

Welcome to the Shelbourne Valley Action Plan Open House: Short-Term Mobility Implementation Options

Purpose:

The purpose of this Open House is to give you the opportunity to review and provide feedback on the short-term mobility implementation options for Shelbourne Street and the Shelbourne Valley. This open house also provides the opportunity to see how earlier community input has been addressed.

Previous Public Input:

Public feedback received on potential mobility implementation options in February/March of this year has resulted in the development of a new option (Option 3) that attempts to address major areas of concern. This open house provides an opportunity for you to review key themes of public feedback, explore details of Option 3 and provide any comments you may have.

How to provide feedback:

1. Complete a survey at this open house or online at www.saanich.ca/shelbourne
2. Email comments to planning@saanich.ca

Your comments will be reviewed by staff and shared with Saanich Council as they make a decision on a preferred implementation option.

The online survey and virtual open house will be available until **October 23, 2016**.

Questions?

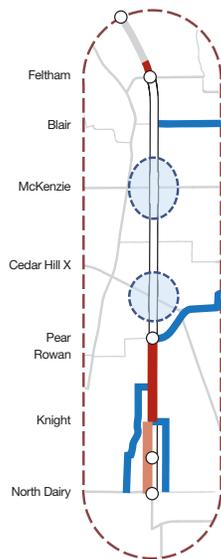
If you have any questions, please ask one of the Saanich Staff in attendance.

2 Where We Left Off

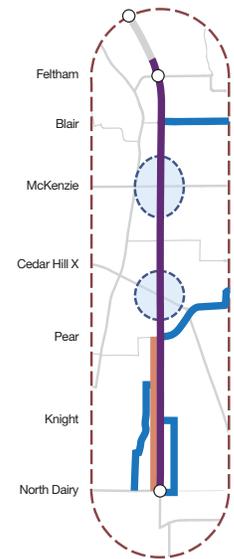
Two options for short-term mobility improvements in the Shelbourne Valley were presented to the public in February / March 2016. As directed by Council, the options were focused on pedestrian and cycling improvements on Shelbourne Street.

Summary of Initial Options

Option 1 maintains four travel lanes on Shelbourne Street and focuses pedestrian and cycling improvements where space is available.



Option 2 includes some travel lane reductions to provide space for pedestrian improvements and continuous bike lanes along the full extent of Shelbourne Street.



Public Feedback on Options

Extensive public feedback was received on the two options through:

- Three open houses attended by approximately 700 people;
- 1,325 completed public surveys;
- Meetings with stakeholder groups including the Shelbourne Valley Stakeholders Committee, BC Transit, Major Property owners, and Saanich advisory committees; and
- 43 letters and emails commenting on options.

The feedback received indicated a general preference for Option 2

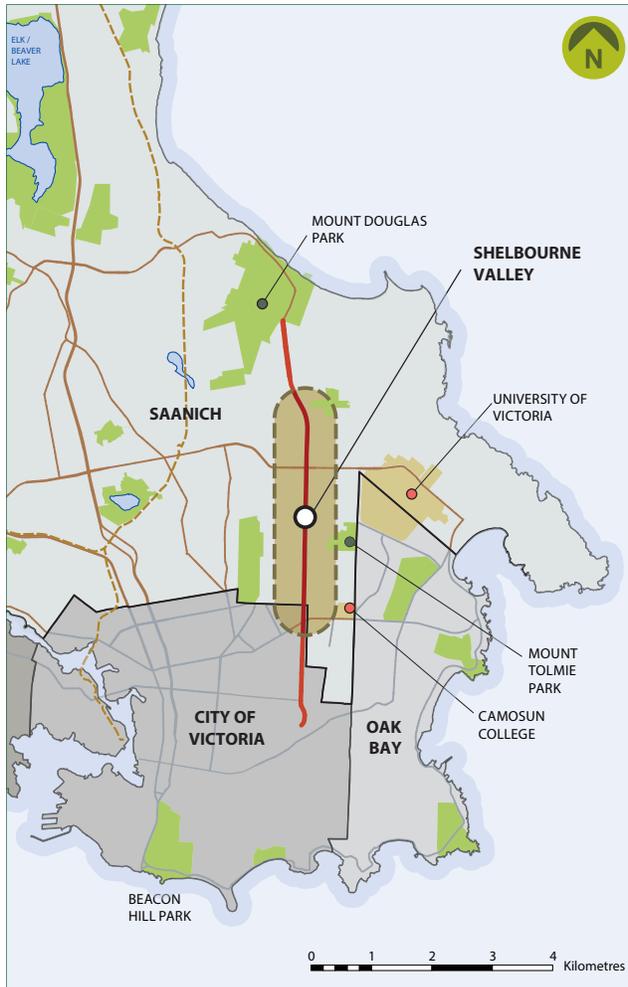
(58% of survey respondents), but highlighted key issues and areas for improvements.

Addressing Public Feedback

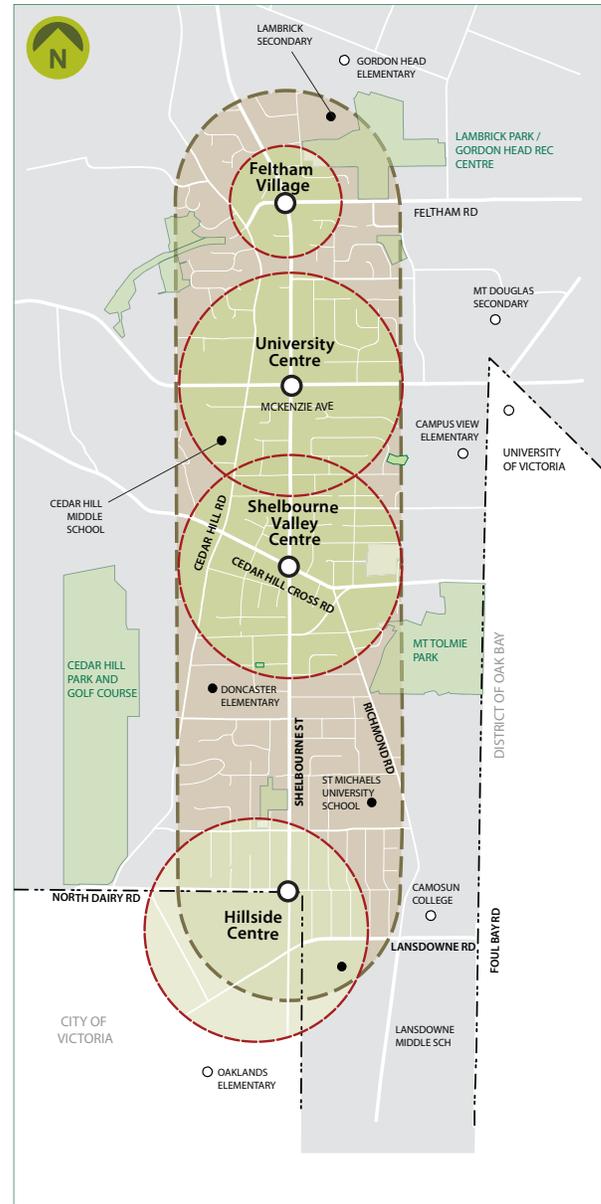
Based on that feedback, a new option (Option 3) has been developed that builds on the fundamentals of Option 2, but addresses concerns expressed by residents and stakeholders. The purpose of this open house is to share this new option, explain how major issues have been addressed, and provide an additional opportunity for public comment.

