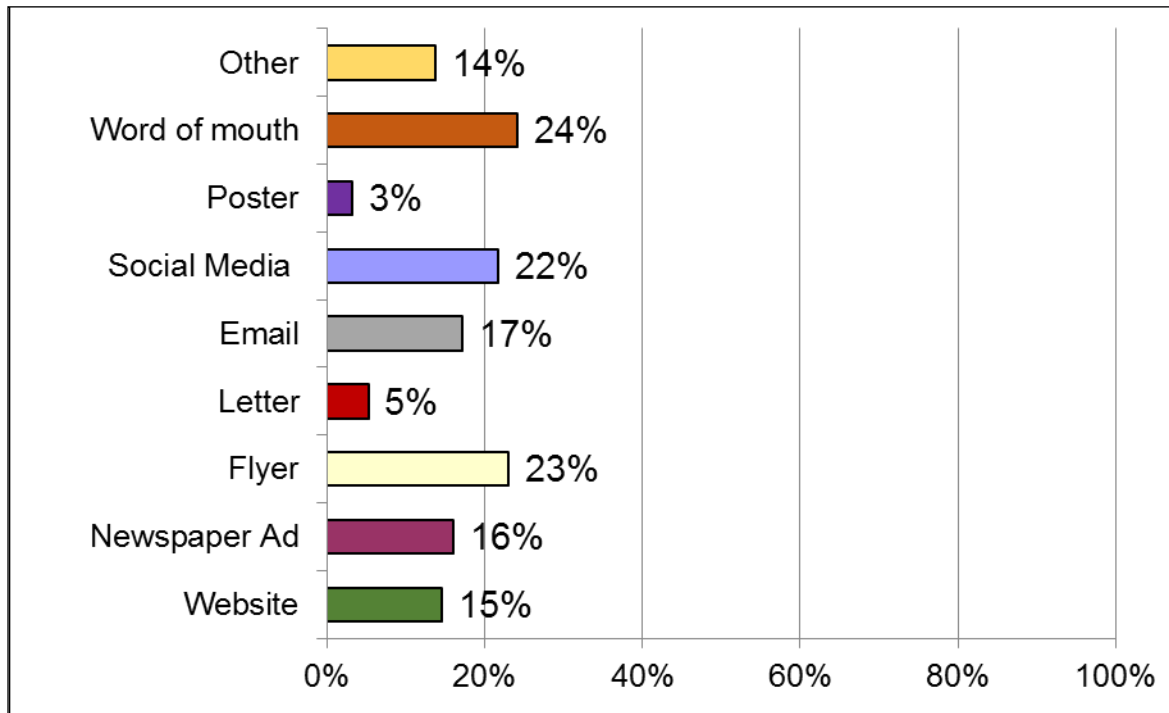Q17. How did you hear about the survey?

Figure 12: How Survey Respondents were Notified about the Survey (1,060 Responses)

