



AGENDA

For the Council Meeting to be Held
In the Council Chambers
Saanich Municipal Hall, 770 Vernon Avenue
MONDAY, DECEMBER 5, 2016, 7:00 P.M.

**REVISED AGENDA
POSTPONEMENT OF
CW ITEM 3 – RGS
DATE TBD**

- A. PRESENTATION OF AWARDS
 - 1. Saanich Arts, Culture and Heritage Awards
- B. ADOPTION OF MINUTES
 - 1. Council meeting held November 28, 2016
 - 2. Committee of the Whole meeting held November 28, 2016
- C. PUBLIC INPUT (ON BUSINESS ITEMS D, E & F)
- D. BYLAWS FOR THREE READINGS
 - 1. **STORM DRAINAGE CAPITAL TEMPORARY BORROWING BYLAW**
P. 3 Three readings of “Storm Drainage Capital Temporary Borrowing Bylaw, 2016, No. 9405”. To authorize borrowing a maximum amount of \$659,640 from the Municipal Finance Authority for the purposes set out in “Storm Drainage Capital Program Loan Authorization Bylaw, 2016, No. 9381”.
 - 2. **PARKS CAPITAL TEMPORARY BORROWING BYLAW**
P. 6 Three readings of “Parks Capital Temporary Borrowing Bylaw, 2016, No. 9406”. To authorize borrowing a maximum amount of \$826,360 from the Municipal Finance Authority for the purposes set out in “Parks Capital Project Loan Authorization Bylaw, 2016, No. 9383”.
 - 3. **GORDON HEAD RECREATION CENTRE BOILER REPLACEMENT TEMPORARY BORROWING BYLAW**
P. 7 Three readings of “Gordon Head Recreation Centre Temporary Borrowing Bylaw, 2016, No. 9407”. To authorize borrowing a maximum of \$836,630 from the Municipal Finance Authority for the purposes set out in “Gordon Head Recreation Centre Loan Authorization Bylaw, 2016, No. 9386”.
 - 4. **SANITARY SEWER BYLAW AMENDMENT**
P. 8 Three readings of “Sanitary Sewer Bylaw, 2006, Amendment Bylaw, 2016, No. 9408”. To amend Schedule “E” – Sewer Usage Charge to establish the 2017 Sewer Utility Rates.
 - 5. **GARBAGE COLLECTION AND DISPOSAL BYLAW AMENDMENT**
P. 13 Three readings of “Garbage Collection and Disposal Bylaw, 2013, Amendment Bylaw, 2016, No. 9409”. To amend Schedule “A” – Solid Waste Services Fee Schedule to establish the 2017 Solid Waste Service Fees.
- E. RESOLUTIONS FOR ADOPTION
 - 1. **DESIGNATION OF COUNCILLORS AS ACTING MAYOR**
P. 18 Memorandum from the Legislative Manager dated November 30, 2016 recommending that Council adopt the Acting Mayor rotation as recommended.
- F. REPORTS FROM DIRECTORS
 - 1. **PROPOSED 2017 WATER UTILITY RATES – FOR APPROVAL**
P. 19 Report of the Director of Finance dated November 28, 2016 recommending that Council receive the report for information.

* * * Adjournment * * *

AGENDA

For the Committee of the Whole Meeting

** IMMEDIATELY FOLLOWING **

The Council Meeting in the Council Chambers

1. **CORE AREA WASTEWATER TREATMENT PROJECT PRESENTATION**
From the October 24, 2016 Council meeting. Presentation from the Capital Regional District's Core Area Wastewater Treatment Project providing a project update on the Hartland Landfill Facility, bio-solids, pipeline, and other pertinent information.

2. **SHELBOURNE VALLEY ACTION PLAN – SHORT-TERM MOBILITY IMPLEMENTATION OPTIONS**

P. 22 Report of the Director of Planning dated November 17, 2016 recommending that Council endorse in principle Option 3 of the short-term mobility options as outlined in the report, and direct staff to incorporate Option 3 short-term implementation actions into the Shelbourne Valley Action Plan and bring the plan forward to a subsequent meeting of Council for final review and consideration.

- ~~3. **REGIONAL GROWTH STRATEGY – PROPOSED AMENDMENT TO REGIONAL URBAN CONTAINMENT AND SERVICING POLICY AREA**~~

~~Report of the Director of Planning dated November 25, 2016 recommending that Council not support Bylaw 4124, Capital Regional District Growth Strategy Bylaw No. 1, 2002 Amendment Bylaw No. 2, 2016 for the reasons outlined in the report.~~

POSTPONED

* * * Adjournment * * *

“IN CAMERA” COUNCIL MEETING IMMEDIATELY FOLLOWS

1410-04 Finance
xref
1110-30

Cncil Dec 5/16



The Corporation of the District of Saanich

Report

Mayor
Councillors
Administrator

Council
Administrator
Media

To: Mayor and Council
From: Valla Tinney, Director of Finance
Date: November 28, 2016
Subject: Temporary Borrowing Bylaws

Purpose:

The purpose of this report is to present bylaws to authorize temporary borrowing through the Municipal Finance Authority (MFA).

