

# Short-Term Mobility Implementation Actions

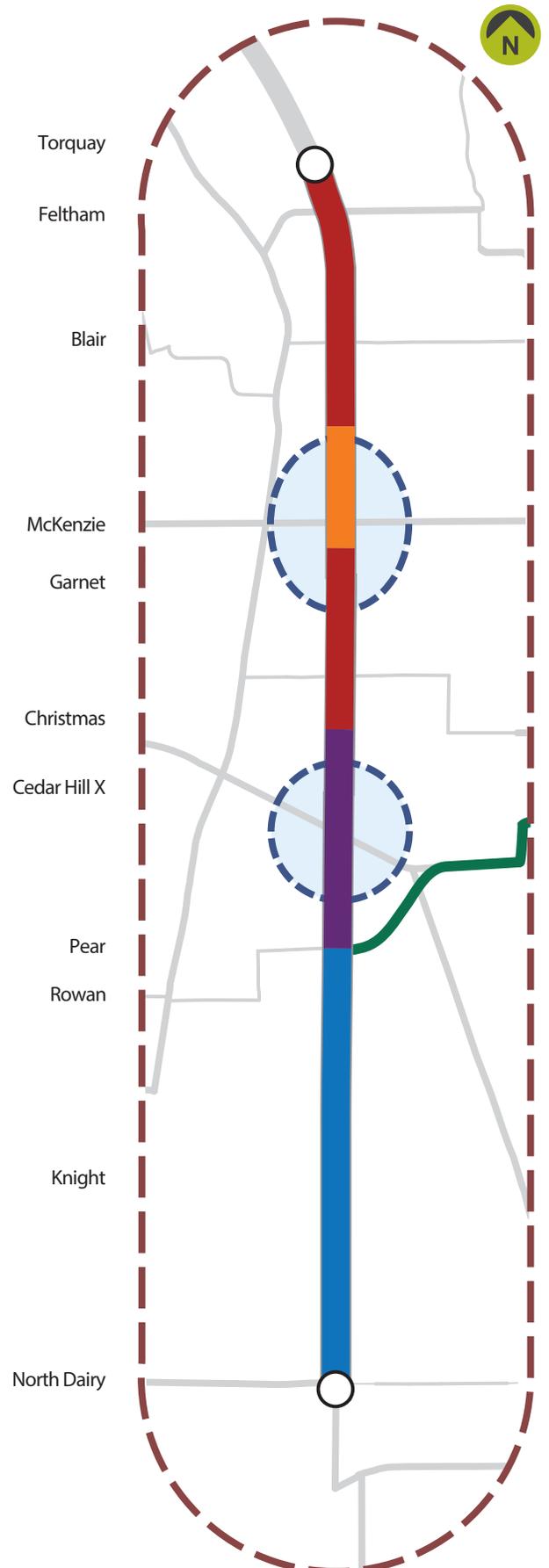
The changes outlined in this section are intended to be completed within five to seven years of plan adoption and significantly improve pedestrian and cycling conditions. Priority short-term actions include a continuous bike facility on the full extent of Shelbourne Street, and numerous pedestrian improvements.

In the short-term, 35% of the street will be transitioned to two travel lanes and a central turn lane to accommodate bike facilities. These sections will be transitioned back to four travel lanes when additional right-of-way is acquired through redevelopment.

## Key Features

- Upgraded sidewalks on both sides of Shelbourne Street from North Dairy Road to Pear Street
- A new continuous bike facility on both sides of Shelbourne Street (50% cycle track and 50% buffered bike lane)
- Four lanes of traffic maintained from North Dairy Road to Christmas Avenue and from Garnet Road to just north of the McKenzie Avenue intersection
- Upgrades to UVic Bike Connector
- Pedestrian and transit improvements in University Centre and Shelbourne Valley Centre
- Addition of new pedestrian/cyclist traffic signals:
  - Shelbourne Street at Knight Avenue
  - Shelbourne Street at Torquay Drive

LEGEND	
	Buffered bike lanes with 2 lanes and centre turn lane
	Buffered bike lanes with 4 vehicle travel lanes
	Raised cycle track with 4 vehicle travel lanes
	Separated cycle track with 4 vehicle travel lanes
	UVic Bike Connector
	Pedestrian and Transit improvements



Map 8.2 | Summary of short-term mobility implementation actions

# Short-Term Design Concept

## Shelbourne Street – North Dairy Road to Pear Street

### Separated cycle track with 4 vehicle travel lanes

Connecting with the City of Victoria, this segment includes a new cycle track that is physically separated from traffic, an upgraded sidewalk on both sides of the street and a new pedestrian / cyclist signal at Knight Avenue. Four travel lanes are maintained in this section.

