

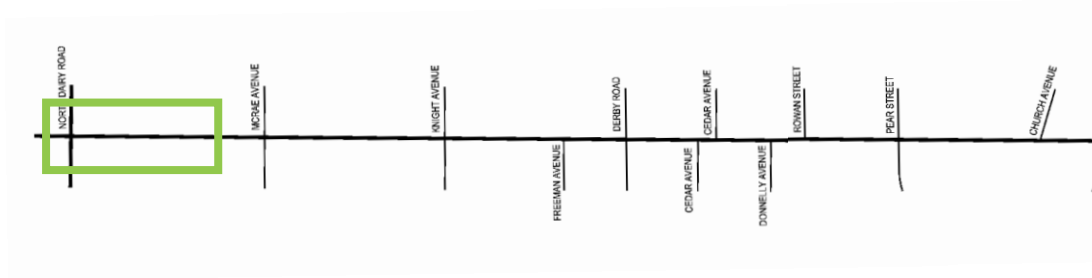
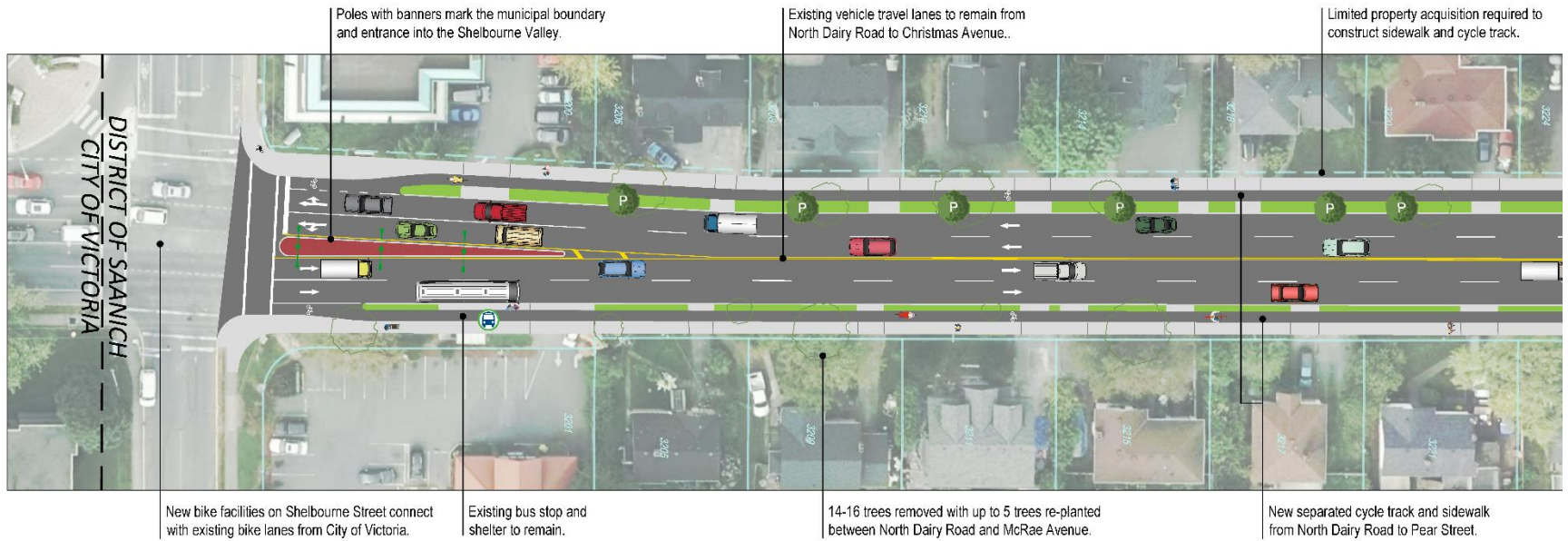


Shelbourne Valley Action Plan

Shelbourne Street

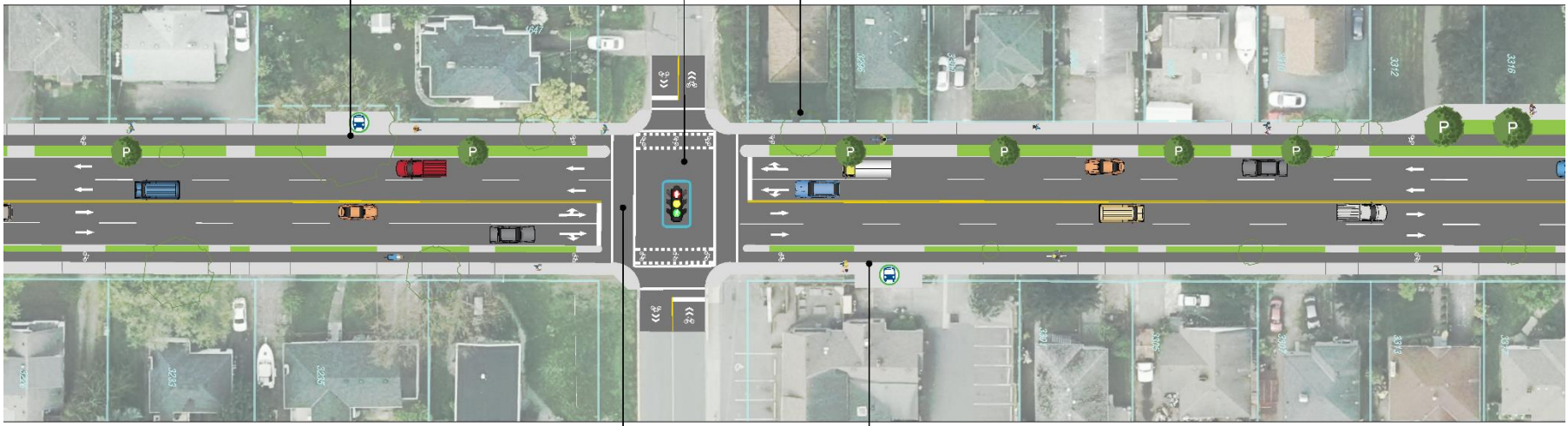
OPTION 3

NORTH DAIRY ROAD



OPTION 3

M CRAE AVENUE



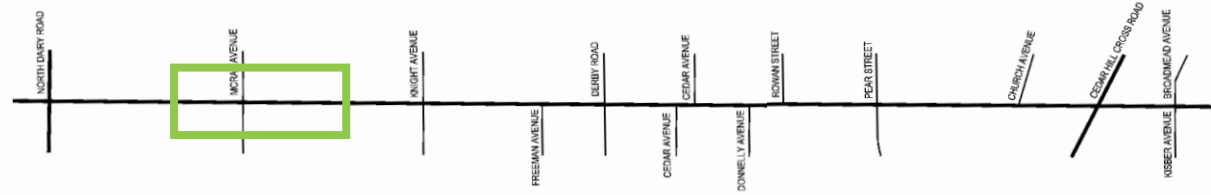
Existing bus stop and shelter to remain.