3 Shelbourne Valley Plan Area

The Shelbourne Valley Plan area is approximately four kilometres in length and includes the area within 500 metres of Shelbourne Street. The Valley contains three “Centres” and one “Village”, which are identified in the Official Community Plan (OCP) as areas with good access to transportation and the potential to accommodate new residents and businesses.



Regional Context



Plan Area

The proposed Shelbourne Valley Action Plan was developed through a multi-phased process that included significant technical analysis and community consultation. The process is currently in its final phase, with a public hearing required before formal Plan adoption.

As directed by Council, the focus of public engagement at this stage is the review of short-term mobility implementation options. Based on the public feedback, changes will be incorporated into a final proposed Plan, which will then be considered by Council for adoption.

Phase 1: Project Initiation - 2009-2010



- Terms of Reference Approved
- Stakeholders Committee established

Phase 2: Community Visioning - 2010-2011



- Community Mapping
- Vision Survey
- Vision Open House

Phase 3: Exploring Options - 2011-2013



- Land Use / Urban Design Study
- Transportation Study
- Open Houses & Survey on Land Use / Transportation Options
- Focus Groups

Phase 4: Draft Plan Review - 2013-2014



- Open Houses on Draft Plan
- Public Opinion Survey
- Stakeholder Meetings

Phase 5: Plan Adoption - 2014-2016

- Presentation of Draft Plan to Council
- Supplemental Report on Short-Term Mobility Implementation

- Public Engagement on Implementation Options

← We Are Here

- Presentation of Final Plan to Council
- Public Hearing

5 Plan Goals

The **Shelbourne Valley Action Plan** builds on the policies and principles of the **Sustainable Saanich Official Community Plan**. The Action Plan's goals reflect the community's vision for the Valley.

1. Protect and Restore the Natural Environment
2. Address Climate Change Mitigation and Adaptation
3. Develop Economically Vibrant and Attractive Centres and Villages
4. Respond to the Needs of all Ages and Abilities
5. Enhance Opportunities for Cycling, Walking and Transit
6. Improve Housing Choice and Affordability
7. Strengthen the Network of Community Spaces and Facilities
8. Enhance Sense of Place and Identity in the Valley



6 Key Plan Objectives

Environment

- Protect and restore areas of ecological value
- Restore watersheds and improve urban forest health
- Promote conservation and resiliency

Land Use

- Focus new growth in Centres and Villages and along Shelbourne Street
- Encourage a mix of uses and activities
- Provide gradual transitions of height and density
- Retain and enhance strong and vibrant neighbourhoods
- Accommodate current and projected demographic changes
- Provide a wide range of inclusive and accessible parks, trails and recreational opportunities

Urban Design and Accessibility

- Foster community connections and interactions
- Develop an age friendly environment with improved accessibility
- Create places and points of interest
- Encourage high quality architecture and urban design opportunities

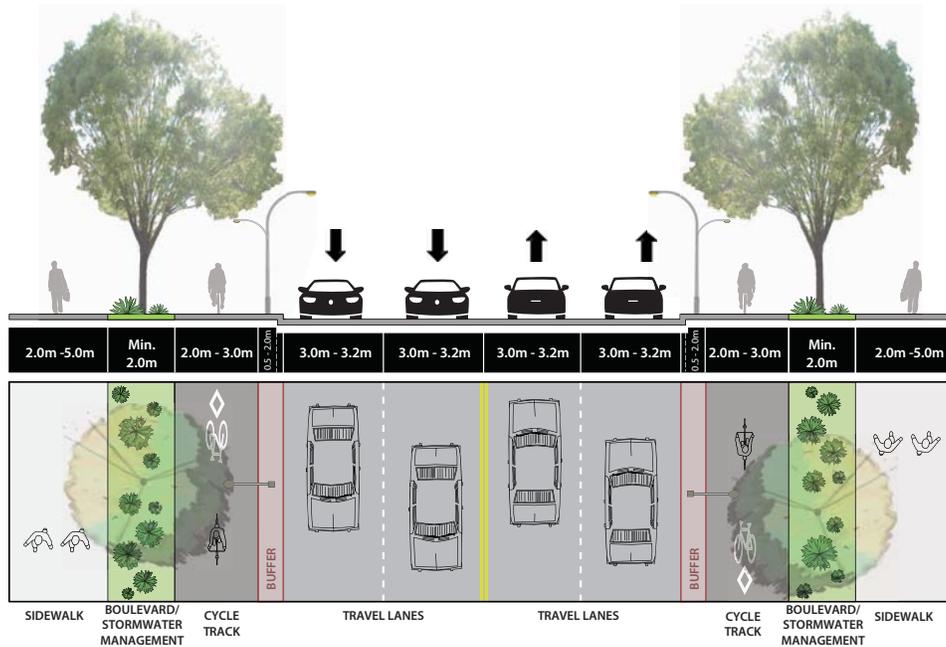
Mobility

- Increase pedestrian and cycling connectivity
- Improve the design of streets as a space for community enjoyment and activity
- Reduce greenhouse gas emissions
- Improve safety and comfort for all users
- Enhance access to businesses by all modes
- Improve transit efficiency and accessibility
- Provide a cycling network suited to all ages and abilities
- Strengthen linkages between land use and transportation



Long-Term Vision

- The Shelbourne Valley Action Plan contains a 30-year Vision to create a balanced transportation network within the Valley.
- The long-term vision for Shelbourne Street is to create a street that comfortably accommodates all users and modes of travel.
- Shelbourne Street vision requires an expansion of the current right-of-way from 20-23 metres to 28-30 metres.
- Expansion is dependent on property redevelopment that is likely to take a significant period of time.
- Long-term vision includes dedicated transit lanes when supported by higher population density and increased ridership.



Shelbourne Street Right-of-Way Ultimate Design Concept

Short-Term Mobility Actions

- Short term mobility actions will bridge the gap between the longer-term vision and what can be implemented under current conditions.
- Working on direction from Council, staff have analyzed potential options for mobility improvements that could be completed under current conditions.
- The focus of today's open house is to receive feedback on mobility actions that could be implemented over the next five years.

Many Roles for Shelbourne Street

The Vision for Shelbourne Street includes adequate space for pedestrians, cyclists, transit, motor vehicles, and landscaping. Saanich's Official Community Plan, BC Transit's Transit Future Plan and the CRD Pedestrian and Cycling Master Plan all identify key roles that the street currently plays or is intended to play in the future.

Shelbourne Street is intended to be:

- A **pedestrian friendly street** that provides a pleasant, engaging experience for people of all ages and abilities;
- A **Commuter Bikeway** that provides separated bike lanes along the full length of the street;
- A **Frequent Transit Route** that provides high quality, reliable service at 5-7 minute intervals during peak travel periods;
- A **Major Road** that carries a high volume of motor vehicle traffic; and
- A **"main street"** that supports 3 Centres and a Village by providing a walkable environment and access to businesses by all modes.