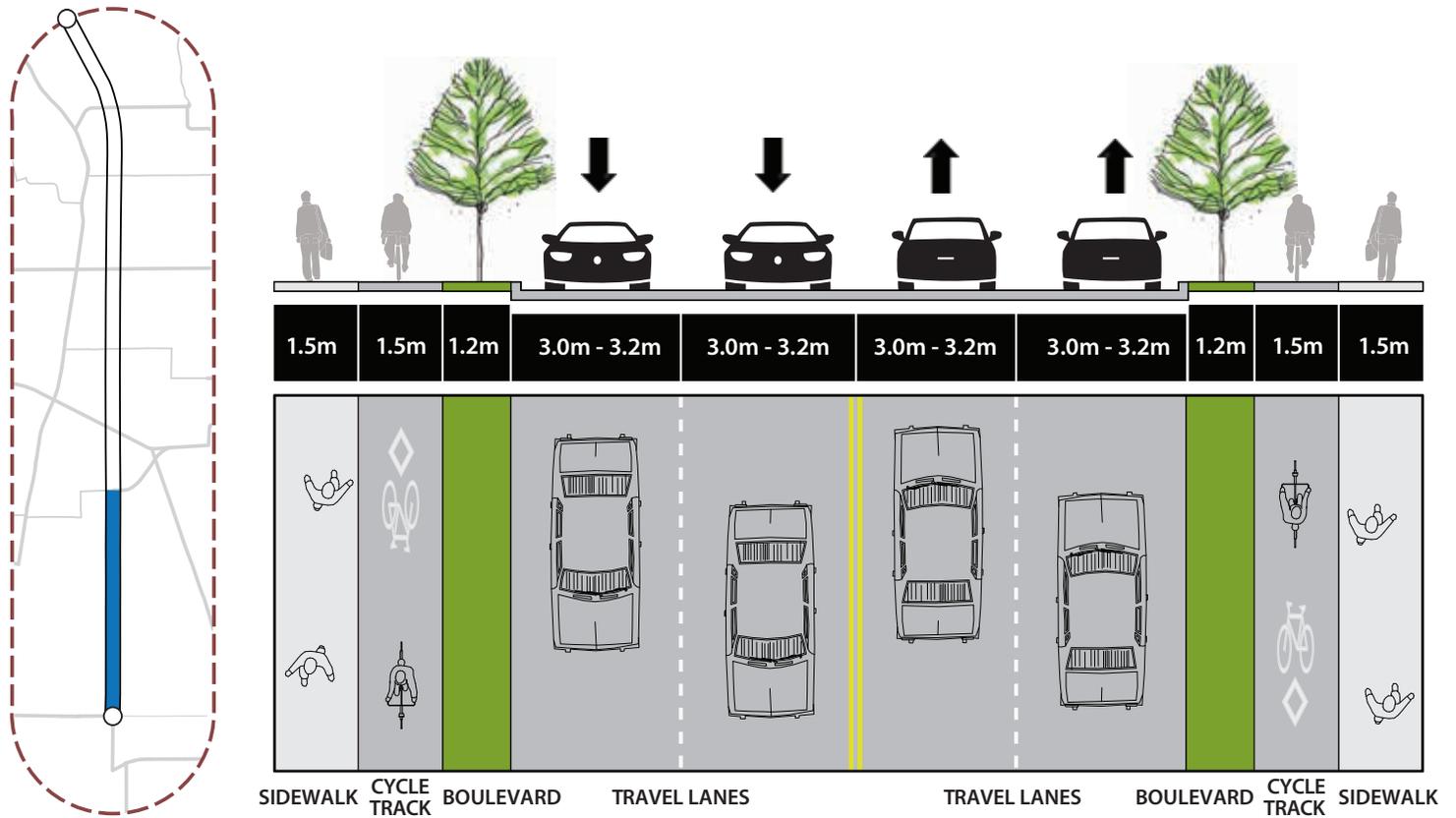


Figure 8.1 | Conceptual Shelbourne Street cross section, North Dairy Road to Pear Street



Figure 8.2 | Shelbourne Street Concept Example, North Dairy Road to Pear Street

# Short-Term Design Concept

## Shelbourne Street - Pear Street to Christmas Avenue

### Raised cycle track with 4 vehicle travel lanes

Running through the Shelbourne Valley Centre business area, this segment adds a new raised cycle track, maintains existing sidewalks and retains four travel lanes. Changes are made at the intersection of Cedar Hill Cross Road and Shelbourne Street to shorten crossing distances, improve transit waiting areas and increase the size of sidewalk areas.