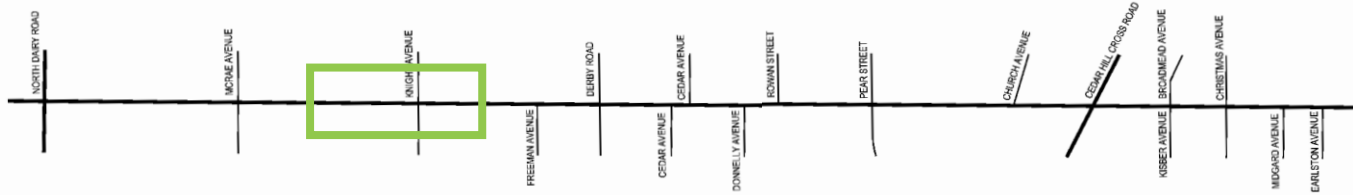
Cyclist activation and paint markings added to existing signalized intersection.

9-11 trees removed with up to 19 trees re-planted from McRae Avenue to Knight Avenue.

Crosswalk added to south side of intersection.

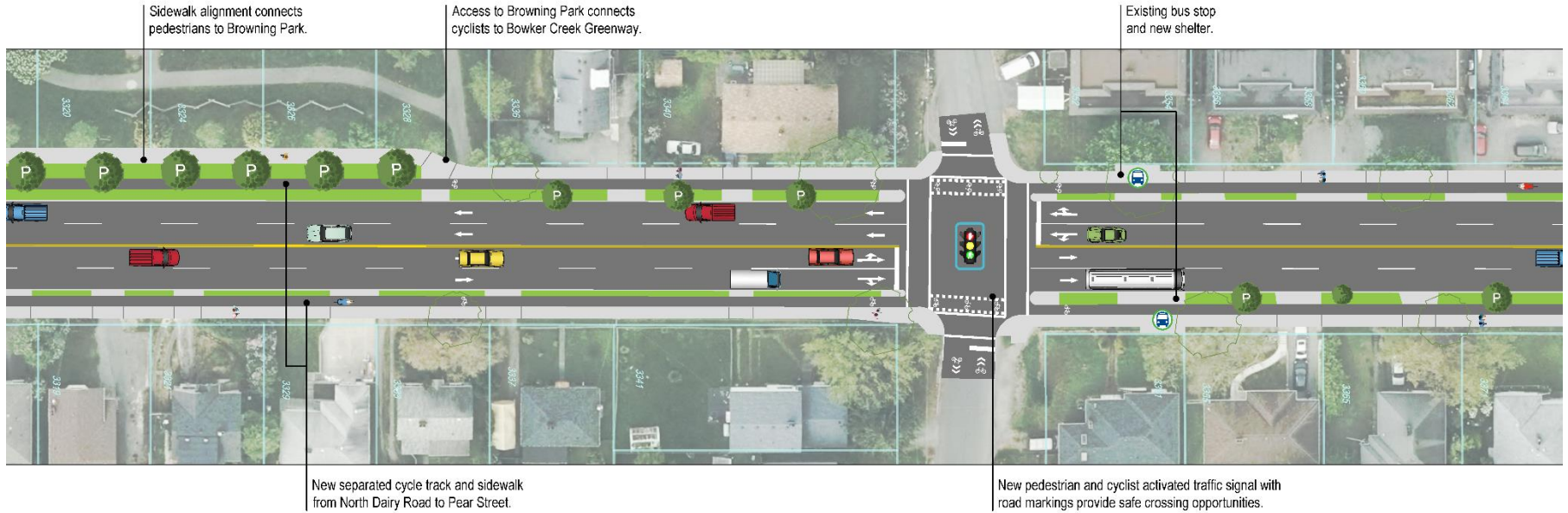
Existing bus stop and new shelter.





KNIGHT AVENUE

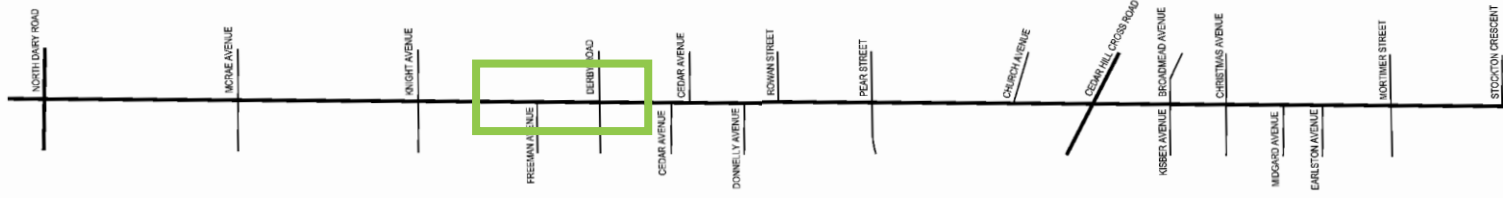
OPTION 3



Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



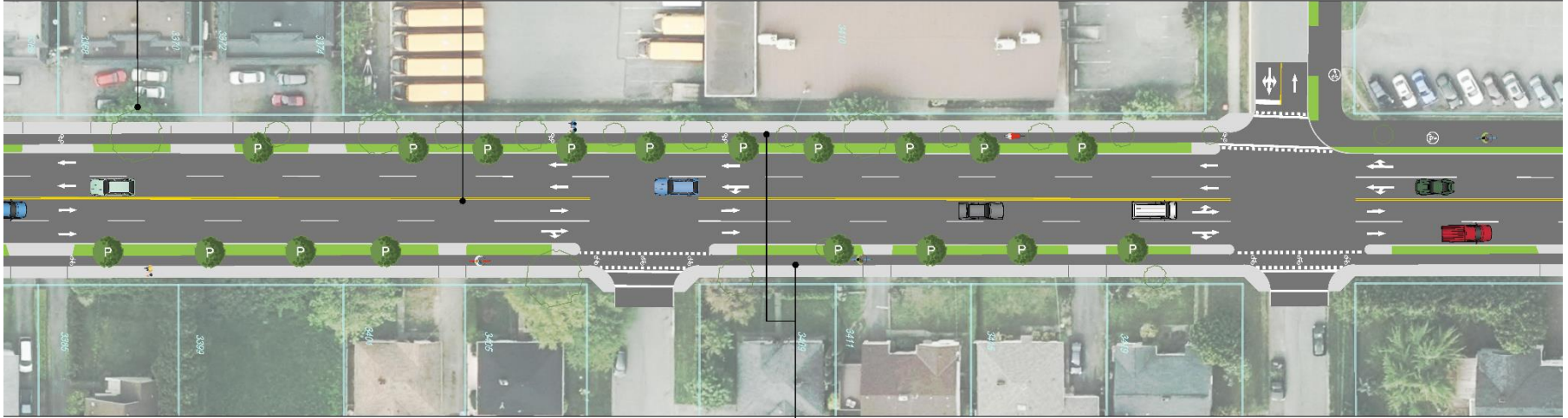
FREEMAN AVENUE

DERBY AVENUE

20-22 trees removed with up to 20 trees re-planted from Knight Avenue to Derby Road.

Existing vehicle travel lanes to remain from North Dairy Road to Christmas Avenue..