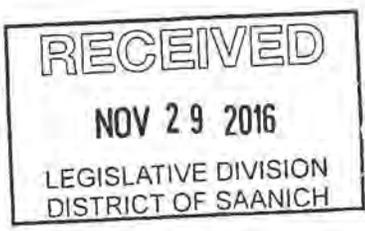
Background:

Long term debt issuing is conducted by the MFA in the spring and fall only. It is a multi-step process involving the MFA and CRD and the Ministry of Community, Sport and Cultural Development. The timing of the borrowing does not necessarily coincide with the completion of projects and the requirement for funds to be advanced. The Community Charter allows municipalities to conduct temporary borrowing to bridge timing gaps with long term debt issuance. When long term debt funds are advanced in due course, the proceeds will pay off the outstanding temporary debt effecting a transfer from short term to long term debt. Temporary borrowing rates are currently very favourable.

Discussion:

Several capital projects established with debt funding in the 2016 Financial Plan are completed and require funds to be advanced. Long term debt authorizing bylaws for these projects have been adopted by Council. The total funding required under the approved bylaws is as follows:

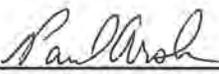
<u>Bylaw No.</u>	<u>Purpose</u>	<u>Amount</u>
9381	Storm Drainage Capital Program	659,640
9383	Parks Capital Projects	826,360
9386	Gordon Head Recreation Centre Boiler Replacement	<u>836,630</u>
Total temporary borrowing		\$ <u>2,332,630</u>

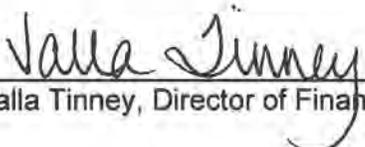


CM
D.1, 2, 3

Recommendation:

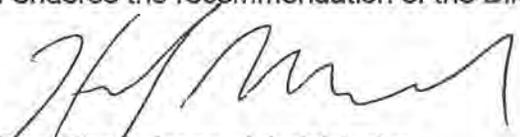
That Council pass first, second and third readings of bylaws 9405, 9406 and 9407.

Report prepared by: 
Paul Arslan, Senior Manager of
Financial Services

Report reviewed by: 
Valla Tinney, Director of Finance

ADMINISTRATOR'S COMMENTS

I endorse the recommendation of the Director of Finance

For 
Paul Thorkelsson, Administrator

THE CORPORATION OF THE DISTRICT OF SAANICH
BYLAW NO. 9405
TO AUTHORIZE TEMPORARY BORROWING FOR
STORM DRAINAGE CAPITAL PROGRAM

WHEREAS it is provided by Section 181 of the Community Charter that the Council may, where it has adopted a loan authorization bylaw, borrow temporarily under the conditions therein set out;

AND WHEREAS the Council has adopted Bylaw No. 9381, cited as the "Storm Drainage Capital Program Loan Authorization Bylaw, 2016, No. 9381" authorizing the borrowing of One million and Five hundred thousand dollars (\$1,500,000) in order to construct and make improvements to the storm drainage system and which received the approval of the Inspector of Municipalities on November 23, 2016;

NOW THEREFORE, the Municipal Council of The Corporation of the District of Saanich in open meeting assembled, enacts as follows:

1. The Council is hereby authorized and empowered to borrow from the Municipal Finance Authority an amount or amounts not exceeding the sum of Six hundred Fifty Nine thousand, Six Hundred and Forty dollars (\$659,640).
2. The form of obligation to be given as acknowledgment of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Treasurer payable on demand.
3. The money so borrowed shall be used solely for the purposes set out in said Bylaw No. 9381.
4. The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money temporarily borrowed.
5. This bylaw may be cited as the "**STORM DRAINAGE CAPITAL TEMPORARY BORROWING BYLAW, 2016, NO. 9405**".

Read a first time this

Read a second time this

Read a third time this

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the

Municipal Clerk

Mayor

THE CORPORATION OF THE DISTRICT OF SAANICH
BYLAW NO. 9406
TO AUTHORIZE TEMPORARY BORROWING FOR
PARKS CAPITAL PROJECTS

WHEREAS it is provided by Section 181 of the Community Charter that the Council may, where it has adopted a loan authorization bylaw, borrow temporarily under the conditions therein set out;

AND WHEREAS the Council has adopted Bylaw No. 9383, cited as the "Parks Capital Projects Loan Authorization Bylaw, 2016, No. 9383" authorizing the borrowing of One million and Three hundred thousand dollars (\$1,300,000) in order to construct and make improvements to the parks infrastructure and which received the approval of the Inspector of Municipalities on November 23, 2016;

NOW THEREFORE, the Municipal Council of The Corporation of the District of Saanich in open meeting assembled, enacts as follows:

1. The Council is hereby authorized and empowered to borrow from the Municipal Finance Authority an amount or amounts not exceeding the sum of Eight hundred Twenty Six thousand, Three hundred and Sixty dollars (\$826,360).
2. The form of obligation to be given as acknowledgment of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Treasurer payable on demand.
3. The money so borrowed shall be used solely for the purposes set out in said Bylaw No. 9383.
4. The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money temporarily borrowed.
5. This bylaw may be cited as the **"PARKS CAPITAL TEMPORARY BORROWING BYLAW, 2016, NO. 9406"**.