APPENDIX A: SURVEY INSTRUMENT

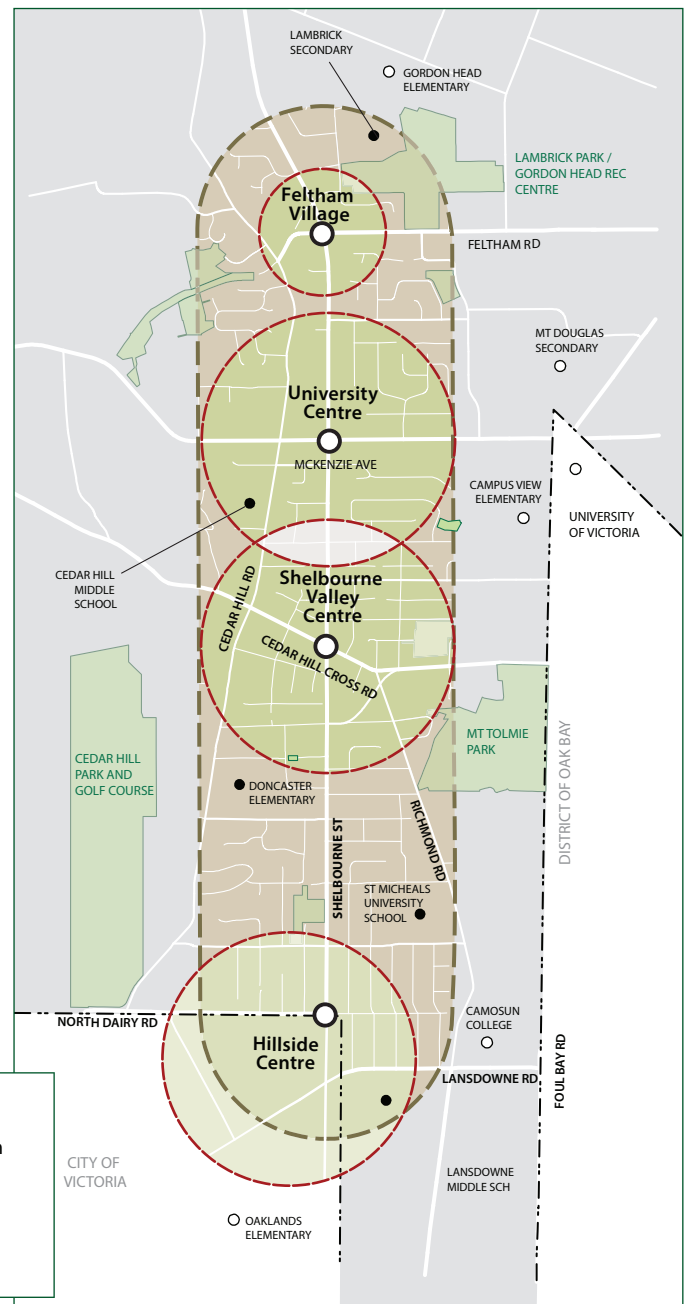# Shelbourne Valley Short-Term Mobility Options Survey

Introduction

The proposed Shelbourne Valley Action Plan will guide transportation and land use decisions in the Shelbourne Valley over the next 30 years. Now in its final phase, the project is focusing on short-term mobility improvements that can be implemented over the next five years and "bridge the gap" between current conditions and the long-term vision of the Plan.

Your feedback is being sought on two short-term mobility options proposed for the Shelbourne Valley. The options focus on improving conditions for pedestrians and cyclists, particularly on Shelbourne Street.

Feedback received from this survey will be presented to Saanich Council, along with a recommended option for short-term improvements in the Shelbourne Valley. The option that Council selects will be incorporated into the Final Shelbourne Valley Action Plan, which will then be considered for adoption at a Public Hearing.

Learn more about the options at
saanich.ca/shelbourne

LAMBRICK SECONDARY

GORDON HEAD ELEMENTARY

LAMBRICK PARK / GORDON HEAD REC CENTRE

Feltham Village

FELTHAM RD

MT DOUGLAS SECONDARY

University Centre

MCKENZIE AVE

CAMPUS VIEW ELEMENTARY

UNIVERSITY OF VICTORIA

CEDAR HILL MIDDLE SCHOOL

Shelbourne Valley Centre

CEDAR HILL RD

CEDAR HILL CROSS RD

MT TOLMIE PARK

DISTRICT OF OAK BAY

CEDAR HILL PARK AND GOLF COURSE

DONCASTER ELEMENTARY

SHELBOURNE ST

RICHMOND RD

ST MICHEALS UNIVERSITY SCHOOL

CAMOSUN COLLEGE

NORTH DAIRY RD

Hillside Centre

LANSDOWNE RD

FOUL BAY RD

CITY OF VICTORIA

LANSDOWNE MIDDLE SCH

OAKLANDS ELEMENTARY

LEGEND

- Shelbourne Valley Plan
- Centres and Villages
- Parks

Shelbourne Valley Action Plan

Tell Us About Your Priorities

The Saanich Official Community Plan aims to create a more balanced mobility network that involves a greater share of residents walking, biking and taking transit. Shelbourne Street plays a key role in this vision as it is intended to be a pedestrian-oriented main street, commuter bikeway, frequent transit route and major road.