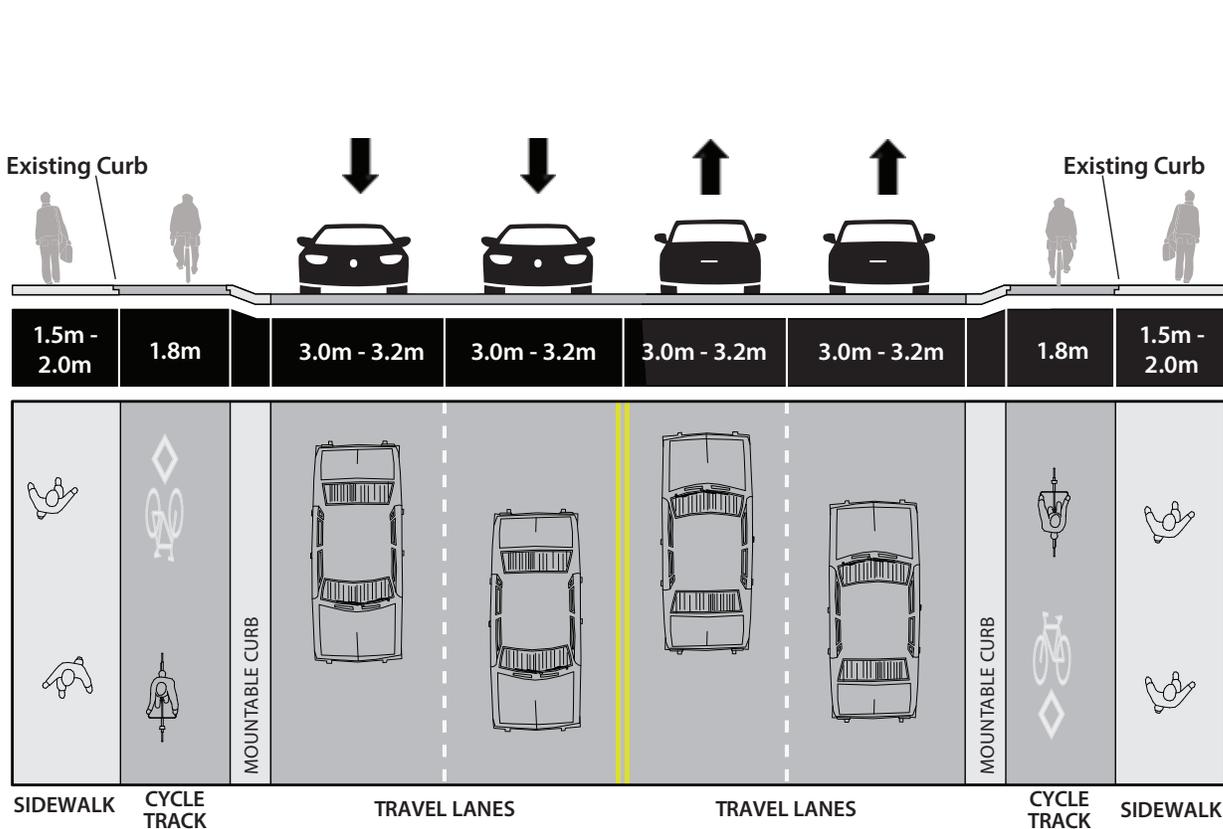


Figure 8.3 | Conceptual Shelbourne Street cross section, Pear Street to Christmas Avenue