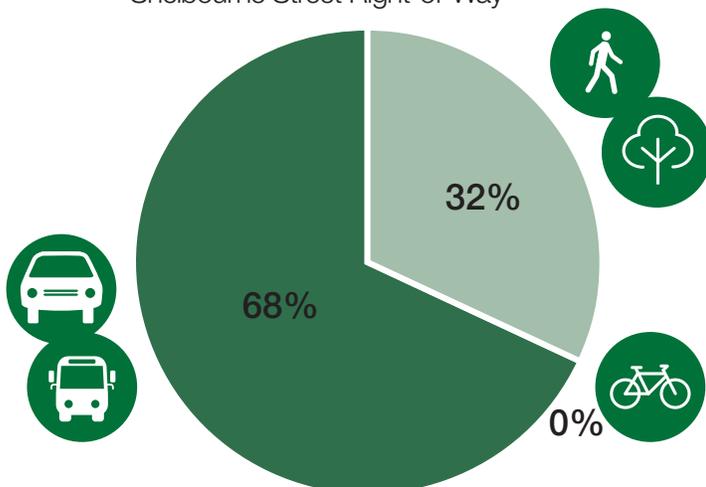
Simply put, there is not enough space currently available on Shelbourne Street to fully realize all these goals in the short term. Complicating the situation is the lack of parallel routes that could provide viable alternate routes for pedestrians, cyclists, transit and motor vehicles. Therefore, trade-offs will need to be made on Shelbourne Street in the short-term.

Shelbourne Street Right-of-Way

The following graphic shows how the Shelbourne Street right of way is currently being used and how it is intended to be used once additional right of way is acquired through redevelopment.

Current

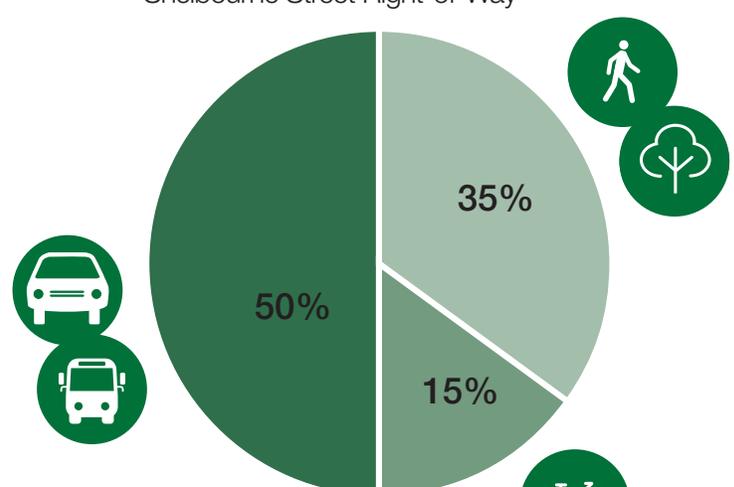
Shelbourne Street Right-of-Way



20-23 metre width

Future

Shelbourne Street Right-of-Way



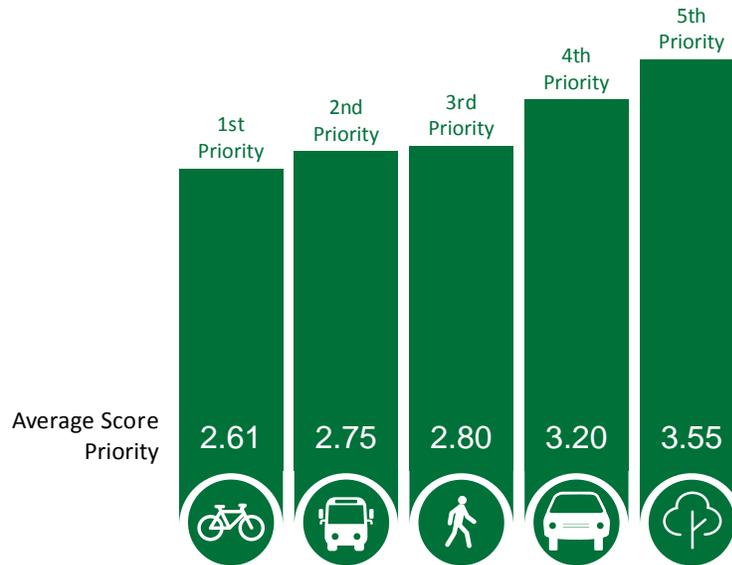
28-30 metre width



9 Mobility Implementation Options Survey Results

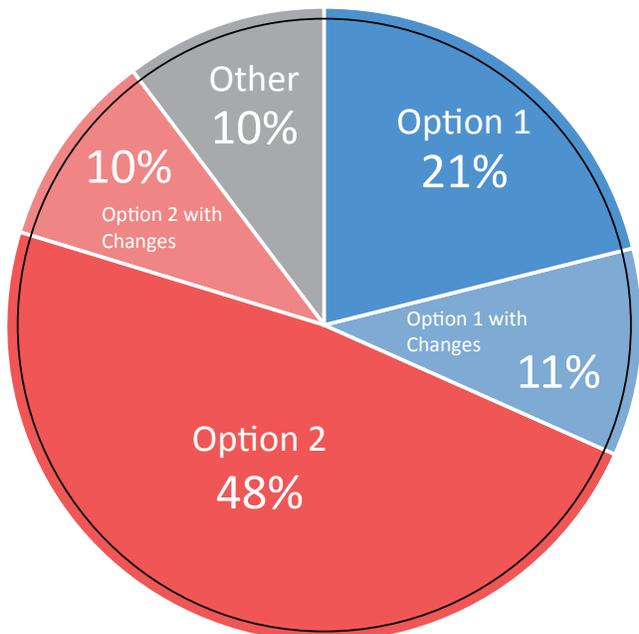
The primary avenue for receiving public feedback on implementation options in February/March 2016 was a survey (online and paper) completed by 1,325 people. In addition, comments were shared at open houses on option plans and submitted in letters and emails. Boards 9-13 provide a summary of survey results and key feedback themes.

Short-Term Priorities for Shelbourne Street



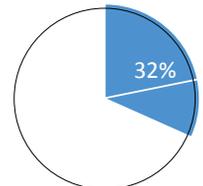
Shelbourne Street Short-Term Priorities in order of importance from 1 (highest priority) to 5 (lowest priority)

Preferred Option



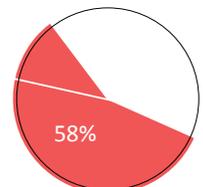
Option 1

OPTION-1 PREFERENCE	RESPONSES	
Option 1	21%	230
Option 1 with Changes	11%	113
Total	32%	343



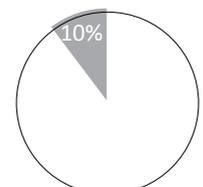
Option 2

OPTION-2 PREFERENCE	RESPONSES	
Option 2	48%	518
Option 2 with Changes	10%	108
Total	58%	626