OPTION 3



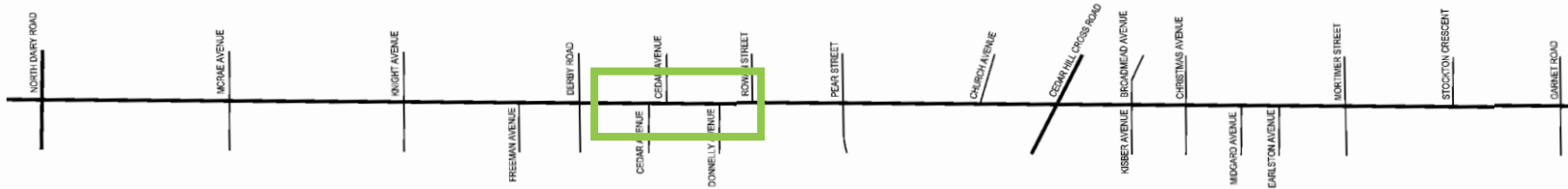
New sidewalk and separated cycle track from North Dairy Road to Pear Street.



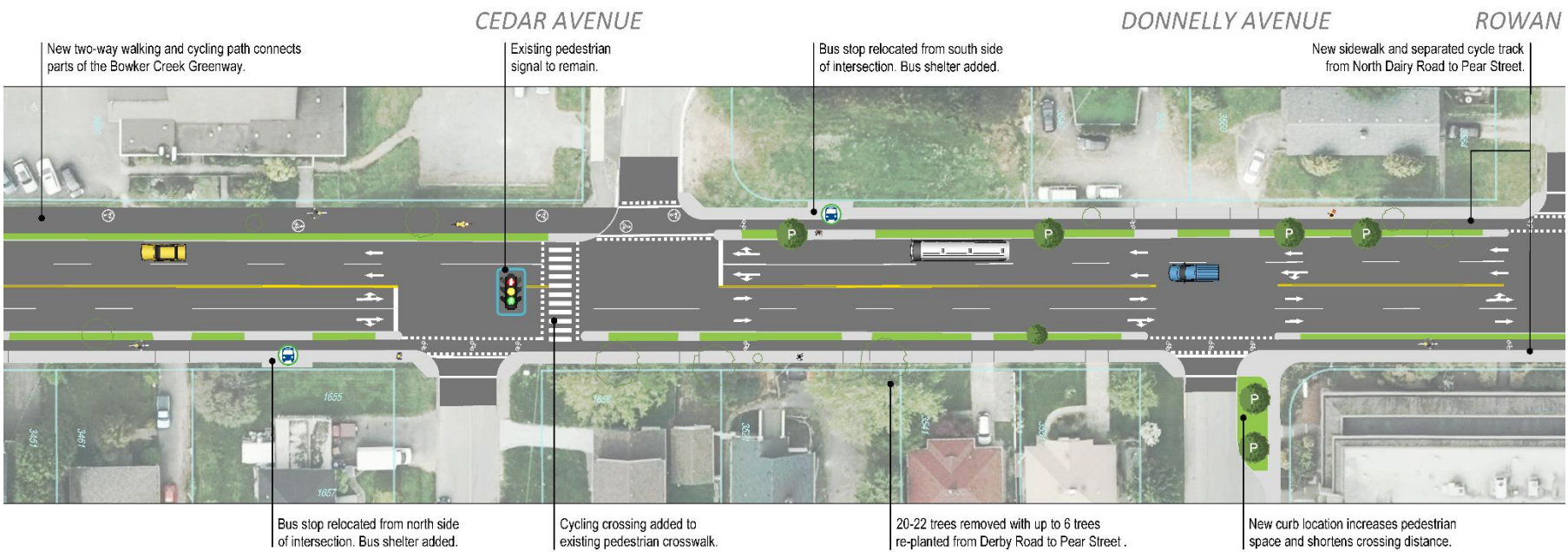
Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



OPTION 3



New two-way walking and cycling path connects parts of the Bowker Creek Greenway.

Existing pedestrian signal to remain.

Bus stop relocated from south side of intersection. Bus shelter added.

New sidewalk and separated cycle track from North Dairy Road to Pear Street.

Bus stop relocated from north side of intersection. Bus shelter added.

Cycling crossing added to existing pedestrian crosswalk.

20-22 trees removed with up to 6 trees re-planted from Derby Road to Pear Street.

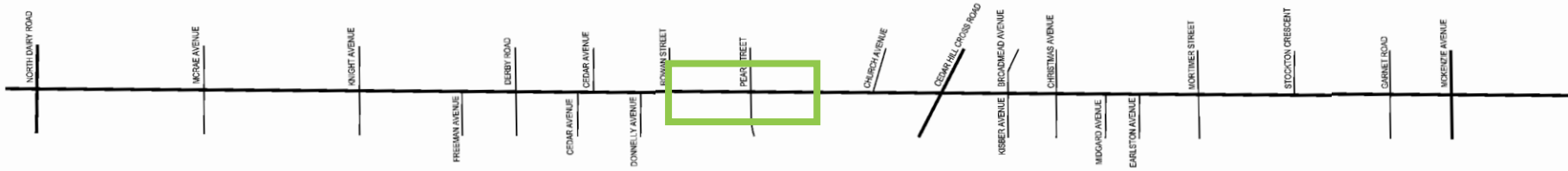
New curb location increases pedestrian space and shortens crossing distance.



Shelbourne Valley Action Plan

Shelbourne Street

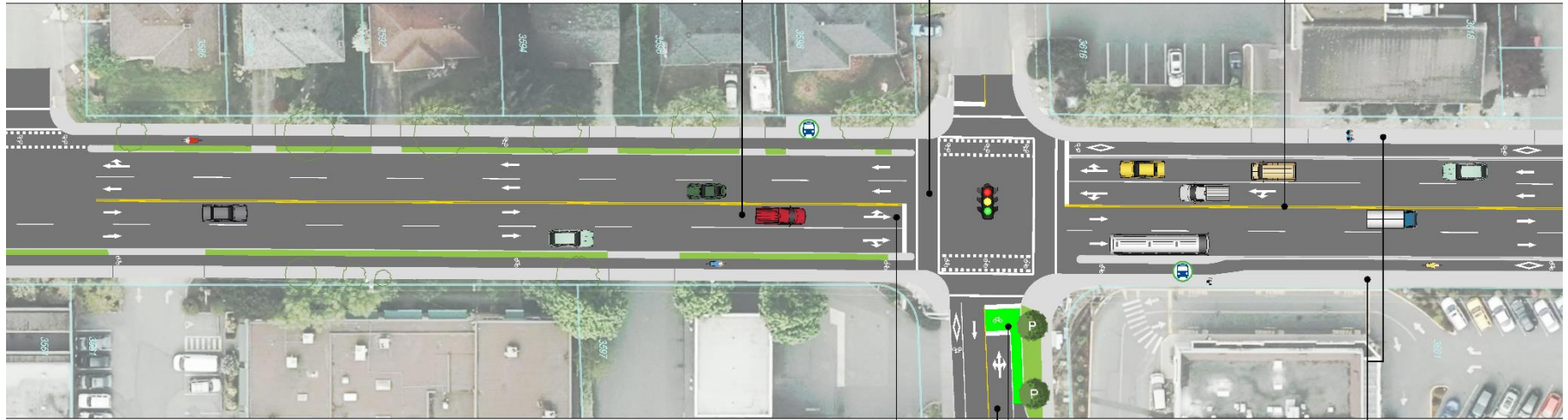
OPTION 3



STREET

PEAR STREET

OPTION 3



Left-turn lane at Pear Street removed.