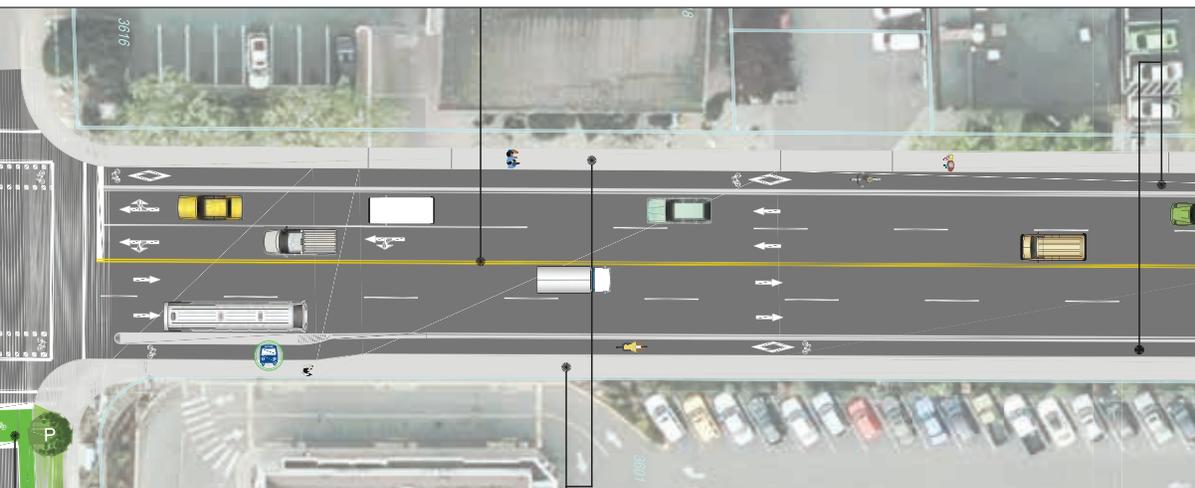


Figure 8.4 | Shelbourne Street Concept Example, Pear Street to Christmas Avenue

# Short-Term Design Concept

## Shelbourne Street - Christmas Avenue to Garnet Road and north of McKenzie Avenue to Torquay Drive

Buffered bike lane with 2 vehicle travel lanes and centre turn lane

These segments reallocate space within existing curbs to add a buffered bike lane on both sides of the road. Four travel lanes are converted to two travel lanes and a centre turn lane. A pedestrian / cyclist signal is added at Torquay Drive and Blair Avenue is upgraded to a full signal.

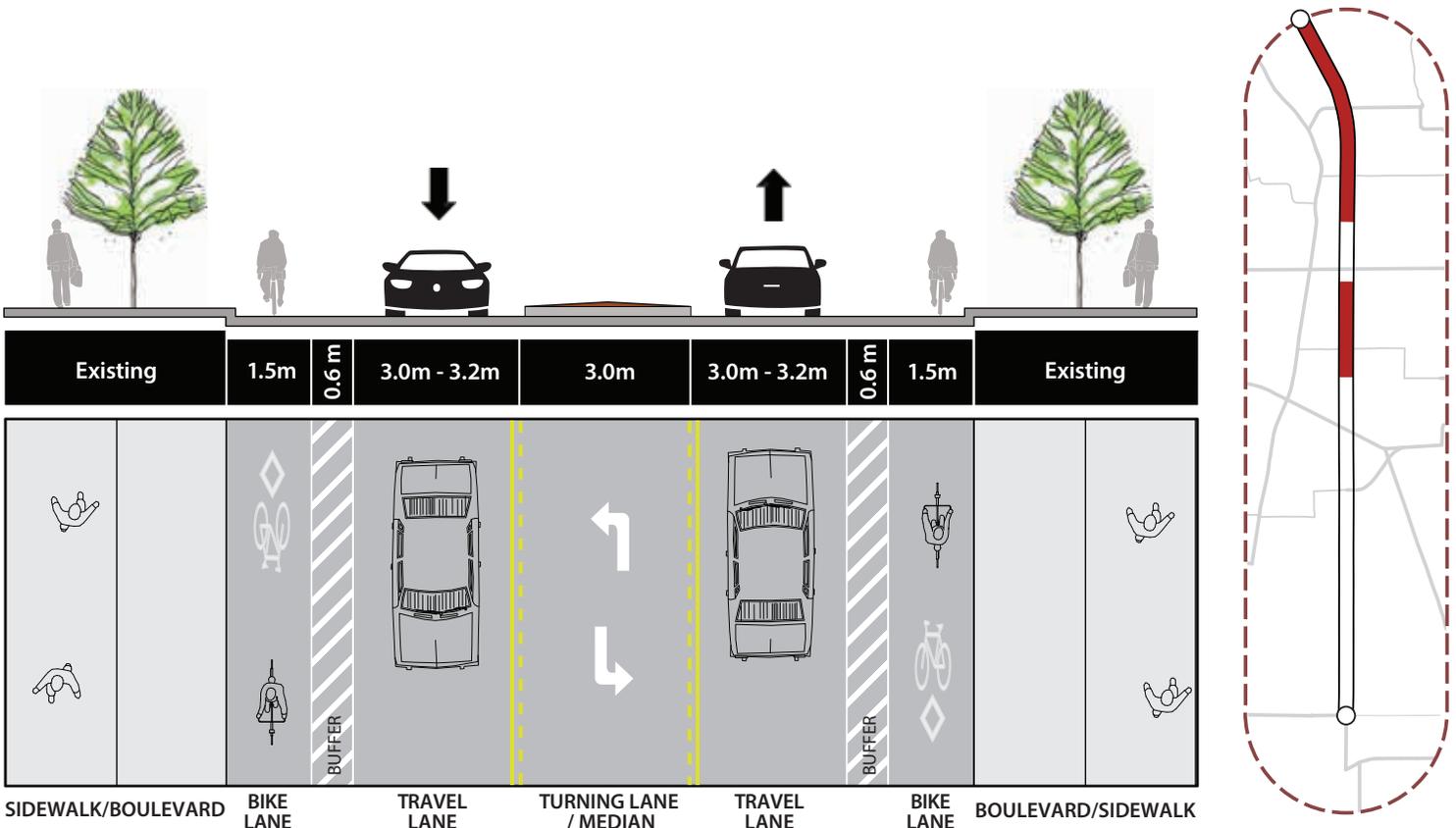


Figure 8.5 | Conceptual Shelbourne Street cross section, Christmas Avenue to Garnet Road and north of McKenzie Avenue to Torquay Drive