Read a first time this

Read a second time this

Read a third time this

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the

Municipal Clerk

Mayor

THE CORPORATION OF THE DISTRICT OF SAANICH
BYLAW NO. 9407
TO AUTHORIZE TEMPORARY BORROWING FOR
PARKS CAPITAL PROJECTS

WHEREAS it is provided by Section 181 of the Community Charter that the Council may, where it has adopted a loan authorization bylaw, borrow temporarily under the conditions therein set out;

AND WHEREAS the Council has adopted Bylaw No. 9386, cited as the "Gordon Head Recreation Centre Loan Authorization Bylaw, 2016, No. 9386" authorizing the borrowing of Eight Hundred Thirty Six thousand, Six hundred and Thirty dollars (\$836,630) in order to replace the Gordon Head Recreation Centre Boiler and which received the approval of the Inspector of Municipalities on November 23, 2016;

NOW THEREFORE, the Municipal Council of The Corporation of the District of Saanich in open meeting assembled, enacts as follows:

1. The Council is hereby authorized and empowered to borrow from the Municipal Finance Authority an amount or amounts not exceeding the sum of Eight Hundred Thirty Six thousand, Six hundred and Thirty dollars (\$836,630).
2. The form of obligation to be given as acknowledgment of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Treasurer payable on demand.
3. The money so borrowed shall be used solely for the purposes set out in said Bylaw No. 9386.
4. The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money temporarily borrowed.
5. This bylaw may be cited as the **"GORDON HEAD RECREATION CENTRE TEMPORARY BORROWING BYLAW, 2016, NO. 9407"**.

Read a first time this

Read a second time this

Read a third time this

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the

Municipal Clerk

Mayor

1410-04
ref: 1110-30

Cnc'l Dec 5/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrato
Media

Report

To: Mayor and Council
From: Valla Tinney, Director of Finance
Date: November 28, 2016
Subject: Proposed 2017 Sewer Utility Rates – For Approval

PURPOSE

The purpose of this report is to obtain approval for the proposed 2017 Sewer Utility Rates.

BACKGROUND

The Sewer Utility is operated by the Public Works division to collect and dispose of wastewater for the majority of Saanich residents. Effluent is discharged to the regional sewer system operated by the Capital Regional District. Over 550 kms of sewer mains, 40 pumping stations and over 29,700 laterals (connections from the sewer main to the property line of the site being serviced) are maintained.

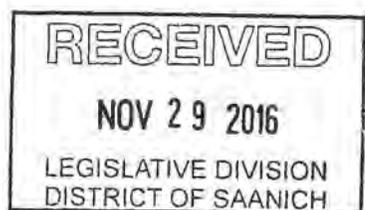
The system is financed from sewer user charges that cover the cost of operations, CRD sewer treatment and an infrastructure replacement program. Debt financing supplements the infrastructure replacement program from time to time as the capital budget for infrastructure replacement is increased toward the 2019 sustainability target.

Each year in December the CRD confirms their preliminary budget, the budget proposal is finalized in accordance with the budget guidelines, revenue requirements are determined and the rates are calculated for the next year. Due to the number of utility accounts in Saanich, the billing cycle commences the first week of January.

DISCUSSION

2017 Budget Summary:

Sewer revenue requirements are projected to increase from \$17,924,200 to \$19,708,000 or 9.95% in 2017. A significant portion of the increase is attributable to increasing costs of the regional sewage program. Pump Station Maintenance budget was increased by 4.86% to fund increases in equipment usage and the licensing cost of the SCADA system (electronic system used to monitor pump station operations). The capital program increase for infrastructure replacement funding supports reaching the sustainability target by 2019.



Net Budget By Function	Projected Actual	Budget	Budget	\$ Change	% Change
	2016	2016	2017	2017/2016	2017/2016
Sewer Revenue	(17,401,200)	(17,924,200)	(19,708,000)	(1,783,800)	9.95%
General Administration	1,411,420	1,417,800	1,441,200	23,400	1.65%
Field Operations	164,580	134,100	135,200	1,100	0.82%
Cleaning and Repairs	431,310	454,800	461,300	6,500	1.43%
Pump Station Maintenance	888,908	1,004,200	1,053,000	48,800	4.86%
Man Hole Maintenance	66,670	66,700	69,500	2,800	4.20%
Sewer Service Maintenance	246,500	250,100	253,700	3,600	1.44%
CRD Services	8,061,910	8,409,500	9,657,100	1,247,600	14.84%
Debt Charges & Reserve					
Transfer	1,452,000	1,452,000	1,452,000	-	0.00%
Contingency	30,240	250,000	250,000	-	0.00%
Net Capital Program	4,515,910	4,485,000	4,935,000	450,000	10.03%
Total	(131,752)	0	0	0	0.00%

Impact to Average Homeowner for 2017:

In 2017 the sewer charge for an average homeowner is recommended to increase from \$437 to \$490. This represents a 12.1% increase over 2016 or \$53 as shown:

Increase to Average Homeowner	2016	2017	\$ Increase	% Increase
CRD Operating and Debt	204.00	239.10	35.10	8.0
Saanich Operating Costs	123.20	127.68	4.48	1.0
Saanich Infrastructure	109.80	123.22	13.42	3.1
Total	\$ 437.00	\$ 490.00	\$ 53.00	12.1

- **CRD Operating and Debt:** Saanich participates in the regional sewer system and cost shares in the operating costs and debt charges related to Liquid Waste Management Plan mandated regional sewage treatment. The overall increase is 8.0% to the average homeowner due primarily to the increase in the debt portion of the Wastewater Treatment Program.
- **Saanich Operating Costs:** The impact to residents from Saanich's sewer operating costs remain very low again in 2017 at 1.0%. The inflationary cost of operating the sewer system is at 1.71% for the year due mainly to the budgeted increase in the Pump Station Maintenance (.66%). All other inflationary pressures combined total only 1.05%. This translates to a 1.0% increase in rates to the average homeowner.