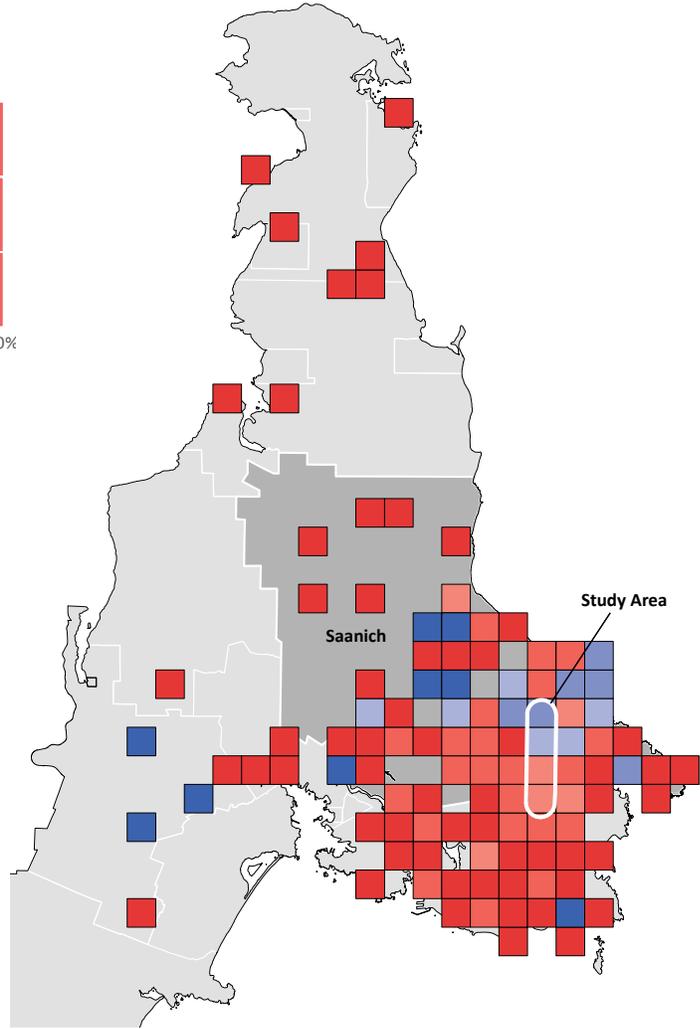
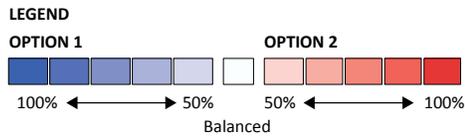
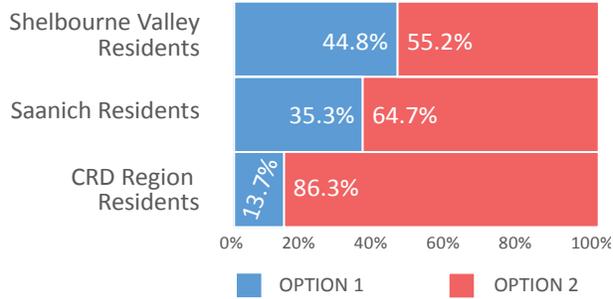


Other Option

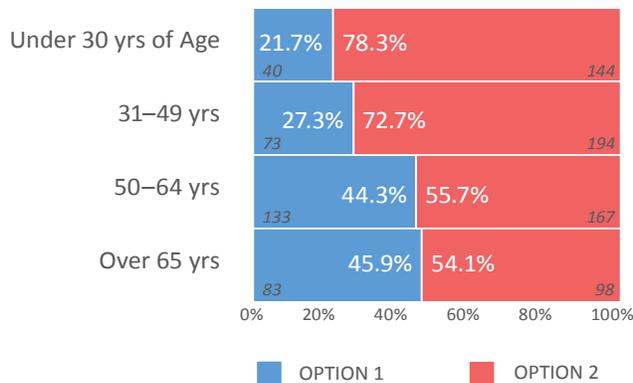
OTHER OPTION	RESPONSES	
Other Option	10%	108
Total	10%	108



Option Preference by Geographic Area

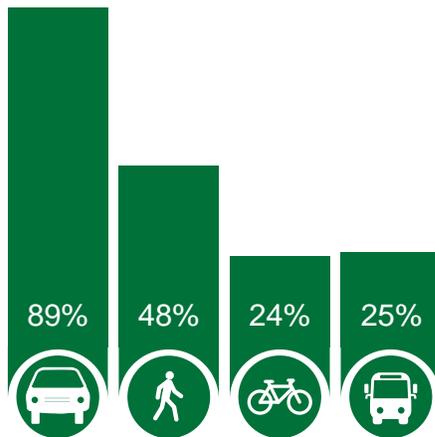


Option Preference by Age Group

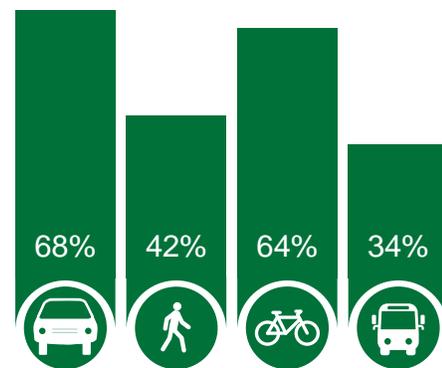


Option Preference by Typical Mode(s) of Travel

The survey asked people what modes they regularly use to travel through the Shelbourne Valley (at least once a week). The following graphs show how their transportation choices correspond to their option preference.



Mobility choices of people who prefer option 1



Mobility choices of people who prefer option 2

Key Themes of Public Feedback

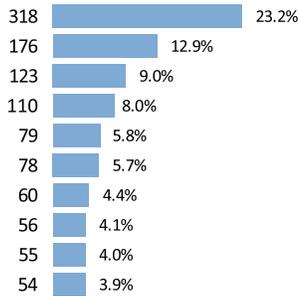
Through feedback received in the survey, emails, letters, open houses and meetings with stakeholder groups, a number of themes emerged. Some of these comments relate to both options, while others specifically identify potential issues with one of the two options.

- Concern over impacts to transit and motor vehicle travel times
- Importance of having a continuous bike lane on Shelbourne Street
- Desire for greater physical separation of bike lanes
- Desire to maintain left turn access off Shelbourne Street to businesses and side streets
- Support for more pedestrian improvements
- Need for a multi-modal / sustainable vision for Shelbourne Street
- Desire to improve safety for all modes of travel and reduce conflicts
- Desire to add green space and street trees

Community Comments

Option 1 Likes

FREQUENCY



RANK

COMMENT

- 1 Keep 4 lanes / Maintain traffic flow
- 2 Inclusion of cycle track / Separated bike facility
- 3 Sidewalk upgrades
- 4 Nothing (dislike option)
- 5 Maintaining / improving transit
- 6 Improvement over current situation
- 7 Overall pedestrian improvements
- 8 Addition / retention of street trees
- 9 Improved safety for all modes
- 10 Overall cycling improvements

Option 1 offers incremental improvement

Less impact on vehicle traffic and less spillover of vehicles to Richmond or Cedar Hill.

It is a busy street and maintaining 4 travel lanes is necessary

Addresses improvements on most needed sections

Retains space for transit, which carries a significant number of people down the corridor

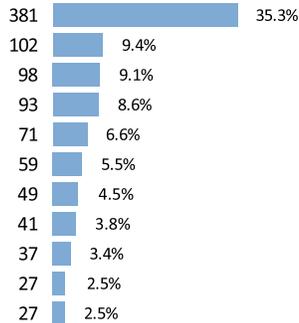
like how cyclists will have an opportunity to ride separate from vehicle traffic, which will undoubtedly increase their safety

Improvements to cyclist mobility - not nearly enough though

Sidewalks be upgraded is very good. It is difficult to maneuver the narrow uneven sidewalks

Option 1 Dislikes

FREQUENCY



RANK

COMMENT

- 1 No continuous bike facility
- 2 Traffic focused road design
- 3 Not enough overall improvements
- 4 Street tree removal
- 5 Limited value for money
- 6 Restricted left turns / access to side streets
- 7 Concerns over cycle track design
- 8 Nothing
- 9 Insufficient pedestrian improvements
- 10 Removal of bus bays
- 10 Don't like bike lanes

Only a small portion of Shelbourne sees an improvement. Bike lanes are pointless if they don't help people get to the destinations they need to go