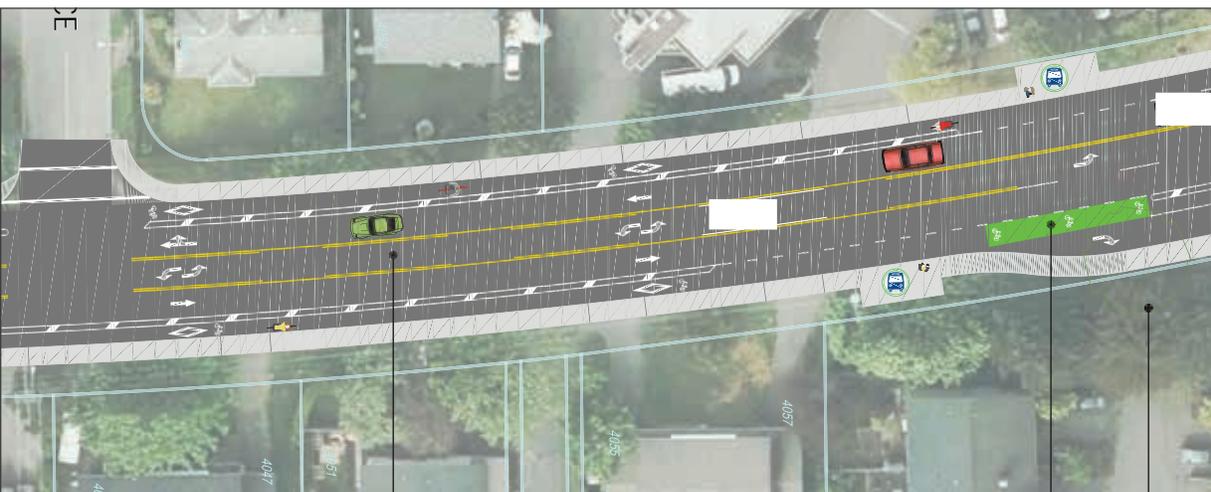


Figure 8.6 | Shelbourne Street Concept Example, Christmas Avenue to Garnet Road and north of McKenzie Avenue to Torquay Drive

# Short-Term Design Concept

## Shelbourne Street - Garnet Road to North of McKenzie Avenue

### Buffered bike lane with 4 vehicle travel lanes

This segment adds buffered bike lanes, but retains four travel lanes near the intersection of McKenzie Avenue and Shelbourne Street. Pedestrian improvements are made at the intersection to shorten crossing distances and increase separation of sidewalks from traffic.