- Saanich Infrastructure:** The \$450,000 increase reflects continued commitment to sustainable capital infrastructure replacement. This practice has been in effect for several years to stabilize debt load and progress capital replacement funding toward sustainable levels. The following table shows the increases recommended over the next three years to reach the target funding level by 2019. We can see that the impact on rates will diminish over the next three years and then plateau with increases dropping to an annual estimated 2% inflation cost index commencing in 2020.

Year	2017	2018	2019	2020	2021
Increase	\$ 450,000	\$ 300,000	\$ 257,000	\$ 139,840	\$ 142,630
Funding Level	\$ 6,435,000	\$ 6,735,000	\$ 6,992,000	\$ 7,131,840	\$ 7,274,470

Proposed Rates for 2017:

The sewer system rate structure is comprised of two charges:

- Sewer User Rate**

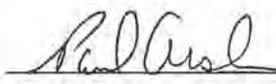
	<u>2016 Rate</u>	<u>2017 Rate</u>	<u>Increase</u>
Consumption - CRD	106.6 cents	125.2 cents	18.6 cents
- Saanich	<u>105.8 cents</u>	<u>115.2 cents</u>	<u>9.4 cents</u>
	212.4 cents	240.4 cents	28.0 cents

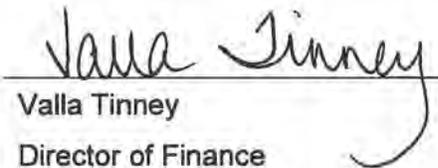
The fixed charge component of the sewer charge is recommended to remain unchanged at \$31.

Recommendation:

That:

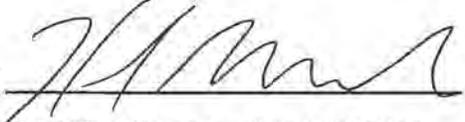
1. The Capital Regional District Sewer Usage Charge be increased from 106.6 cents per cubic meter to 125.2 cents per cubic meter, and
2. The Saanich Sewer Usage Charge be increased from 105.8 cents per cubic meter to 115.2 cents per cubic meter

Prepared by 
 Paul Arslan
 Senior Manager of Financial Services

Approved by 
 Valla Tinney
 Director of Finance

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Finance.

for 
Paul Thorkelsson, Administrator

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9408

TO AMEND BYLAW NO. 8792, BEING THE
"SANITARY SEWER BYLAW, 2006"

The Municipal Council of The Corporation of the District of Saanich in open meeting assembled enacts as follows:

1. Bylaw No. 8792 being the "Sanitary Sewer Bylaw, 2006" is hereby amended as follows:
 - (a) By deleting Sections 2 a. and 2 b. of Schedule "E" and substituting therefor the following:
 - "2. Sewer Usage Charge (Effective January 1, 2017)
 - a. The rate for the Saanich Sewer Usage Charge shall be \$1.152 for each cubic meter of water consumed by the premises.
 - b. The rate for the Capital Regional District Sewer Usage Charge shall be \$1.252 for each cubic meter of water consumed by the premises."
2. This Bylaw may be cited for all purposes as the "**SANITARY SEWER BYLAW, 2006, AMENDMENT BYLAW, 2016, NO. 9408**".

Read a first time this

Read a second time this

Read a third time this

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the

Municipal Clerk

Mayor

Net Budget By Function	Projected Actual	Budget	Budget	\$ Change	% Change
	2016	2016	2017	2017/2016	2017/2016
Solid Waste Revenue	(5,895,200)	(5,870,300)	(6,087,600)	(217,300)	3.70%
Collection and Disposal	5,230,800	5,256,800	5,459,700	202,900	3.86%
Yard Drop-Off & Disposal	394,100	406,000	417,400	11,400	2.81%
Leaf Program	185,400	207,500	210,500	3,000	1.45%
Total	(84,900)	0	0	0	0.00%

Impact to Average Homeowner for 2017:

In 2017, an increase of \$6.00 to the annual Solid Waste Services fee (\$2.00 per trimester) is recommended. The significant impacts on this fee include estimated increases to labour costs, increase in yard drop-off hauling and reimbursement to the general operating fund for support work provided to the garbage utility

Although volumes and therefore costs for both organic and landfill disposal have increased, cart revenues have also increased and currently subsidise a portion of the infrastructure costs. There is no requirement for an increase to the annual cart charge for either the organic or garbage carts. This is the second consecutive year that cart fees have not been increased.

The 2017 proposed fees would result in a range of fees for homeowners using one of each carts from \$169 to \$224.25 (2016 = \$163 to \$218.25). The increase on each trimester bill would be \$2.00 respectively.

	2016	2017	Annual	Trimester
	<u>Approved</u>	<u>Proposed</u>	<u>Increase</u>	<u>Increase</u>
Base Fee	\$112.50	\$118.50	\$6.00	2.00
Cart Fees:				
Garbage 120 Litre	\$25.50	\$25.50	\$0.00	
Garbage 180 Litre	\$35.75	\$35.75	\$0.00	
Organic 80 Litre	\$25.00	\$25.00	\$0.00	
Organic 120 Litre	\$35.00	\$35.00	\$0.00	
Organic 240 Litre	\$70.00	\$70.00	\$0.00	

RECOMMENDATION

That Council approve the 2017 base fee of \$118.50 for Solid Waste Services.