Very little of Shelbourne street is actually improved. It's a big price tag for what seems like a relatively small improvement

Not enough emphasis on improving Shelbourne as a safe cycling route. The cycling improvements planned for this option still leave it disjointed and piecemeal, which does not improve safety of cycling on Shelbourne

The closing of left hand turn lanes at Kisber and Garnet

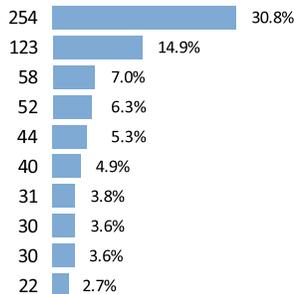
The bike path is not long enough to be useful

4 lanes of traffic!! Too much - traffic will likely move too fast - as it does now

Too bad about the trees - but let's think safety

Option 1 Suggested Changes

FREQUENCY



RANK

COMMENT

- 1 Implement continuous bike lane / cycle track
- 2 Improve traffic flow
- 3 Improve access to business / side streets
- 4 Implement Option 1 --without changes
- 5 Implement Option 2
- 6 More pedestrian Improvements, including sidewalks
- 7 Enhance aesthetics & green space
- 8 Individual network improvements
- 8 Parallel bike route option (not on Shelbourne)
- 10 Widen road width / Implement ultimate design

Continue new cycle track and sidewalk to Cedar Hill X Road, for access to shopping area there

more protected cycle track

Keep all current turn lanes open into commercial areas

Continuous bike lanes - i.e. option 2. Discontinuous bike lanes are effectively the same as no bike lanes, or perhaps worse

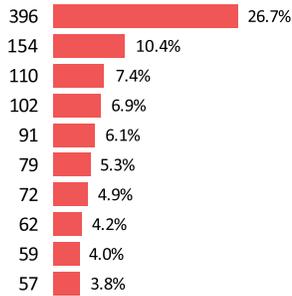
More focus on safe side streets for cycling parallel to Shelbourne

100% of Shelbourne needs to have dedicated bicycle lanes

Community Comments

Option 2 Likes

FREQUENCY



RANK

COMMENT

- 1 Continuous bike lanes
- 2 Dislike everything
- 3 More street trees retained / More trees replanted
- 4 Overall cycling improvements
- 5 Improved safety for all modes
- 6 Separation between travel modes
- 7 Lower cost option
- 8 Pedestrian Improvements
- 9 Provides better transportation options, and choices
- 10 Calms traffic (slows or reduces volume)

It is a transition step towards 30 year plan and improves livability of street.

I feel it will be safer for people utilizing the area and be likely to generate more positive local growth (this area is currently just a drive through area)

The separation of sidewalks from traffic

Nothing. It is too costly and we do not need bicycles on Shelbourne Street.

Reduces the number of vehicles on a dangerous unpleasant street, making it more liveable and useable for pedestrians and cyclists

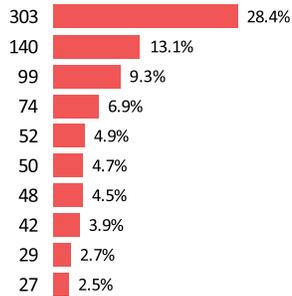
It actually changes the status quo. Bike lanes for everyone!

Bike lanes! Really excited to have a safe way to commute downtown, into Gordon Head and Uvic.

Less tree removal

Option 2 Dislikes

FREQUENCY



RANK

COMMENT

- 1 Lane Reductions / Traffic flow impacts (congestion)
- 2 Traffic diverted to other roads
- 3 Nothing to dislike
- 4 No physical separation of bike lanes
- 5 Impact on transit service (delay)
- 6 Restricted left turns / access to side streets
- 7 Dislike multi-modal approach (want more focus on cars)
- 8 Insufficient safety for all modes (including bikes)
- 9 Not enough sidewalk improvements
- 10 Limited value for money / cost benefit

Unprotected bike lanes in the narrow parts aren't ideal

The bike lane is not separated, with the amount of traffic on Shelbourne that bike lane may not feel all that much safer

That it will force traffic off Shelbourne onto secondary roads that are already over utilized

I do not like the idea of only 2 lanes. The traffic is slow enough as it is.

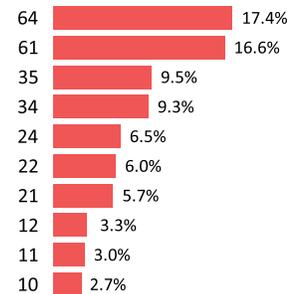
Would like more emphasis on transit (walking and bus)

bike lane is shared with transit pullouts, this is dangerous in my experience as a cyclist.

Reduced lanes will cause bottlenecks & merging issues

Option 2 Suggested Changes

FREQUENCY



RANK

COMMENT

- 1 Add separation to bike lanes / Upgrade to cycle tracks
- 2 Maintain 4 travel lanes
- 3 Improve access to business / side streets
- 4 More pedestrian improvements
- 5 Enhance aesthetics & green space
- 6 Maintain / improve transit
- 7 Implement parallel bike route to Shelbourne
- 8 Alternate Shelbourne St road design option
- 9 Address bus-bike conflict
- 10 Improve bike network connectivity, including Victoria

Ensure that the road separation between the road and the bike lane is a real barrier - not just painted lines. This would be far more effective in reducing conflict

Make the bike lane protected

Maintain two lanes of traffic in each direction have cycle lanes on other roads

Why can't we have the Option 1 separated raised bike lanes in Option 2? It's so much nicer and would really make it biking feel unstressful

Want to see sidewalk improvements along the whole corridor

Easy access to businesses

Maintain 4 vehicle lanes at a minimum

Community review of Options 1 and 2 highlighted a number of strengths and challenges associated with each of the options. Using public feedback findings, staff have developed a new design option for Shelbourne Street (Option 3) that responds to the concerns that were identified by the public.

Item	What We Heard	How Option 3 Addresses Concern
 Priorities	<p>The top short term priorities on Shelbourne Street for survey respondents were cycling, public transit and walking.</p>	<p>Option 3 provides a higher quality bike facility, significant sidewalk upgrades and minimizes potential impacts to transit.</p>
 Option Preference	<p>The majority of survey respondents favoured Option 2, with the primary rationale for support being a continuous bike lane.</p>	<p>Many of the fundamental elements of Option 2 have been retained in Option 3, including the continuous bike facility.</p>
 Role of Shelbourne Street	<p>There was a divergence of opinion with respect to the role of Shelbourne Street, with some people supporting a multi-modal vision and others supporting a primary focus on the street's role in moving traffic.</p>	<p>Option 3 is more consistent with long-term vision for Shelbourne Street and retains a multi-modal design focus.</p>
 Bike Facilities	<p>Many comments indicated the importance of a continuous bike lane and the desire to have greater physical separation from vehicle traffic.</p>	<p>The quality of the cycling facility has been enhanced significantly over what was presented in Option 1 or Option 2. Over 50% of the route includes physical separation, with a minimum of buffered bike lanes.</p>
 Pedestrian Facilities	<p>Desire to further enhance and improve sidewalks and pedestrian facilities.</p>	<p>Option 3 includes upgraded sidewalks on both sides of Shelbourne Street from North Dairy to Pear Street, as well as improvements in other focused locations.</p>

Item

What We Heard

How Option 3 Addresses Concern


**Impacts
to transit
and motor
vehicles**

Concern about impacts to transit and motor vehicle travel times and potential diversion to other streets in Option 2.