However, given current right-of-way conditions, there is a limit on the number and type of mobility and street features that can be implemented in the short-term.

Please tell us about your short-term priorities for Shelbourne Street

Please rank the following mobility or street features in order of importance:
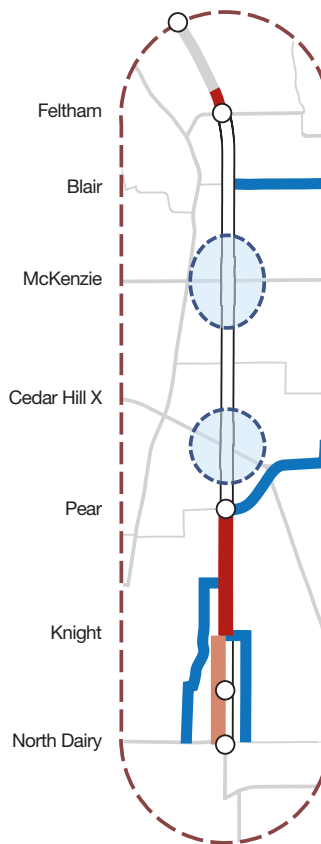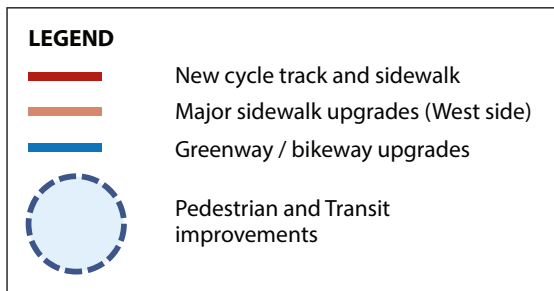1 (highest priority) 5 (lowest priority)

Your Rank	*Mobility or Street Feature*
☐	**Walking** – improving sidewalks and pedestrian areas
☐	**Cycling** – adding bike facilities on Shelbourne Street
☐	**Public transit** – maintaining frequency and reliability of transit service
☐	**Motor vehicles** – maintaining vehicle travel times
☐	**Street trees, boulevards and landscaped medians** – Preserving existing trees and adding green space

Option details available at saanich.ca/shelbourne

Option 1

Option 1 proposes strategic pedestrian and cycling improvements while maintaining four general purpose travel lanes on Shelbourne Street. It includes a cycle track (protected bike lane) for 25% of the Street, upgraded sidewalks in key locations and bikeway and greenway improvements.

Key Impacts and Outcomes

- 2.8 Km of upgraded sidewalk
- Cycle track on 25% of Shelbourne Street
- Vehicle and transit travel times maintained
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- 4 bikeways/greenways upgraded
- Estimated removal of 50-60 trees, with approximately 90-100 replanted
- Improved connections from Victoria to UVic through upgrades to Shelbourne Street and bikeway/greenway network
- $10.8 million total cost

LEGEND

— New cycle track and sidewalk

— Major sidewalk upgrades (West side)

— Greenway / bikeway upgrades

( ) Pedestrian and Transit improvements

Feltham
Blair
McKenzie
Cedar Hill X
Pear
Knight
North Dairy

What do you like about Option 1?

What do you not like about Option 1?

What changes (if any) would you make to Option 1?

Option details available at saanich.ca/shelbourne

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Option 2

Option 2 proposes a bike lane along the full length of Shelbourne Street and pedestrian improvements in strategic locations. Shelbourne Street would be reduced to two travel lanes and a central turn lane for the majority of the Street, with four travel lanes maintained near major intersections. Similar to Option 1, there are upgraded sidewalks, new boulevards in key locations and bikeway and greenway improvements.