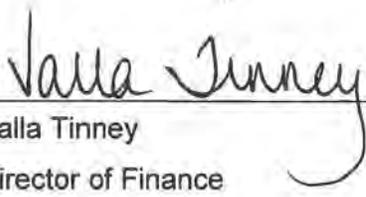
Prepared by



Paul Arslan

Senior Manager of Financial Services

Approved by



Valla Tinney
Director of Finance

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Finance.

For 

Paul Thorkelsson, Administrator

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9409

TO AMEND BYLAW NO. 9233, BEING THE
"GARBAGE COLLECTION AND DISPOSAL BYLAW, 2013"

The Municipal Council of The Corporation of the District of Saanich in open meeting assembled enacts as follows:

1. Bylaw No. 9233 being the "Garbage Collection and Disposal Bylaw, 2013" is hereby amended as follows:
 - (a) By deleting Schedule "A" – Solid Waste Services Fee Schedule and substituting therefor a new Schedule "A" which is attached hereto.
2. This Bylaw may be cited for all purposes as the "**GARBAGE COLLECTION AND DISPOSAL BYLAW, 2013, AMENDMENT BYLAW, 2016, NO. 9409**".

Read a first time this

Read a second time this

Read a third time this

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the

Municipal Clerk

Mayor

Schedule "A"**SOLID WASTE SERVICES FEE SCHEDULE (EFFECTIVE JANUARY 1, 2017)**

COLUMN 1 SERVICE	COLUMN 2 FEE
Solid Waste Services fee	\$118.50 per dwelling unit or non-residential property per year
Collection of garbage from each residential unit or non-residential property by size of garbage regulation container*	\$25.50 per year per container \$35.75 per year per container
<ul style="list-style-type: none"> • 120-litre regulation garbage container • 180-litre regulation garbage container 	
Collection of organics recycling from each residential unit or non-residential property by size of organics recycling regulation container*	\$25.00 per year per container \$35.00 per year per container \$70.00 per year per container
<ul style="list-style-type: none"> • 80-litre regulation organics recycling container • 120-litre regulation organics recycling container • 240-litre regulation organics recycling container 	
Change Regulation Container Size	\$30.00 per request*
Return Regulation Container	\$30.00 per request*
Repair or Replace Lost or Damaged Regulation Container	\$50.00 per container*
Extra Garbage Tickets**	\$3.00 each
Special Pick-up of Garbage or Yard Trimmings***	\$50.00 per cubic metre

* Additions or reductions in fees due to cart size changes and, return, repair or replace fees will be charged on the next available utility bill. Changes will not be prorated retroactively.

** The cost for an extra garbage ticket is \$3.00 per extra bag, which shall not exceed 25kg.

*** Minimum charge for special pick-up of garbage or yard trimmings is \$50.00.

one1 Dec 5/16



LEGISLATIVE SERVICES

Mayor
Councillors
Administrators

Council
Administration
Media

File: 1410-01

Memo

To: Mayor and Councillors

From: Donna Dupas, Legislative Manager

Date: November 30, 2016

Subject: Designation of Councillors as Acting Mayor

In accordance with our regular procedure, Councillors need to be designated as Acting Mayor. To ensure continuous operations in case of emergency, Council is requested to pass a motion at the December 5, 2016 Council Meeting, adopting the Acting Mayor rotation as outlined below.

December and January	Councillor Judy Brownoff
February and March	Councillor Leif Wergeland
April and May	Councillor Vic Derman
June and July	Councillor Susan Brice
August	Councillor Vicki Sanders
September	Councillor Dean Murdock
October	Councillor Colin Plant
November	Councillor Fred Haynes



Donna Dupas
Legislative Manager

dh

cc: Paul Thorkelsson, CAO
Carrie MacPhee, Director of Legislative Services

CM
E.1

1410-04
2189-1110-30

Cnc'l Dec 5/16



The Corporation of the District of Saanich

Mayor
Councillors
Administration
Council
Administration
Media

Report

To: Mayor and Council
From: Valla Tinney, Director of Finance
Date: November 28, 2016
Subject: Proposed 2017 Water Utility Rates – For Approval

PURPOSE

The purpose of this report is to provide information to Council on the 2017 Water Utility Rates.

BACKGROUND

The Water Utility system is comprised of over 547 km of water mains, 29,700 services, 18 pump stations and 4 reservoirs. The system is maintained by the Public Works Division and is financed from water charges on a user pay basis. Bulk water is purchased from the Capital Regional District and then distributed to customers via the Municipal Distribution System.

The utility provides safe drinking water for domestic and emergency use and meets firefighting standards, applicable health standards and the Drinking Water Protection Act.

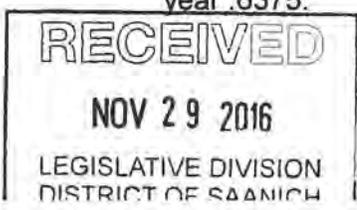
Each year in December the CRD confirms the bulk water rate, the budget proposal is finalized in accordance with the budget guidelines, revenue requirements are determined and the rates are calculated for the next year. Due to the number of utility accounts in Saanich, the billing cycle commences the first week of January.