Separated cycle track connects with raised cycle track at Pear Street.

Centre turn lane removed from Pear Street to Church Avenue to provide space for bike facilities.

Left turns onto Pear Street restricted during afternoon rush hours.

Painted bike box provides access to push button and safer turning movements for cyclists.
New bike lanes connect to UVic Local Bike Connector.

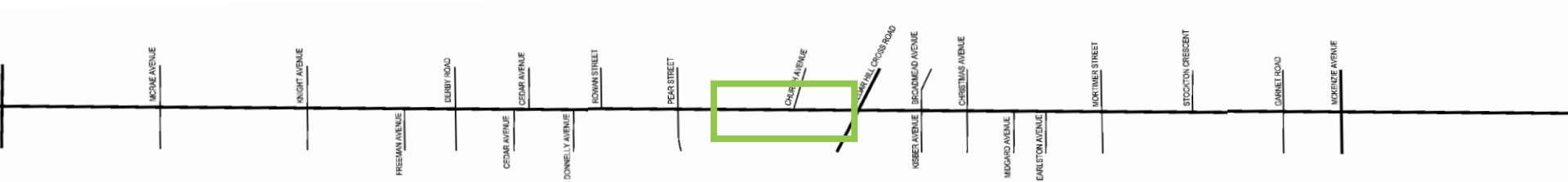
Existing sidewalk to remain from Pear Street to Garnet Road.



Shelbourne Valley Action Plan

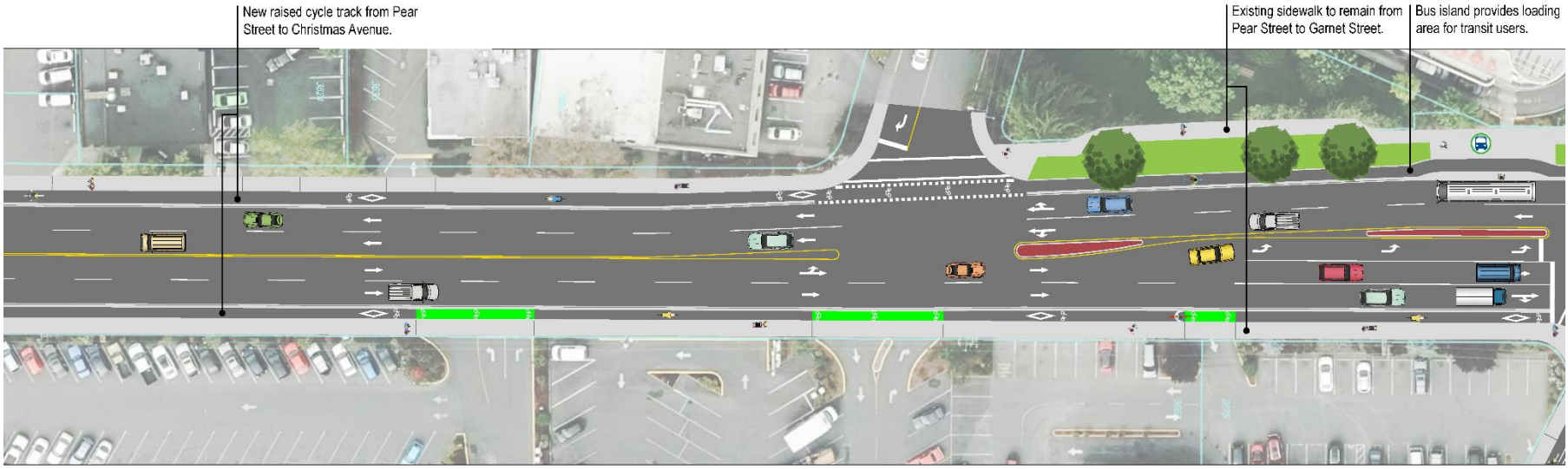
Shelbourne Street

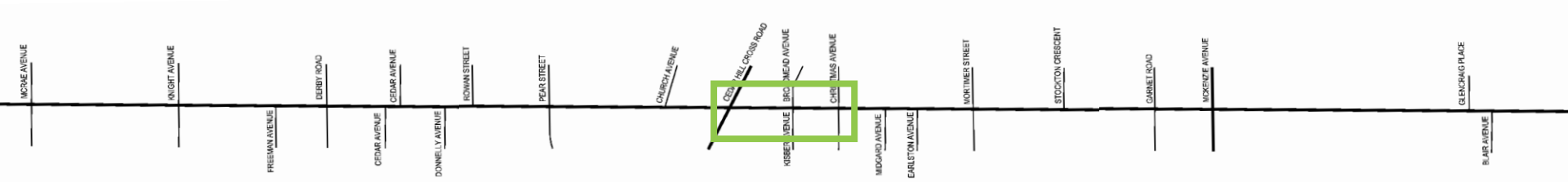
OPTION 3



CHURCH AVENUE

OPTION 3





CEDAR HILL CROSS ROAD

**BROADMEAD AVENUE
KISBER AVENUE**

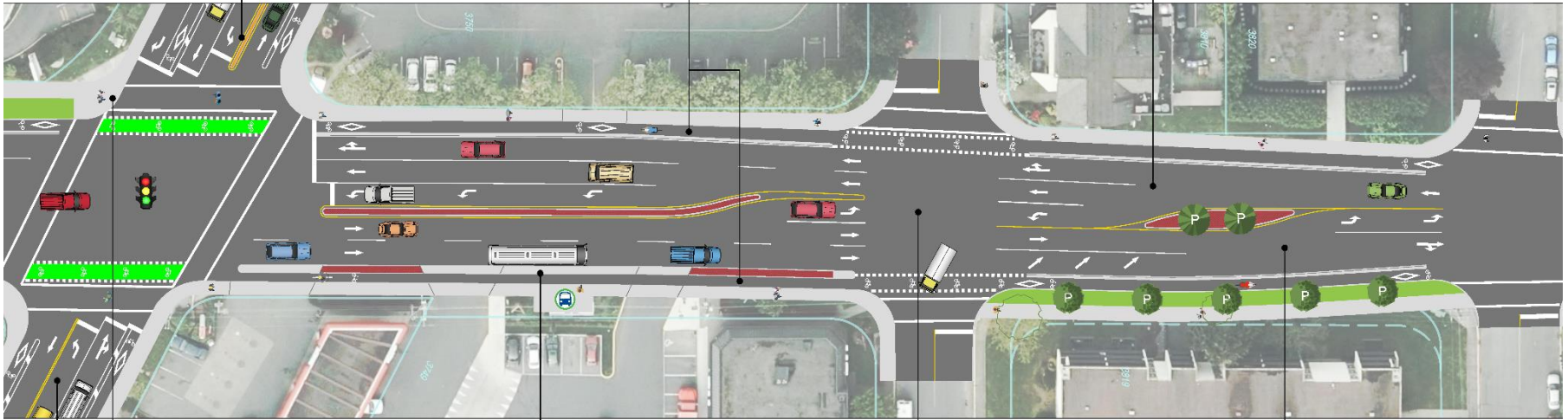
CHRISTMAS

Re-laning and bike lanes completed in 2016.

New raised cycle track from Pear Street to Christmas Avenue.

Southbound vehicle travel lane transition to two lanes south of Christmas Avenue.

