



Pear Street Upgrade

Cedar Hill Road to Shelbourne Street





Meet the Team

Troy McKay – Senior Manager of Transportation & Development Services

Jason Hodgins – Manager of Infrastructure Design and Construction

Brian Olsen – Project Manager for Shelbourne Phase 3 Design

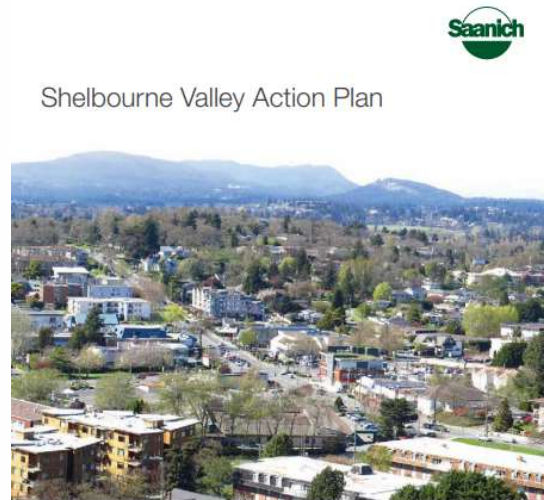
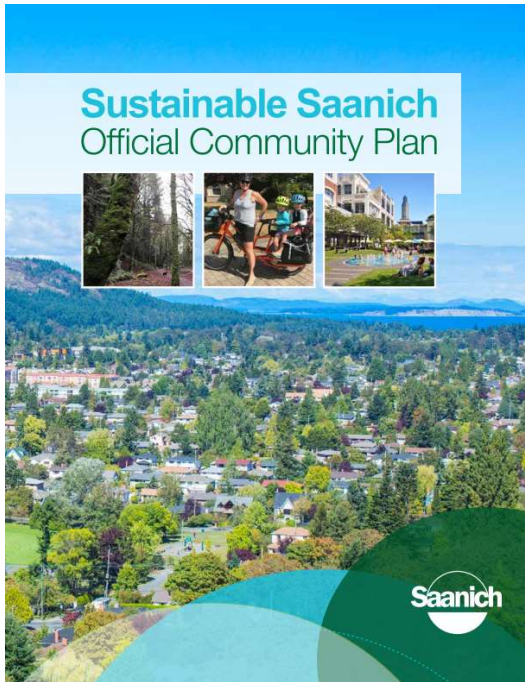
Sandra Liddell – Engineering Projects Manager



Agenda

- Why are we doing this project?
- What have we heard so far?
- What else do we need to know?
- Review of possible options.
- Project's schedule.
- Discussion.

Why are we doing this?



District of Saanich Planning Department 2017

SHELBOURNE LOCAL AREA PLAN



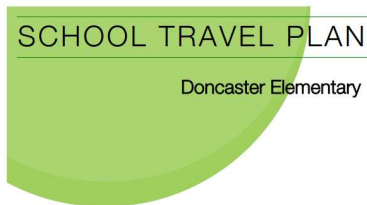
THE CORPORATION OF THE
DISTRICT OF SAANICH
BRITISH COLUMBIA

References to General Plan,
1993, throughout this
document means the Official
Community Plan, 2006 as
adopted by Bylaw 8940 on
July 8, 2006.

Why are we doing this project?



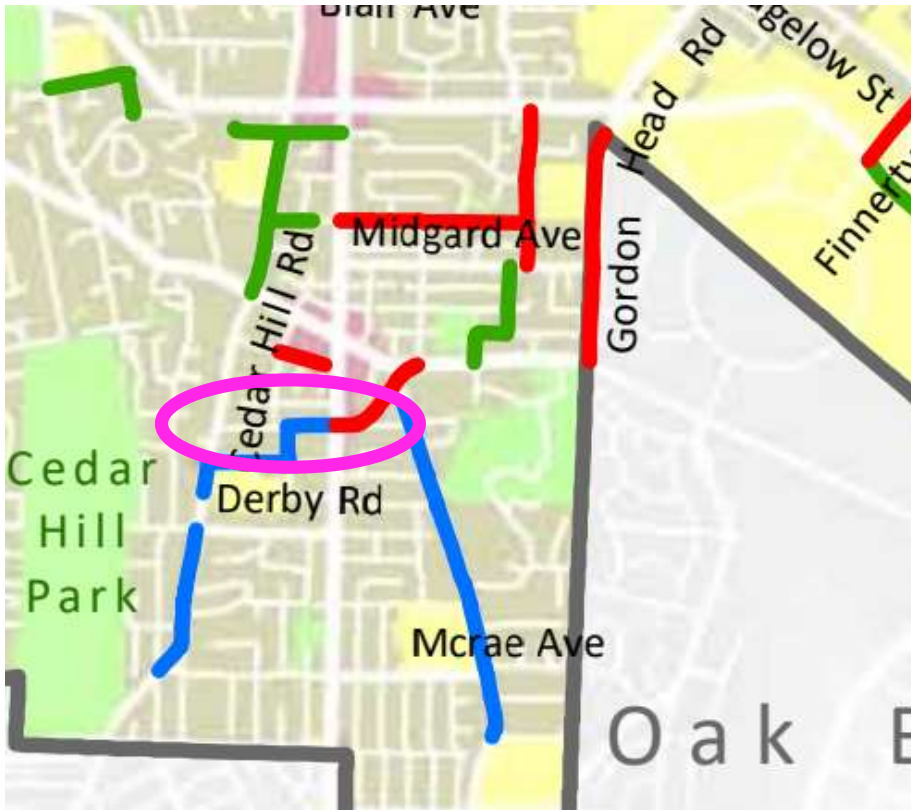
Active Transportation Plan - Pear Street was identified as a medium-term priority to receive pedestrian and cycling improvements



Safe Routes to School Doncaster Elementary Plan – Pear Street was identified as an area of concern for pedestrian and cycling safety. In addition to concerns with traffic speeds



Why are we doing this project?