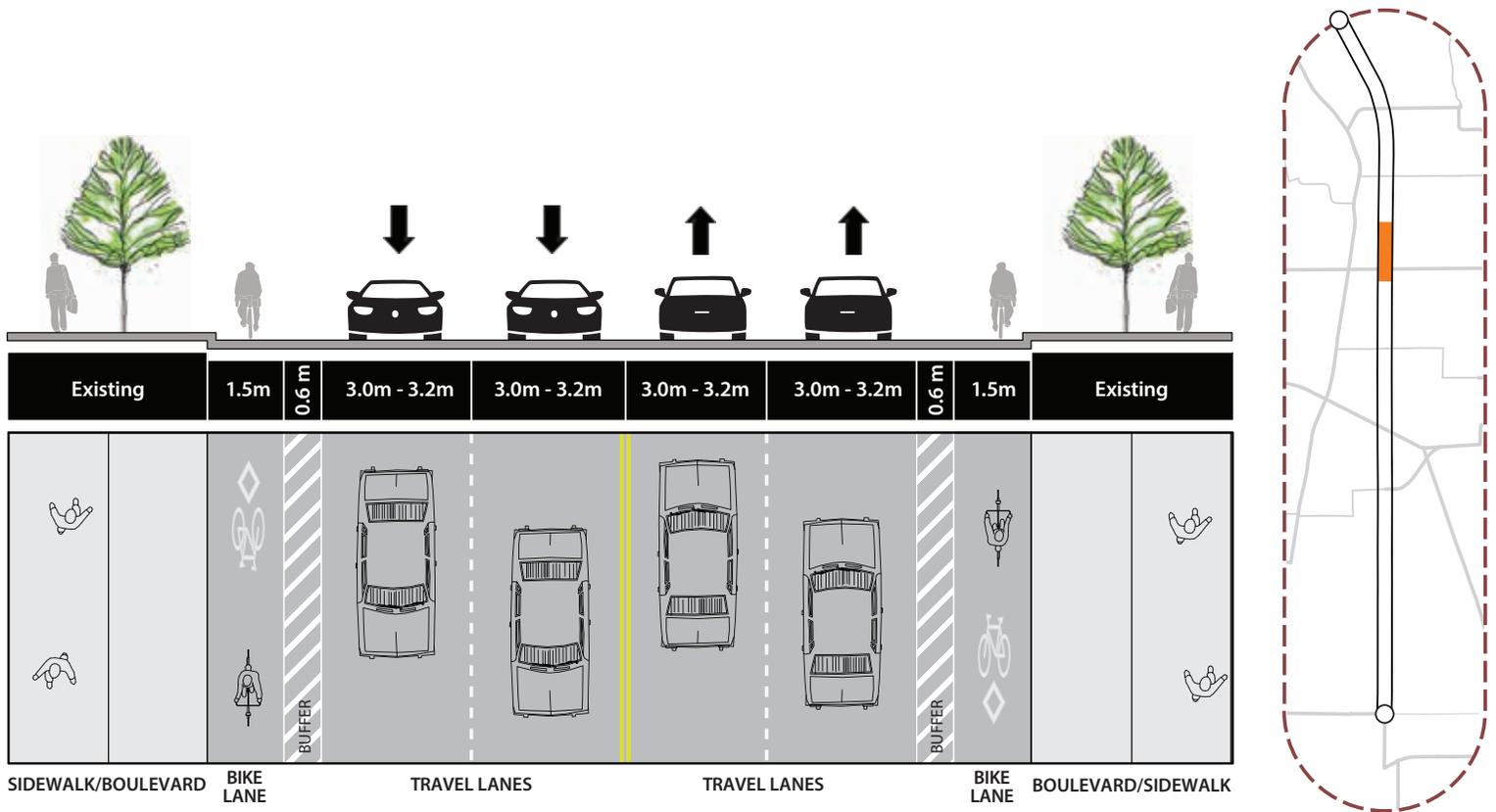


Figure 8.7 | Conceptual Shelbourne Street cross section, Garnet Road to North of McKenzie Avenue