OPTION 3



New curb location increases pedestrian space and shortens crossing distance.
Re-laning and bike lanes completed in 2015.

Bus bay removed to facilitate separated sidewalk and raised cycle track. Bus stop and shelter to remain.

Left-turn access to Kisber Avenue and Broadmead Avenue to remain.

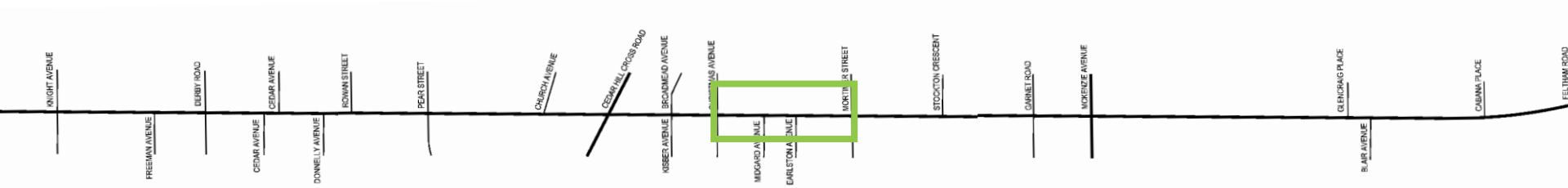
Northbound vehicle travel lanes merge to single lane north of Kisber Avenue.



Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



AVENUE

MIDGARD AVENUE

EARLSTON AVENUE

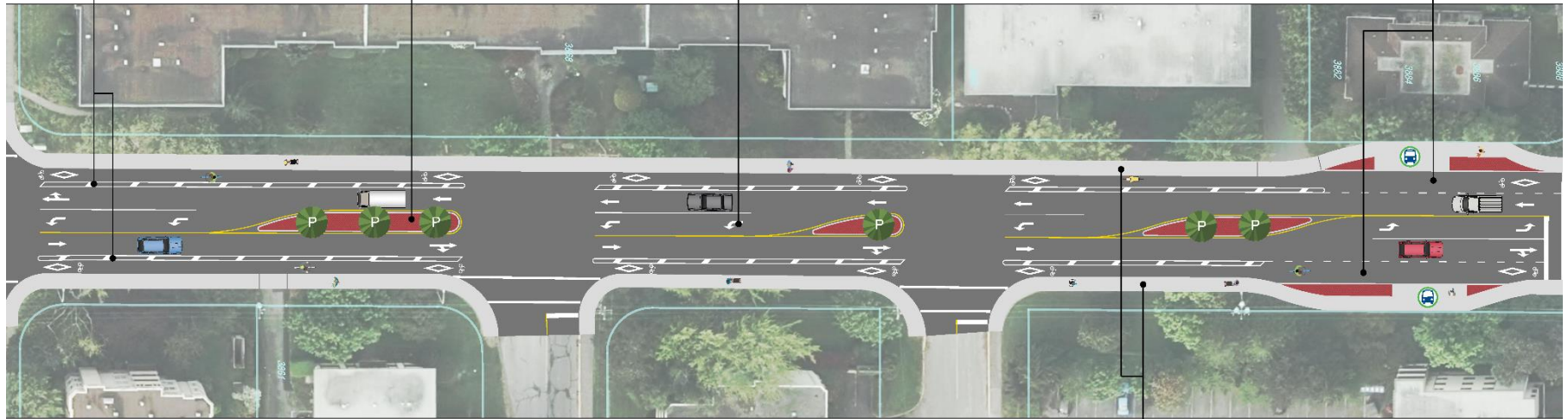
New buffered bike lanes from Christmas Avenue to Torquay Drive.

Treed medians add visual interest to the street.

Left-turn lanes provide dedicated access for turning vehicles.

Bus bays share bike lanes to allow continuous flow of vehicle traffic. Bus shelters added to both locations.

OPTION 3



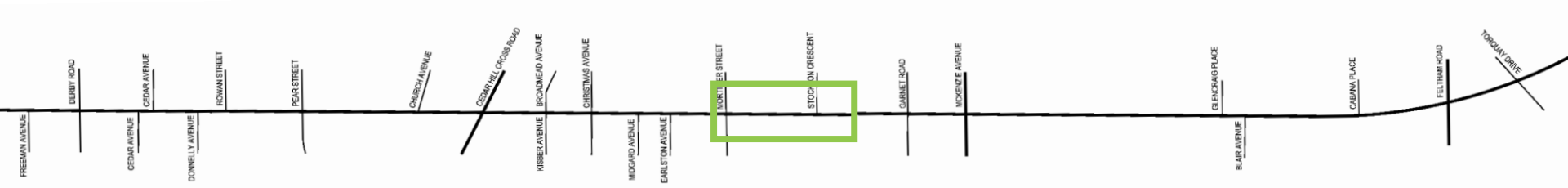
Existing sidewalk to remain from Pear Street to Garnet Street.



Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



MORTIMER STREET

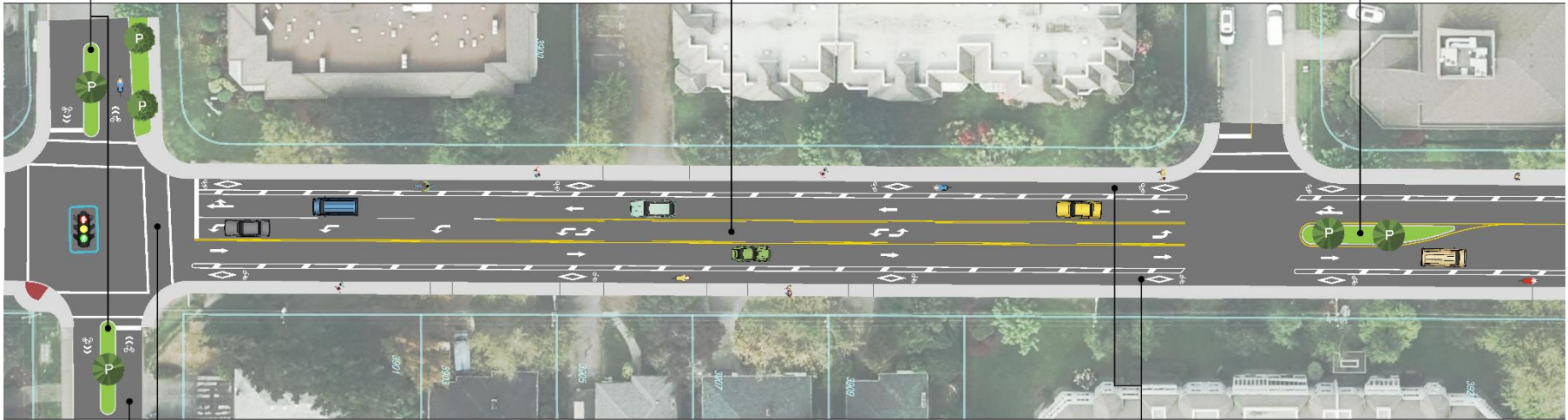
STOCKTON CRESCENT

OPTION 3

Curbed medians calm traffic by separating incoming and outgoing cyclists and vehicles.

Two-way left-turn lane provides dedicated access for turning vehicles.