Option 3 maintains four traffic lanes for 65% of the corridor. By contrast, Option 2 maintains four lanes for 25% of the corridor.


**Left Turn
Access**

Concern about restrictions to left-turn access to some businesses, side streets and residential properties.

Option 3 maintains left turn access at major locations along Shelbourne Street, including at Church Avenue, Garnet Road and Kisber Avenue.


**Specific
Locations**

Numerous challenges / opportunities for improvements were identified at specific locations along the corridor.

Option 3 offers additional localized improvements in response to public comments, including at Blair Avenue and Garnet Road.


**Bus Bike
Conflict**

Concern about Option 2 design, which included buses stopping in bike lanes in certain areas.

Option 3 introduces a cycle track for 50% of the route and includes bus loading areas, which significantly reduce the number of potential conflict points.


**Trees and
Landscaping**

Interest in retaining as many trees as possible and enhancing green space.

Option 3 includes the removal of approximately 70 trees, and the planting of 90 new trees. As a trade-off to improve cycling facilities and maintain travel lanes, more trees are removed in option 3 than in Option 1 or 2.

Based on public feedback, a new design option has been developed for Shelbourne Street. The option contains many of the fundamentals of Option 2 and some features from Option 1.

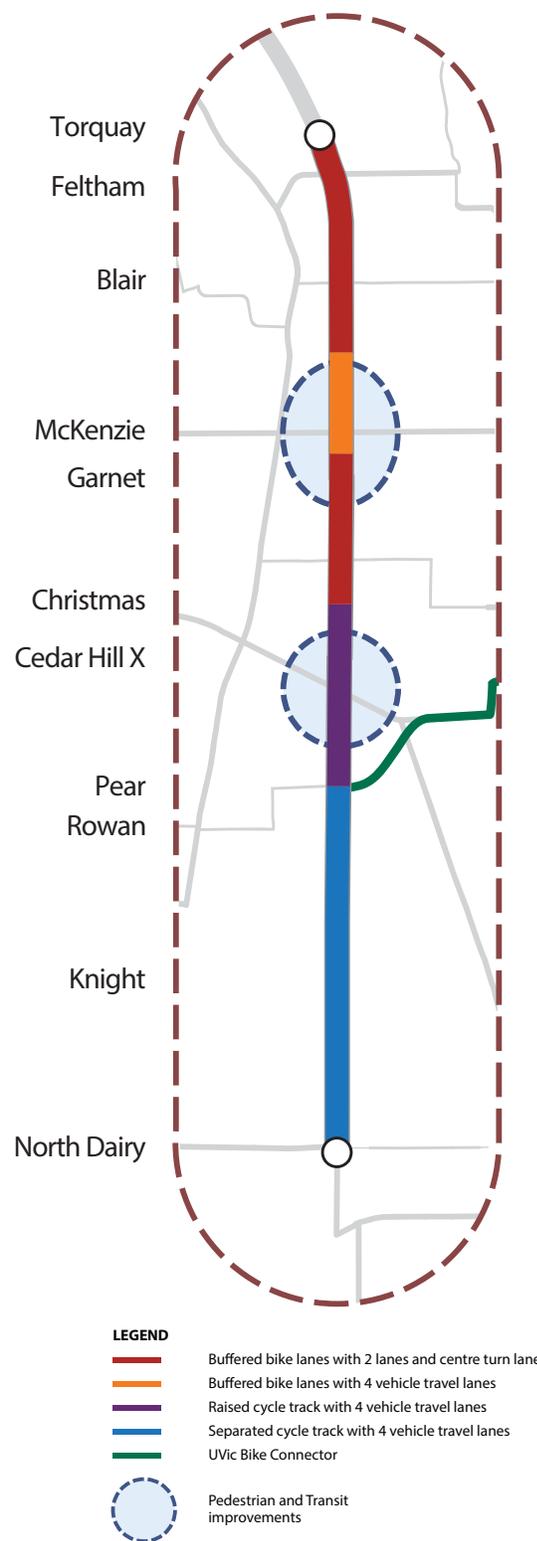
Option 3 includes a continuous bike facility on the full extent of Shelbourne Street, with physical separation for half the route. Option 3 maintains four travel lanes for 65% of the corridor and maintains left turn access in most locations.

Key Features

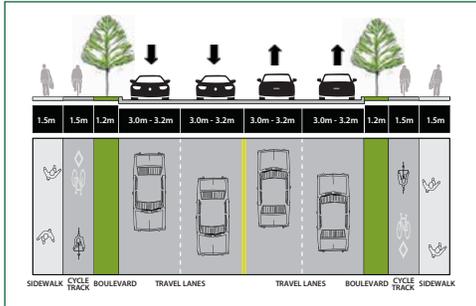
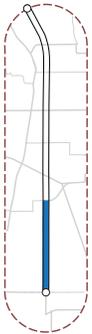
- Upgraded sidewalks on both sides of Shelbourne Street from North Dairy Road to Pear Street
- A new continuous bike facility on both sides of Shelbourne Street (50% cycle track and 50% buffered bike lane)
- Four lanes of traffic maintained from North Dairy Road to Christmas Avenue and from Garnet Road 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

Key Impacts and Outcomes

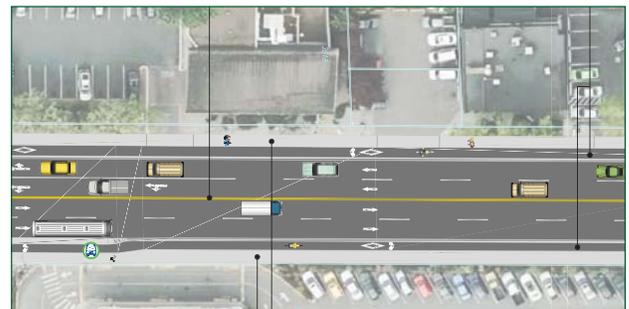
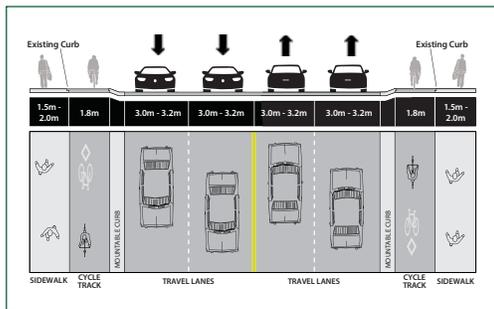
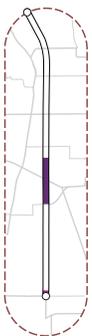
- 2.3 km of upgraded sidewalks
- Continuous bike facility along the entire length of Shelbourne Street, with physical separation for 50% of the route
- Maintains four general purpose travel lanes for 65% of Shelbourne Street
- Crossing distances shortened at major intersections
- Transit waiting areas improved
- UVic Bike Connector upgraded
- Estimated removal of 70 trees, with approximately 90 replanted
- \$12.5 million total cost



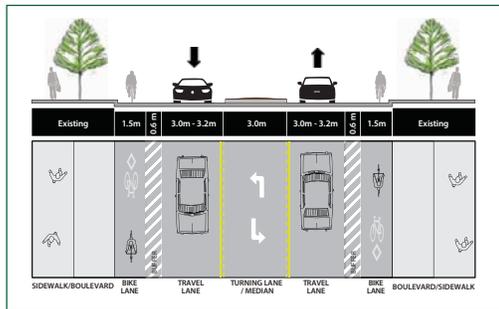
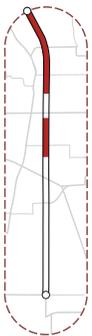
Separated cycle track with 4 vehicle travel lanes - North Dairy Road to Pear Street