Key Impacts and Outcomes

- 2.0 Km of upgraded sidewalk
- Greater separation of sidewalks from vehicle traffic
- Complete cycling facilities on Shelbourne Street
- Reducing travel lanes would delay transit and motor vehicles 1 to 2.5 minutes during peak periods
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- Diversion of vehicles onto Cedar Hill Road, Richmond Road and Gordon Head Road
- 4 bikeways/greenways upgraded
- Estimated removal of 20-30 trees, with approximately 100-110 replanted
- $9.9 million total cost

LEGEND

▬▬▬	New Bike Lane
▬▬▬	Major sidewalk upgrades (West side)
▬▬▬	Greenway / bikeway upgrades
⬭	Pedestrian improvements

Feltham
Blair
McKenzie
Cedar Hill X
Pear
Knight
North Dairy
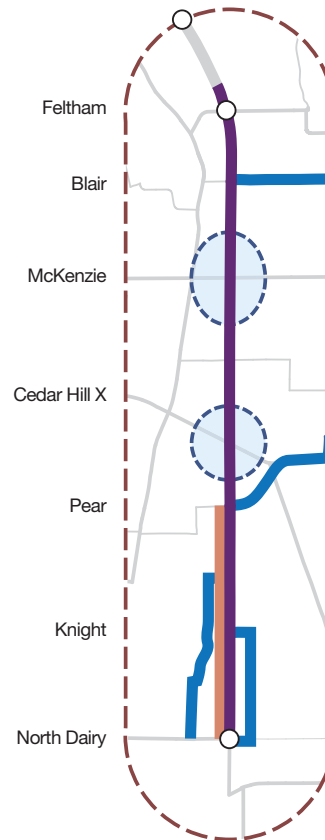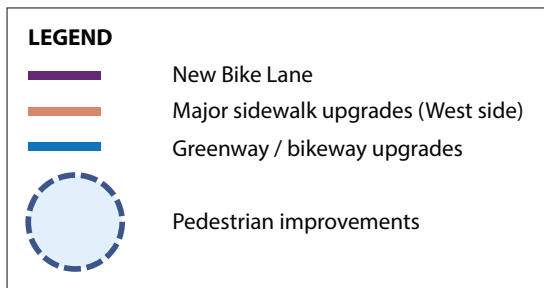
What do you like about Option 2?

What do you not like about Option 2?

What changes (if any) would you make to Option 2?

Option details available at saanich.ca/shelbourne

Your Preferred Option

Overall, what Option do you prefer?

☐ Option 1

☐ Option 2

☐ Other (please specify)

☐ Option 1 with Changes

☐ Option 2 with Changes

Additional Comments:

Do you have any other comments you'd like to add regarding the options and/or design of Shelbourne Street?

Option details available at saanich.ca/shelbourne

Tell us about yourself

What is your gender?

☐ Male ☐ Female

☐ Other

What is your age group?

☐ Under 18 yrs ☐ 18-30 yrs

☐ 31-49 yrs ☐ 50-64 yrs

☐ Over 65 yrs

Where do you live?

☐ I'm a Shelbourne Valley resident

☐ I'm a Saanich resident, but live outside the Shelbourne Valley

☐ I'm a resident of another Municipality outside Saanich

What is your postal code?

_____

How do you usually travel through the Valley?

☐ Walk ☐ Automobile

☐ Cycle ☐ Public Transit

☐ Other (please specify)

Tell us about yourself

Do you travel through the Valley on a regular basis (more than once a week)?

☐ Yes   ☐ No

Why do you usually travel through the Valley? *(check all that apply)*

☐ Live in the Valley   ☐ Work in the Valley

☐ Commute through the Valley   ☐ Shop in the Valley

☐ Commute to school   ☐ Use services in the Valley
(UVic, Camosun College, grade school)   *(medical, library, church, recreation)*

How did you hear about the survey? *(check all that apply)*

☐ Website   ☐ Email

☐ Newspaper Ad   ☐ Poster

☐ Flyer   ☐ Word of Mouth

☐ Letter   ☐ Social Media *(Facebook, Twitter, etc.)*

☐ Other (please specify)

This survey is available online at www.saanich.ca/shelbourne

Completed hard copies of the survey can be dropped off at:

• The Open House greeting table

• Saanich Municipal Hall - 3rd Floor Planning Counter

• Gordon Head Recreation Centre

• Cedar Hill Recreation Centre

Or mailed to: District of Saanich, Planning Department, SVAP Survey, 770 Vernon Ave., Victoria BC, V8X 2W7.

The deadline for submitting the survey is March 20.

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