Treed median adds visual interest to the street and improves safety by separating the flow of traffic.



Connects to UVic Local Bike Connector.

Pedestrian crosswalks added to all sides of intersection.

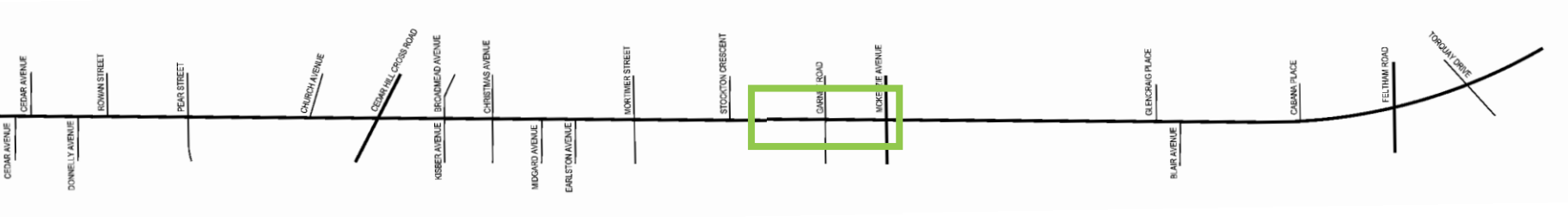
New buffered bike lanes from Christmas Avenue to Torquay Drive.



Shelbourne Valley Action Plan

Shelbourne Street

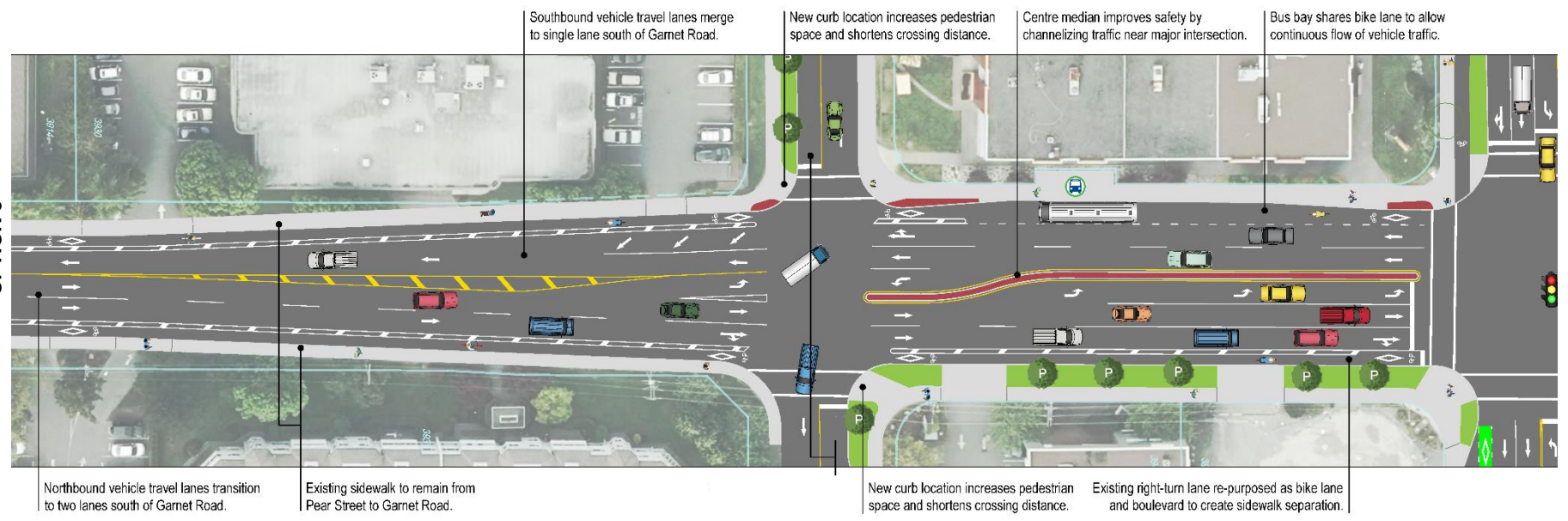
OPTION 3

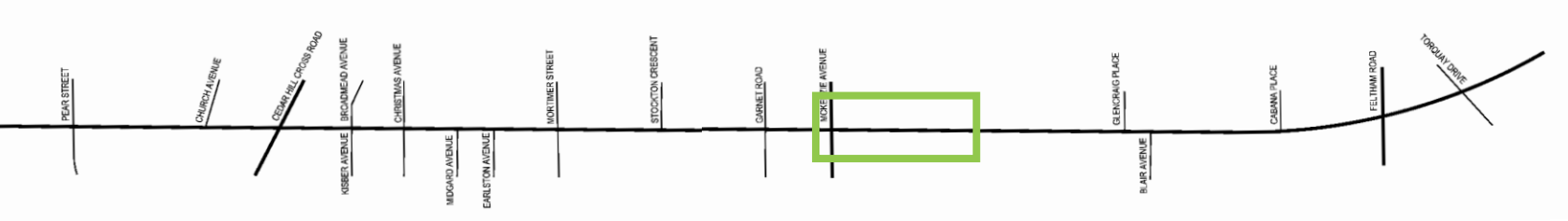


MCKENZIE

GARNET ROAD

OPTION 3





AVENUE

Re-laning and bike lanes to be completed in 2017.

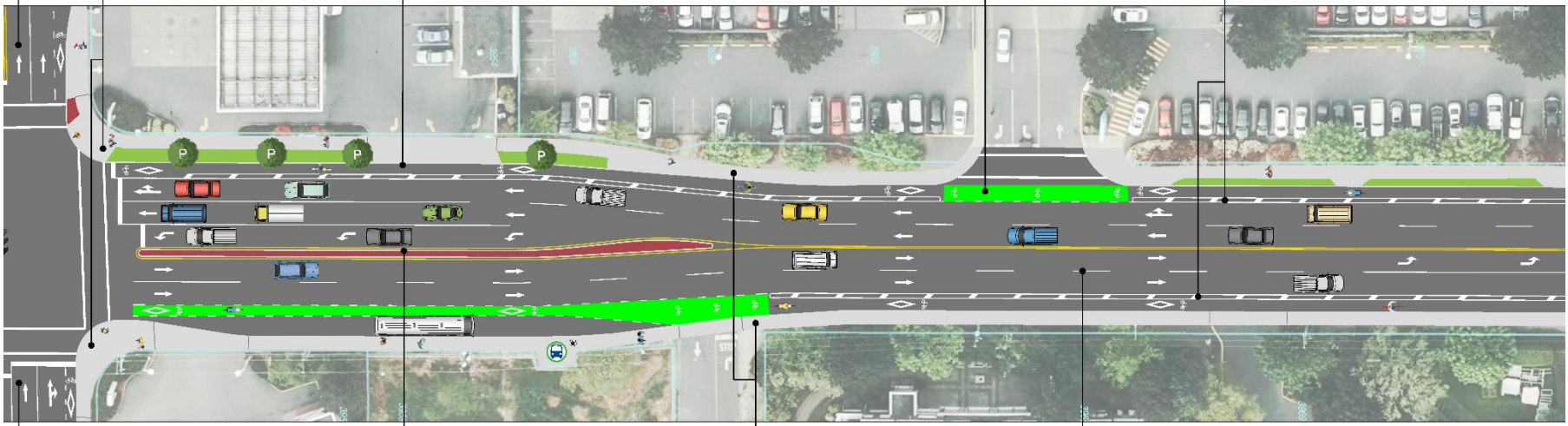
New curb location increases pedestrian space and shortens crossing distance.