DISCUSSION

2017 Budget Summary:

Water revenues requirements are projected to increase from \$20,870,200 to \$21,372,800 or 2.41% in 2017. Pump Station Maintenance budget was increased by 5.79% to fund increases in utility costs and the licensing cost of the SCADA system (electronic system used to monitor pump station operations). Water Quality Program budget increased by 7.44% to provide for laboratory costs of water sample testing which were previously paid for by the CRD but is now the District's responsibility. While the CRD rates in 2017 will remain the same as 2016, Water Purchase budget increase of 1.35% reflects the expected usage increase over prior years. As the capital program reached a sustainable funding level in 2015, the increase in 2017 is set to 2% to ensure the levels are not eroded due to inflation in construction costs.

- CRD Bulk Water Cost: The approved increase in the CRD bulk water rate is similar to last year .6375.



- **Saanich Operating Costs:** The annual inflationary cost of operating the water system is at 2.33% for the year due mainly to the budgeted increase in both the Pump Station Maintenance and Water Quality budgets
- **Saanich Infrastructure:** The 2% increase in water capital funding is needed to maintain the sustainable level of funding reached in 2015.

Net Budget By Function	Projected Actual	Budget	Budget	\$ Change	% Change
	2016	2016	2017	2017/2016	2017/2016
Water Revenue	(21,419,930)	(20,870,200)	(21,252,800)	(382,600)	1.83%
General Administration	1,312,000	1,312,000	1,341,800	29,800	2.27%
Field Operations	672,740	661,900	673,500	11,600	1.75%
Water Purchases	8,687,300	8,120,000	8,230,000	110,000	1.35%
Waterline Repairs	861,040	672,700	681,100	8,400	1.25%
Pump Station Maintenance	449,910	668,000	706,700	38,700	5.79%
Hydrant Maintenance	178,360	177,600	180,700	3,100	1.75%
Valve Maintenance	214,400	306,600	311,200	4,600	1.50%
Meter Repairs/Replacements	311,130	321,700	326,100	4,400	1.37%
Water Quality Programs	283,810	313,100	336,400	23,300	7.44%
Billing and Collection	511,530	546,600	549,300	2,700	0.49%
Contingency	50,350	450,000	450,000	-	0.00%
Net Capital Program	7,320,000	7,320,000	7,466,000	146,000	1.99%
Total	(567,360)	0	0	0	0.00%

Impact to Average Homeowner for 2017:

There is no proposed change to the Regular Water rates for 2017. Although there are increases in various expenditures in 2017 over 2016, the projected increase in overall water consumption within the district is sufficient to generate the extra revenue requirement. Additional consumption comes from increased usage and new residential and commercial units.

Proposed Rates for 2017:

The water system rate structure is comprised of four rate categories:

- REGULAR Water Rate – charged to all residential and commercial customers.
- AGRICULTURAL Rate (bulk cost plus 20%) – charged to agricultural customers not recognised by BC Assessment as farm (e.g. golf courses).
- FARM Rate - CRD subsidized rate charged to farmers. No change in the rate.
- PARK Rate (Bulk Cost) charged to Parks, Cemeteries and other specified users.

No change in rate structure is proposed for 2017; individual rates are projected to change as follows:

	<u>2016 Rate</u>	<u>2017 Rate</u>	<u>Change</u>
• Regular	156.0 cents	156.0 cents	0.0 cents
• Agricultural	76.5 cents	76.5 cents	0.0 cents
• Farm	21.1 cents	21.1 cents	0.0 cents
• Park	63.8 cents	63.8 cents	0.0 cents

The fixed charge component of the water charge is also recommended to remain unchanged at \$45.

RECOMMENDATION

That council receive the report for information.

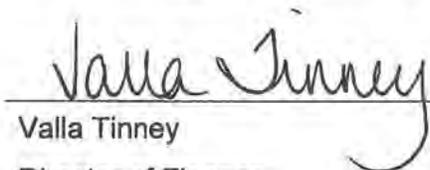
Prepared by



Paul Arslan

Senior Manager of Financial Services

Approved by



Valla Tinney

Director of Finance

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Finance.

For 

Paul Thorkelsson, Administrator

1470-04 x ref
2310-20 SVAP

C/W Dec 5/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council
Administrators
Media

Report

To: Mayor and Council
From: Sharon Hvozanski, Director of Planning
Date: November 17, 2016
Subject: Shelbourne Valley Action Plan – Short-Term Mobility Implementation Options
File: 2310-20

PURPOSE

The purpose of this report is to:

- Provide an overview of public engagement related to Shelbourne Valley Action Plan short-term mobility implementation options;
- Highlight key issues that were raised during engagement; and
- Seek Council approval in principle for a Shelbourne Valley short-term mobility implementation option.

BACKGROUND

Council Direction

The proposed Shelbourne Valley Action Plan was presented to Council at the June 9, 2014, Committee of the Whole (COTW) meeting. At that meeting, Council endorsed the following:

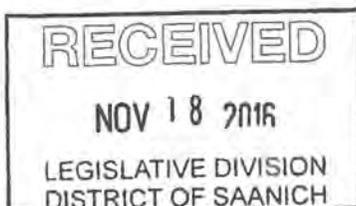
“That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning dated May 30, 2014.”