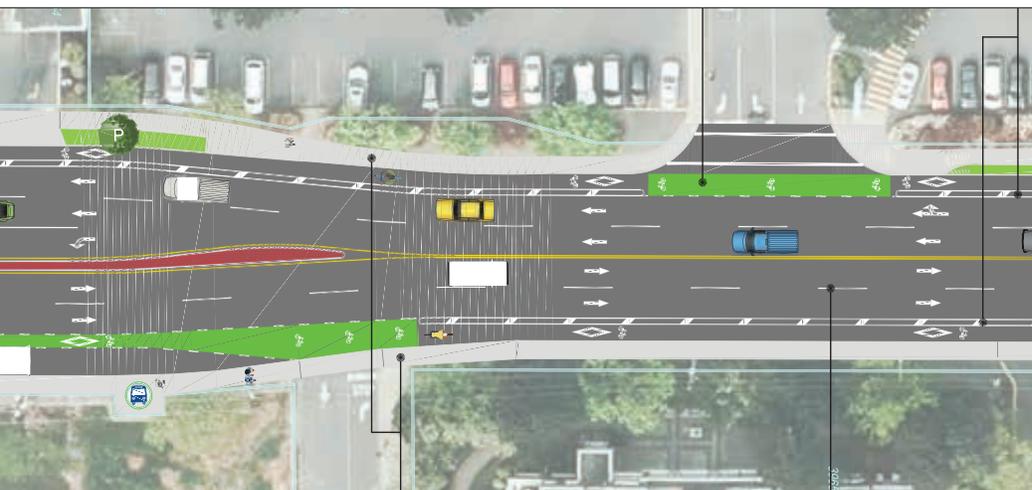
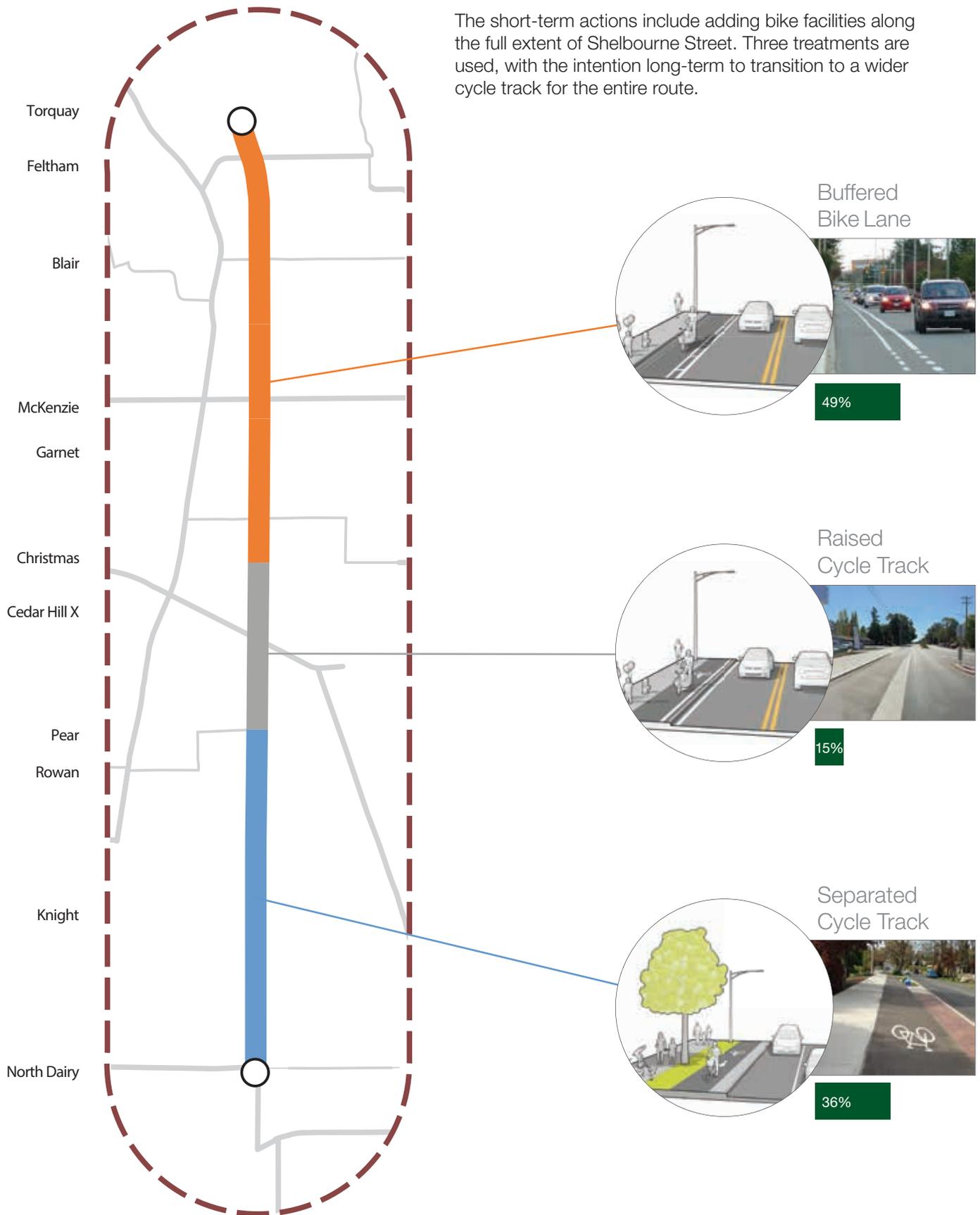


Figure 8.8 | Shelbourne Street Concept Example, Garnet Road to North of McKenzie Avenue

# Short-Term Design Concept

## Shelbourne Street - Bike Facilities

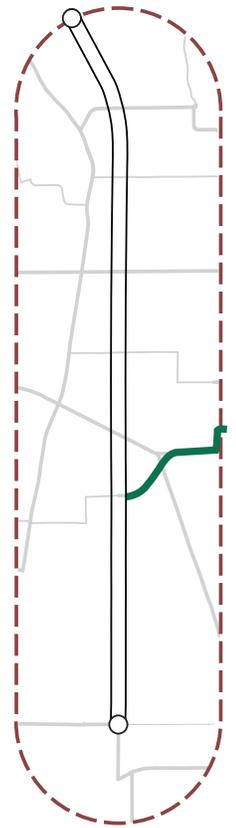
The short-term actions include adding bike facilities along the full extent of Shelbourne Street. Three treatments are used, with the intention long-term to transition to a wider cycle track for the entire route.



Map 8.3 | Short-term cycling facilities

# Upgrades to Bike Connector to UVIC

An existing route from Pear Street at Shelbourne Street to UVIC is identified as a Local Connector Bikeway and proposed Greenway. Signage exists that directs cyclists along this route. Improvements will be implemented which increase the visibility, comfort and efficiency of this route. Specific areas of improvement will include enhancement of bike facilities on Poplar Road and enhancement of the crossing of Cedar Hill Cross Road at Iona Drive.