Existing right-turn lane re-purposed as bike lane and boulevard to create sidewalk separation.

Green paint increase driver awareness of conflict zones with cyclists.

New buffered bike lanes from Christmas Avenue to Torquay Drive.

OPTION 3



Re-laning and bike lanes completed in 2013.

Centre median improves safety by restricting turning movements near major intersection.

Existing sidewalk to remain from McKenzie Avenue to Torquay Drive.

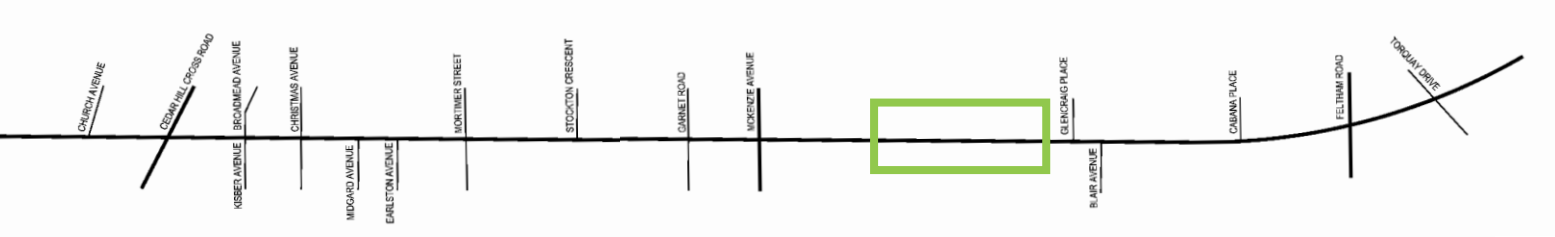
Northbound vehicle travel lanes transition to one lane north of McKenzie Avenue to Torquay Drive.



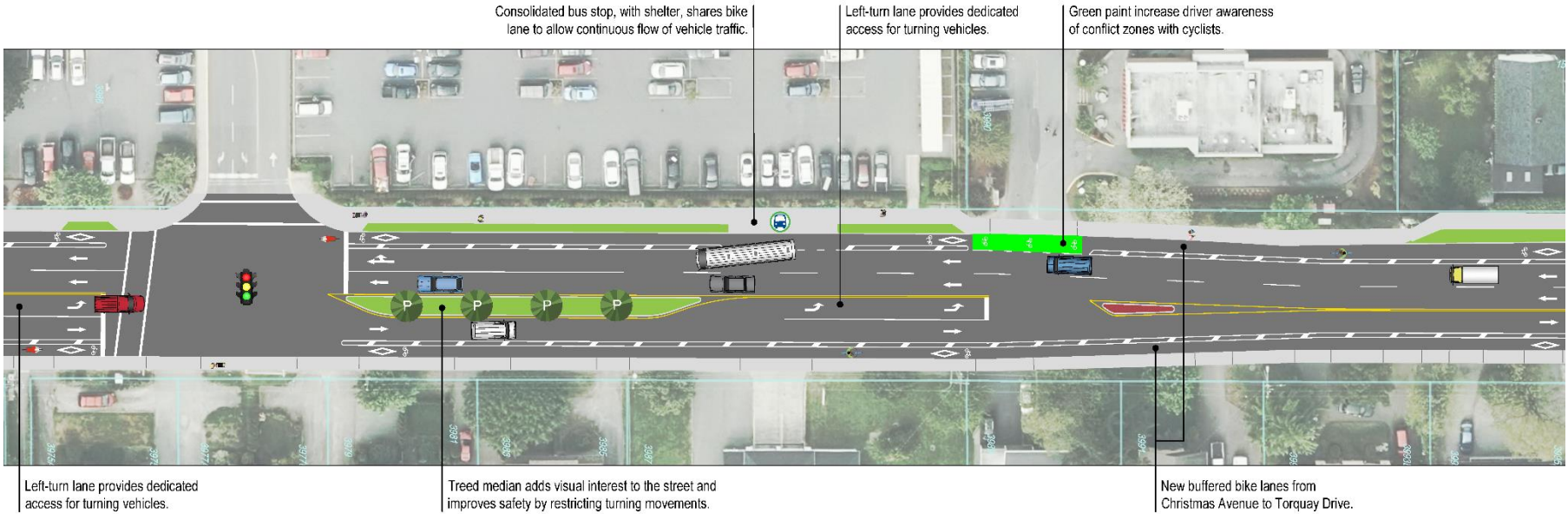
Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



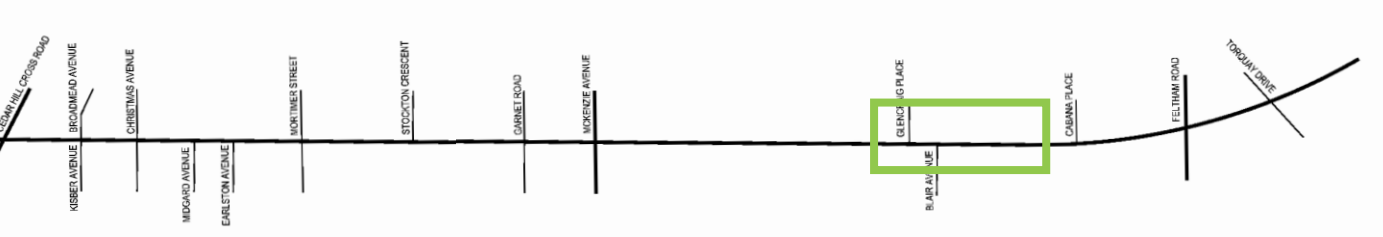
OPTION 3



Shelbourne Valley Action Plan

Shelbourne Street

OPTION 3



GLENCRAIG PLACE

BLAIR AVENUE

OPTION 3

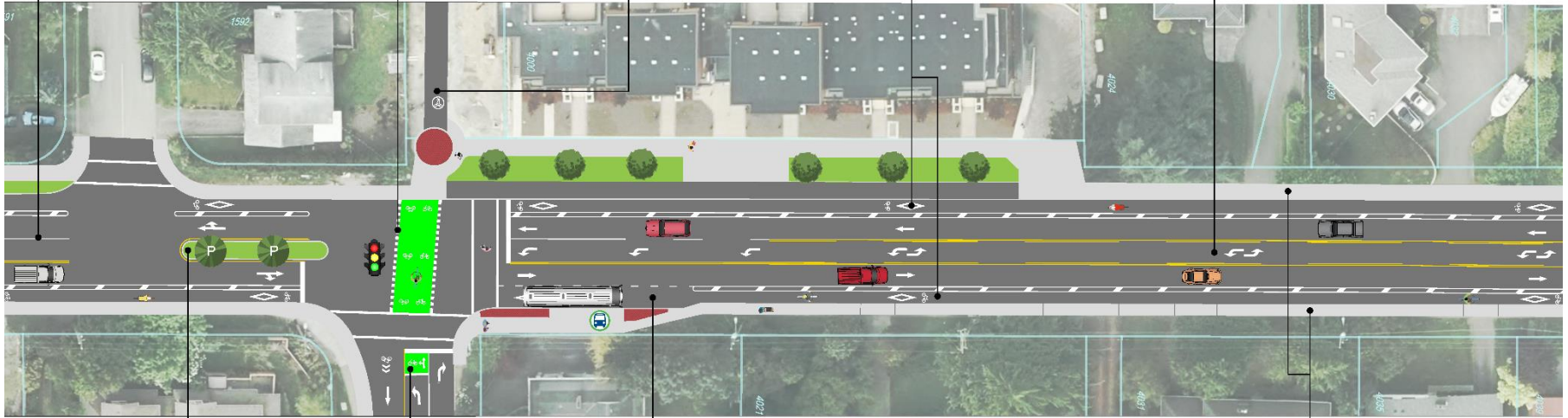
Southbound vehicle travel lane transition to two lanes south of Blair Avenue.