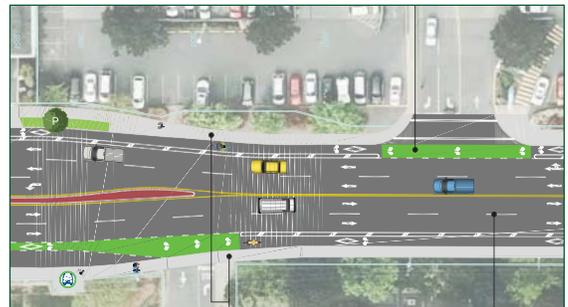
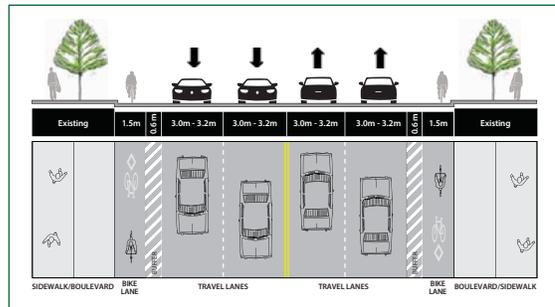
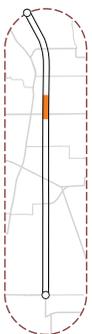
Raised cycle track with 4 vehicle travel lanes - Pear Street to Christmas Avenue



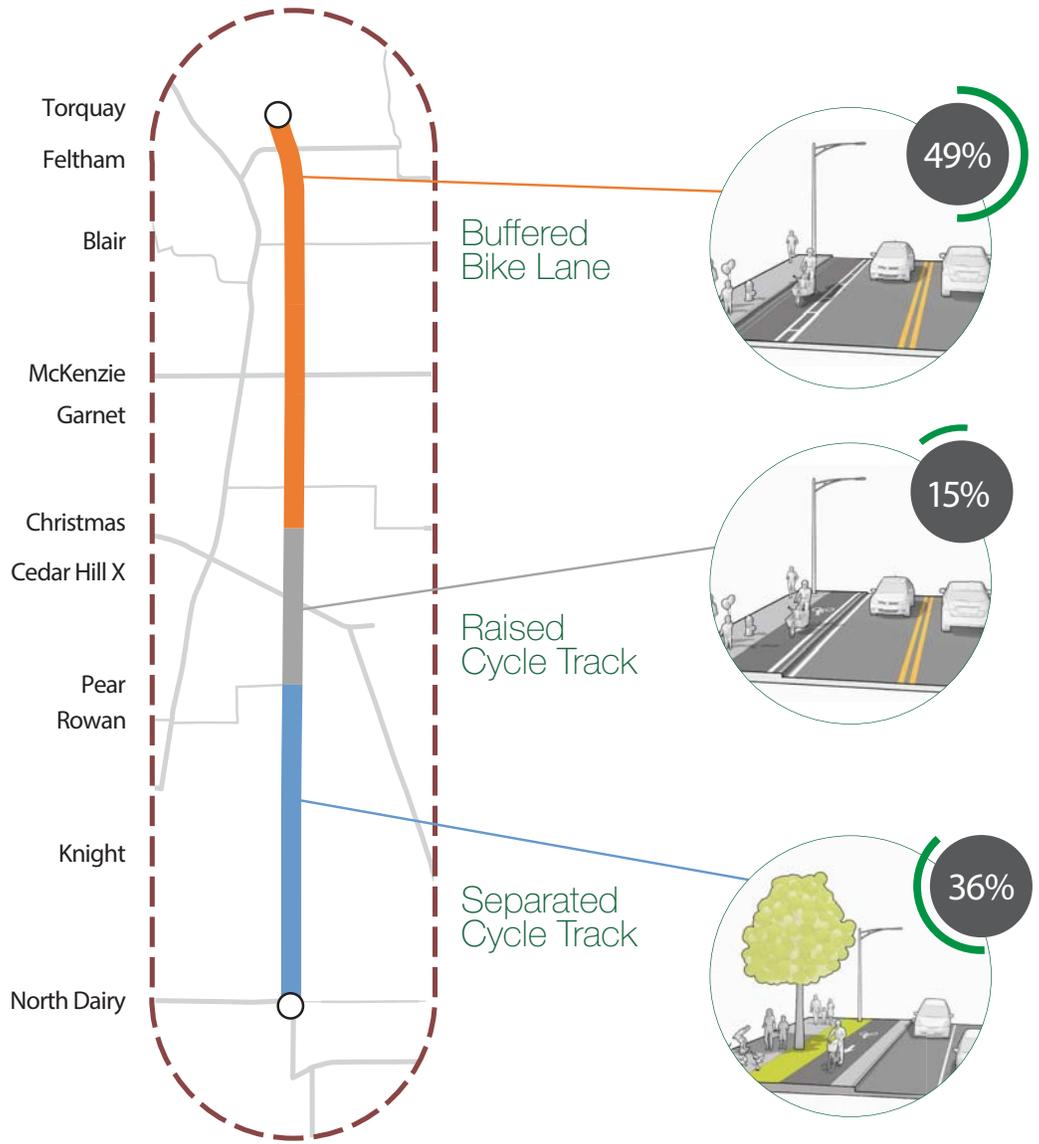
Buffered bike lane with 2 vehicle travel lanes and centre turn lane - Christmas Avenue to Garnet Road and north of McKenzie Avenue to Torquay Drive



Buffered bike lane with 4 vehicle travel lanes - Garnet Road to North of McKenzie Avenue



18 Option 3 Bike Facilities



Comparison of Bike Facilities



Lowest Quality ← → Highest Quality

Shared Travel Lane Painted Bike Lane Buffered Bike Lane Raised Cycle Track Separated Cycle Track

Option 3		49%	15%	36%
Option 2	30%	70%		
Option 1	75%			25%

Long Term Vision

The long term vision for Shelbourne Street includes four travel lanes and a full size cycle track, sidewalk and boulevard along the full extent of the corridor. This design will be achieved as property is dedicated through the redevelopment process. In short-term scenarios where there are lane reductions, three lane sections of the road will be transitioned back to four lanes as additional right of way is acquired through redevelopment.

How Option 3 impacts traffic flow

- Travel lanes are reduced from four to two (with centre turn lane) on 35% of Shelbourne Street, resulting in slower travel times and diversion to other roads.
- Transitions between lane configurations create numerous merge points, impacting traffic flow.

How Option 3 improves traffic flow

- People riding bikes are removed from traffic lanes, creating a safer condition and improving traffic flow.
- Safer turning movements are promoted in the northern section of Shelbourne Street through the addition of a centre turn lane.

Other Key Consideration:

Travel time delays and diversions to other roads are anticipated only in the peak period in peak directions (Southbound from 7-9 am and Northbound from 3-6 pm). Travel times in non-peak periods will be relatively unchanged.