At the same meeting, Council made the following motion:

“That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing.”

Key themes from comments received from both the public and Council at the June 9, 2014 COTW meeting were:

- Support for/desire to accelerate short-term mobility actions;
- Need for more detailed financial analysis and timelines;
- More urgency needed for pedestrian and cycling improvements; and
- Focus more on mobility actions on Shelbourne Street.



Following that direction, staff prepared two options for short-term mobility improvements in the Shelbourne Valley. These were presented to Committee of the Whole on October 5, 2015. At that meeting the following motion was made:

“That Council direct staff to seek public input on mobility implementation options.”

Shelbourne Valley Action Plan

The proposed Shelbourne Valley Action Plan (SVAP) is a comprehensive vision and action plan that will guide environment, land use, mobility, and urban design decisions in the Shelbourne Valley over the next 30 years. The long-term Plan received strong support from the community and stakeholder groups, but some members of the public expressed a desire for more immediate short-term action. When a proposed Plan was presented to Council in June 2014, direction was given to focus on exploring options to accelerate short-term mobility improvements.

Over the past two years, the focus has been on developing and reviewing options for short-term improvements. This work has included significant research and analysis and public engagement on potential options.

This report provides an overview of options explored, engagement results and proposes a recommended short-term design concept for Shelbourne Street and the Shelbourne Valley. Council endorsement of short-term mobility actions will allow staff to finalize the full Shelbourne Valley Action Plan and bring the Plan forward to Council for consideration for adoption.

Long-Term Mobility Vision

The focus of the recent public process has been on options for short-term mobility improvements. However, underpinning this work are the objectives and long-term vision articulated in the draft Shelbourne Valley Action Plan.

Shelbourne Valley Action Plan Objectives

1. Increase pedestrian and cycling connectivity;
2. Improve the design of streets as a space for community enjoyment and activity;
3. Reduce transportation related greenhouse gas emissions and energy consumption;
4. Improve safety and comfort for all users;
5. Enhance access to businesses by all modes;
6. Improve transit efficiency and accessibility;
7. Provide a cycling network suited to all ages and abilities; and
8. Strengthen linkages between land use and transportation.

Shelbourne Street Vision

The proposed Plan identifies mid-term and long-term Shelbourne Street design concepts within an expanded right-of-way (see Figures 1 and 2) that accommodates pedestrians, cyclists, transit and motorists while contributing to the vision of Shelbourne Street as a “Great Street” where people want to live, work, and play.