Improvements to pedestrian facilities along Pear Street have been identified in ATP.

Pedestrian Improvement Priorities

— Committed

— Short Term

— Medium Term

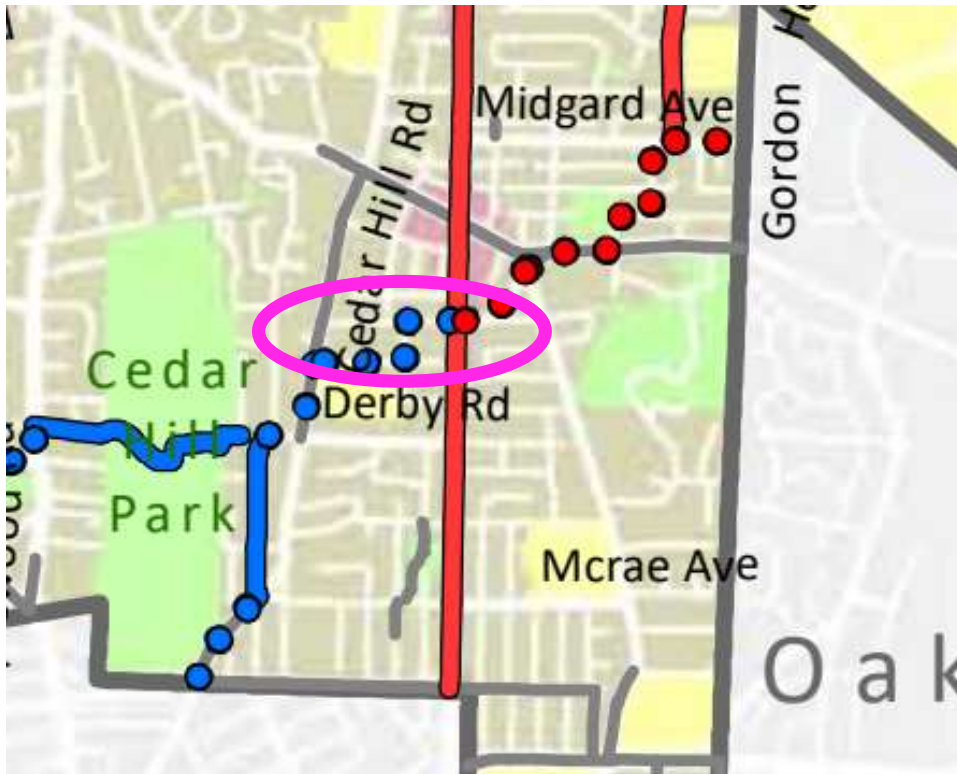
■ Parks

■ Schools

■ Urban Containment Boundary

■ Commercial Zoning

Why are we doing this project?



Improvements to cycling facilities along Pear Street were identified in the ATP

Bicycle Network Priorities

- Existing Bicycle Network
- Committed (Upgrade to Existing)
- Short Term (Upgrade to Existing)
- Medium Term (Upgrade to Existing)
- Committed (New Facility)
- Short Term (New Facility)
- Medium Term (New Facility)

Why are we doing this project?



5. Pear Street

Pear Street was identified as an area of concern in both the baseline survey and neighbourhood walkabout. The street does not have any sidewalks or cycling facilities. Speed is of concern on this street, as well as high traffic volumes

Figure 6- Pear St. is very narrow, there is no pedestrian or cycling infrastructure.

What have we heard so far?



- Existing Conditions:
 - Speed of vehicles
 - Pedestrian safety
 - Neighborhood shortcutting
- Expected Improvements:
 - Address speeding by incorporating traffic calming measures
 - Pedestrian and Cycling Improvements needed
 - Incorporate crosswalks
 - Improve safety at intersections
 - Review one way street option
- Important to keep:
 - Parking spaces retained where possible
 - Retain existing trees

What else do we need to know?



Review of Possible Elements Incorporated in the design

- Sidewalks on both sides of the road
- Traffic calming infrastructure
 - Raised crossing at Ophir
 - One way yield point at Ophir
 - Speed humps
- One Way Street



8.5m wide road and Sidewalks on both sides



Examples of Traffic calming Infrastructure



Speed Humps

Examples of Traffic calming Infrastructure



One Way Yield Point with Raised
Crossing
Sparton Road and Wray

Examples of Traffic calming Infrastructure



Intersection Narrowing

One Way Street (Parking on one side)



Project's schedule



- Initial discussion with residents – April 14, 2023
- Conceptual Design presentation (May 2023)
- Detailed design – Summer / Fall 2023
- Construction tender – Q1 2024
- Earliest construction start – Q2 2024

Questions / Discussion