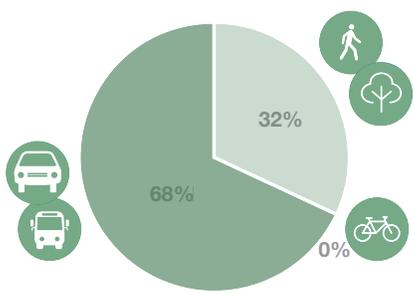
Summary of Estimated Option 3 Traffic Impacts

Similar to previous options, computer modeling of the Option 3 design was conducted. The following table identifies estimated traffic impacts in peak period times and directions.

Outcome	Impact (vs. Existing)
Vehicles diverted per hour from Shelbourne Street (peak periods)	100-200
Shelbourne Street Intersections Level of Service	Minimal change
Shelbourne Street - Vehicle / Transit Travel Time Delay North Dairy Road to Feltham Road (peak period)	AM Southbound – 36 seconds PM Northbound – 156 seconds
% Traffic Increase on Cedar Hill Road (peak periods)	10-15%
% Traffic Increase on Richmond Road (peak periods)	3-4%
% Traffic Increase on Gordon Head Road (peak periods)	15-20%

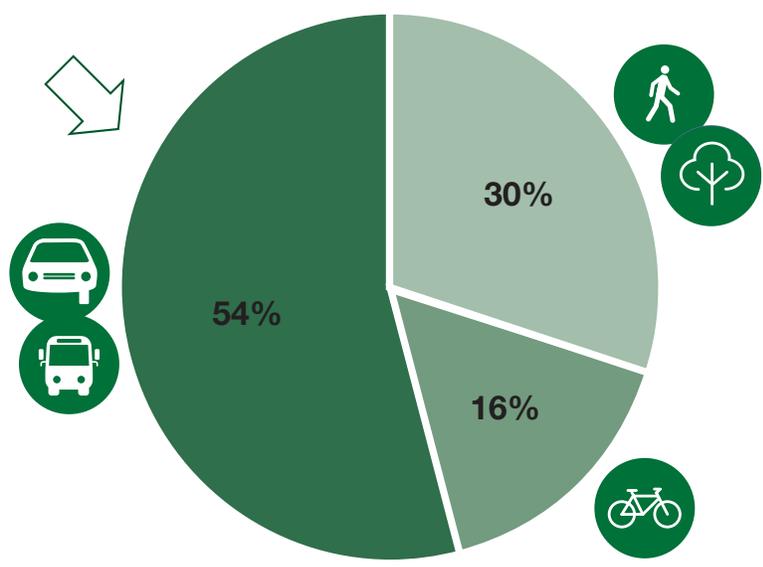
Shelbourne Street Right of Way

Current



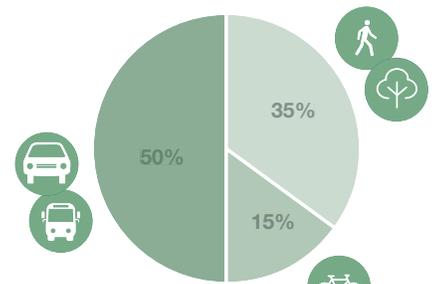
20-23 metre width

Option 3



20-23 metre width

Future



28-30 metre width

Option 3 - Preliminary Cost Estimates

Improvements	Estimated Cost
Shelbourne Street South North Dairy Road to Pear Street	\$7,300,000
Shelbourne Street Central Pear Street to McKenzie Avenue	\$3,100,000
Shelbourne Street North McKenzie Avenue to Torquay Drive	\$1,650,000
Uvic Bike Connector	\$450,000
TOTAL	\$12,500,000

Regardless of the option chosen by Council, the implementation of mobility improvements will involve a multi-phased process and coordination with the upgrading of underground utilities.

Potential Phasing of Option 3

The following graphic indicates the potential phasing of improvements associated with Option 3. If an alternative option is chosen, phasing would likely follow a similar schedule.

Upgrading of Underground Infrastructure

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 5 years under the Capital Replacement Program.

The major roadwork associated with this project provides an opportunity to coordinate underground and transportation work and minimize overall long-term impacts to residents and businesses. When a recommendation is presented to Council, this will include information on how these projects would be coordinated.

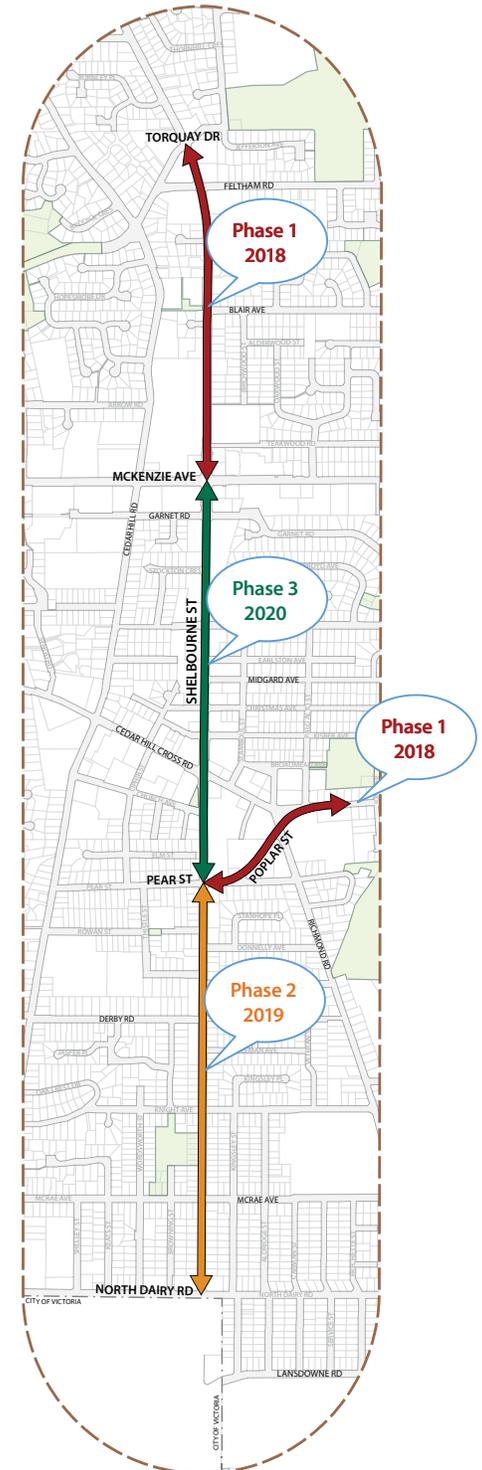
Funding

As indicated at previous open houses, a variety of funding sources could be considered by Council to fund work, including:

- Deferring/adjusting other capital projects;
- Gas tax funding;
- Contributions from redevelopment;
- Property tax increase;
- Senior government grants; and
- Borrowing.

At present, staff have anticipated scenarios where existing capital funding allocations could be managed to fund the project.

Given the comprehensive, multi-modal improvements that are being considered, this project would be a strong candidate for Federal and Provincial grant programs.



Map of Potential Phasing

Feedback Opportunities

- **Virtual Open House** and **Option Plans** are available online at saanich.ca/shelbourne
- **Online Survey** will be open until October 23, 2016. Please visit saanich.ca/shelbourne
- **Additional Comments and Questions?** Please email planning@saanich.ca

Next Steps

A report on short-term mobility implementation options and associated public feedback will be presented to Saanich Council following the completion of public engagement. Once Council decide on short-term actions, a final Shelbourne Valley Action Plan will be considered for approval (targeted for early 2017).

Thank you for attending the Shelbourne Valley Action Plan Open House. Your input is important.