UVic Bike Connector signage



UVic Bike Connector

# Improvements to Transit Waiting Areas

A focus of short-term improvements is to improve the transit rider experience. This will include investigating traffic signal synchronization to optimize transit travel times and improving the overall quality of the pedestrian realm.

All transit stops along Shelbourne Street will include shelters, a significant improvement over the current situation where approximately half of the stops have shelters. Additionally, through the removal of bus bays, additional pedestrian space will be available to improve pedestrian comfort and accommodate street furniture.



Shelbourne Street Transit Stops



# Implementation Considerations

## Detailed Design Process

The information presented in this section represents a conceptual design for Shelbourne Street. A first step in the process will be to develop a detailed design. Based on the design findings or additional opportunities presented by property redevelopments, the concept may be adjusted to better meet the project objectives.

## Underground Infrastructure Upgrades

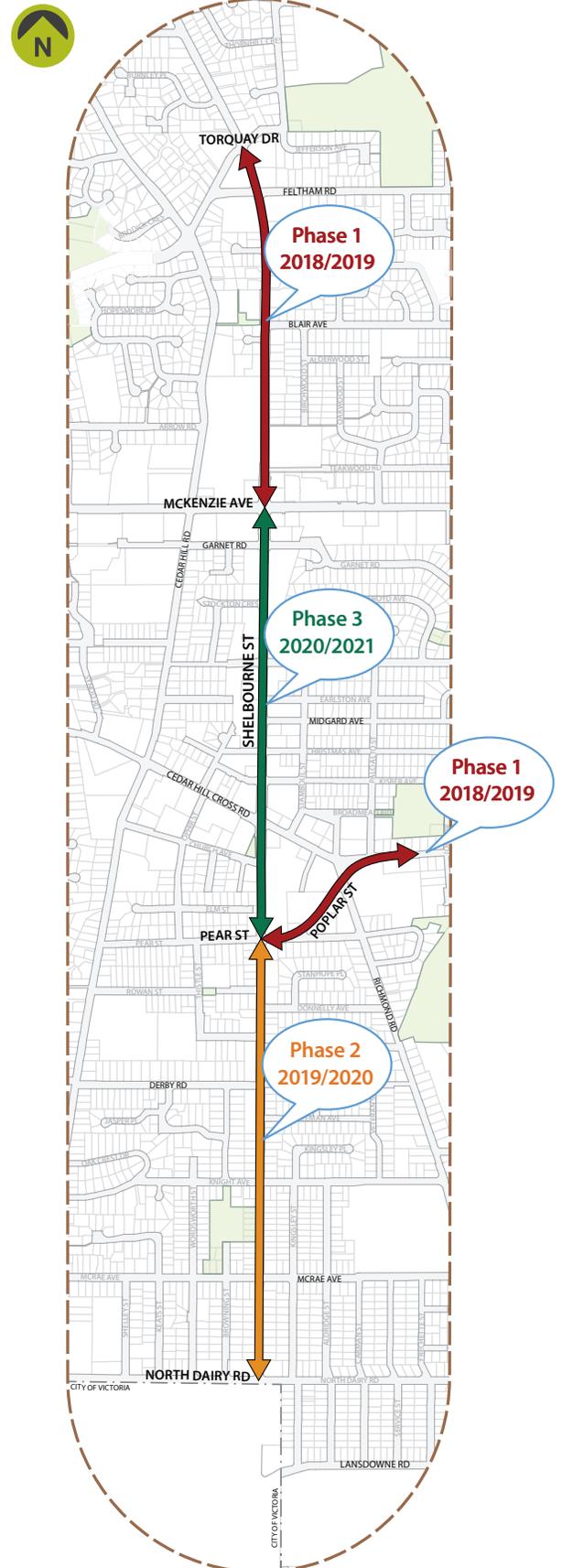
Most of the major storm, sewer, and water pipes under Shelbourne Street are 80-100 years old and reaching the end of their useful life. Many of these pipes are scheduled for replacement in the next 7-10 years under the Capital Replacement Program. The major roadwork associated with this project will be coordinated with underground work to maximize efficiencies and minimize overall long-term impacts to residents and businesses.

## Property Acquisition

Implementation of the design concept is based on limited property acquisition from a small number of properties. Should this additional land not be acquired, the design may be modified in some locations in a manner that still meets the overall objectives of the short term implementation plan.

## Phasing

The proposed phasing of improvements is identified in Map 8.5. This phasing may be subject to change, based on a number of factors such as detailed design findings, funding, or opportunities presented by property redevelopment.



Map 8.5 | Phasing of short-term improvements