Upgrade to full traffic signal to allow vehicle activation from Blair Avenue.

Existing walking and biking path connects to Cedar Hill Road.

New buffered bike lanes from Christmas Avenue to Torquay Drive.

Two-way left-turn lane provides dedicated access for turning vehicles.



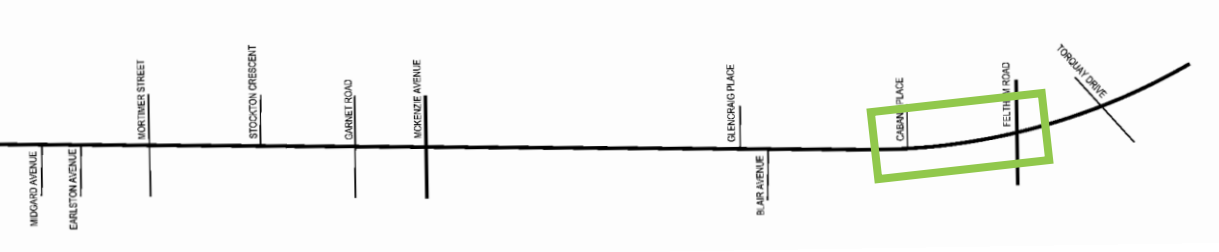
Treed median channels traffic and adds visual interest to the street.

Bike box provides safe turning movements for cyclists.

Bus bay, with shelter, shares bike lane to allow continuous flow of vehicle traffic.

Existing sidewalk to remain from McKenzie Avenue to Torquay Drive.





OPTION 3



CABANA PLACE

FELTHAM ROAD

New curb location increases pedestrian space and shortens crossing distance.

Re-laning and bike lanes to be completed in 2017.

Re-laning and bike lanes to be completed in 2017.

Two-way left-turn lane provides dedicated access for turning vehicles.

Green paint increase driver awareness of conflict zones with cyclists.

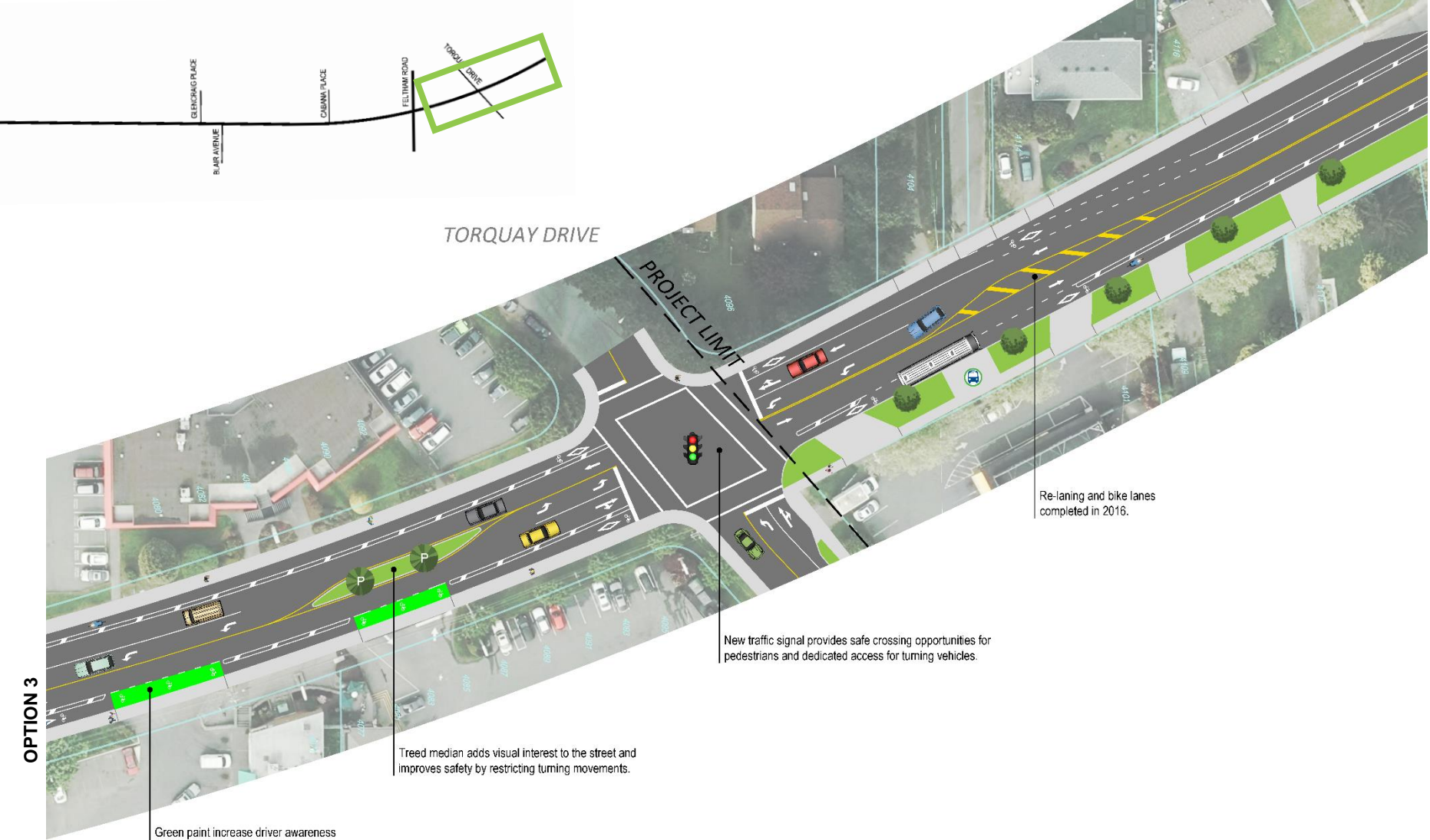
Dedicated left, straight, and right-turn lanes channel traffic through intersection.

2-4 trees removed from Blair Avenue to Torquay Drive with up to 2 re-planted.



Shelbourne Valley Action Plan
Shelbourne Street

OPTION 3



Green paint increase driver awareness of conflict zones with cyclists.

Treed median adds visual interest to the street and improves safety by restricting turning movements.

New traffic signal provides safe crossing opportunities for pedestrians and dedicated access for turning vehicles.

Re-laning and bike lanes completed in 2016.