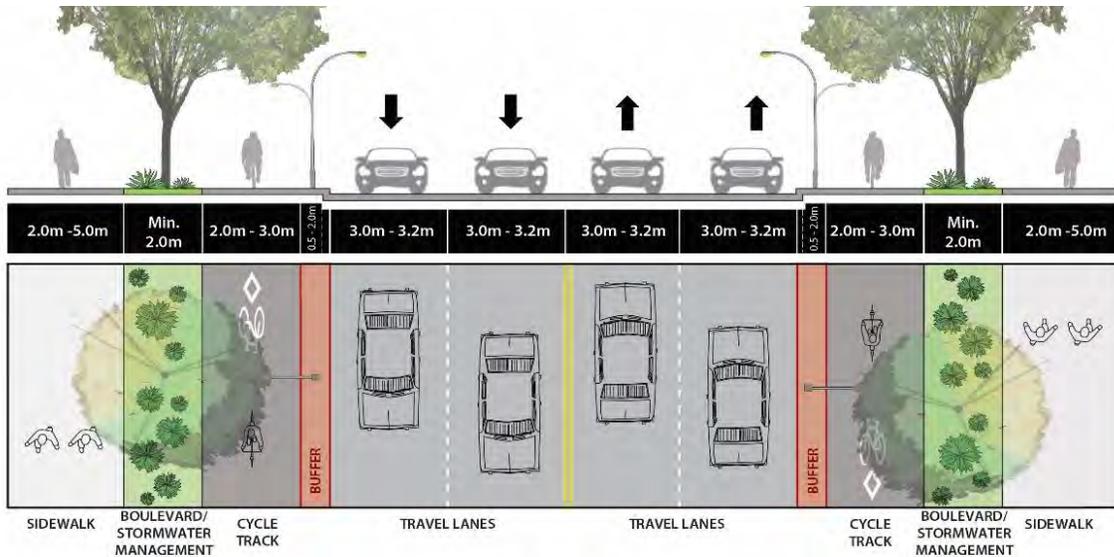


Figure 1: Shelbourne Street Right-of-Way Mid-Term Ultimate Design Concept

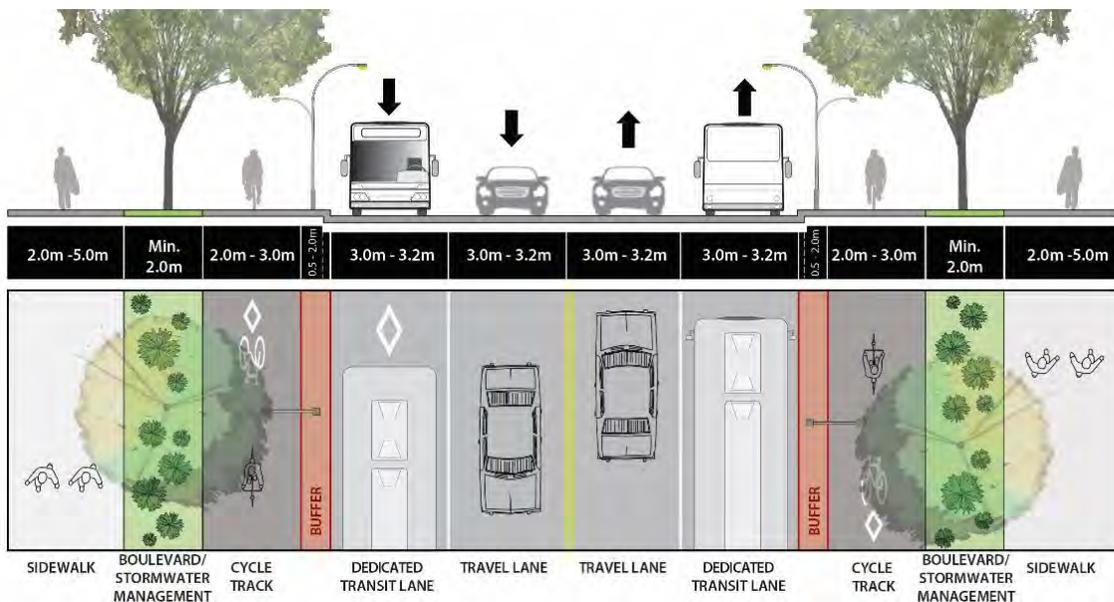


Figure 2: Shelbourne Street Right-of-Way Long-Term Ultimate Design Concept

Implementation of Ultimate Design Concept

Implementing the Ultimate Design Concept requires expanding the right-of-way from its current 20-23 metres to 28-30 metres, a process that affects almost every property fronting Shelbourne Street. The dedication of additional right-of-way through redevelopment along the extent of Shelbourne Street could take a significant amount of time. The only alternative to obtaining the necessary dedication through redevelopment is to purchase the required land, which would be cost prohibitive. The focus of exploring options for short-term improvements is to assess how we can progress towards the ultimate vision within existing constraints.

OPTIONS FOR SHORT-TERM MOBILITY IMPROVEMENTS IN THE SHELBOURNE VALLEY

As directed by Council, recent project work has focused on developing concepts for short-term mobility improvements on Shelbourne Street and in the Shelbourne Valley. This phase of the project included the development of two initial options for short-term improvements. After extensive public feedback on these options, a third option was developed that responded to major issues heard during initial engagement. Figure 3 illustrates the process used to develop and review short-term implementation options.

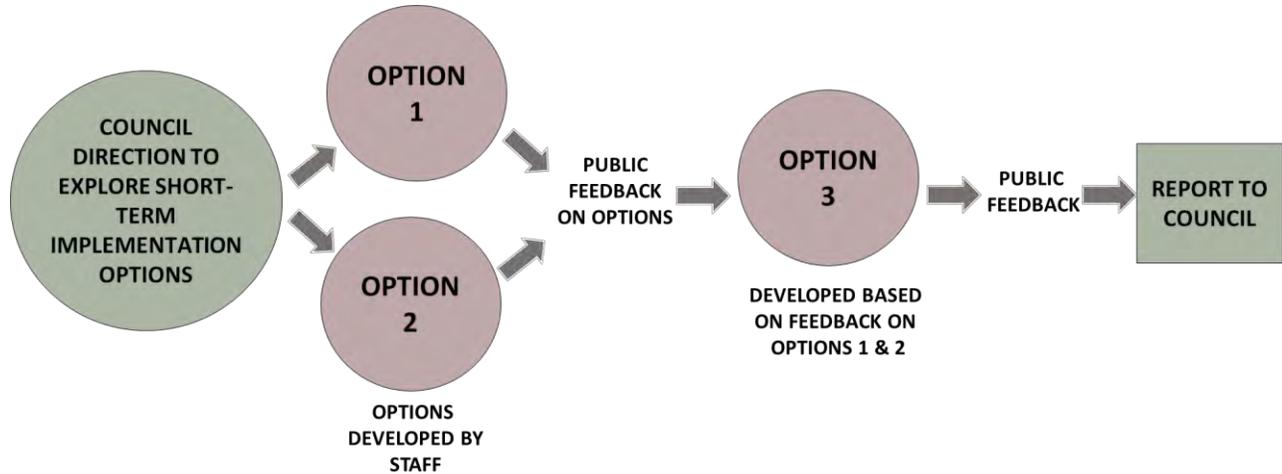


Figure 3: Short-Term Mobility Improvement Options – Review Process

Option 1

Option 1 maintains four general purpose travel lanes along the full extent of Shelbourne Street, incorporates pedestrian improvements at key locations, and introduces a cycle track on approximately 25% of the corridor (see Figure 4). Improvements on adjacent routes would support Shelbourne Street improvements.

Key Option 1 mobility actions include:

- A new cycle track and upgraded sidewalk on Shelbourne Street from:
 - Knight Avenue to Pear Street; and,
 - Torquay Drive to Feltham Road;
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

Cost Estimate

The total cost of Option 1 improvements would be approximately \$10.8 million.

LEGEND

-  New cycle track and sidewalk
-  Major sidewalk upgrades (West side)
-  Greenway / bikeway upgrades
-  Pedestrian and Transit improvements

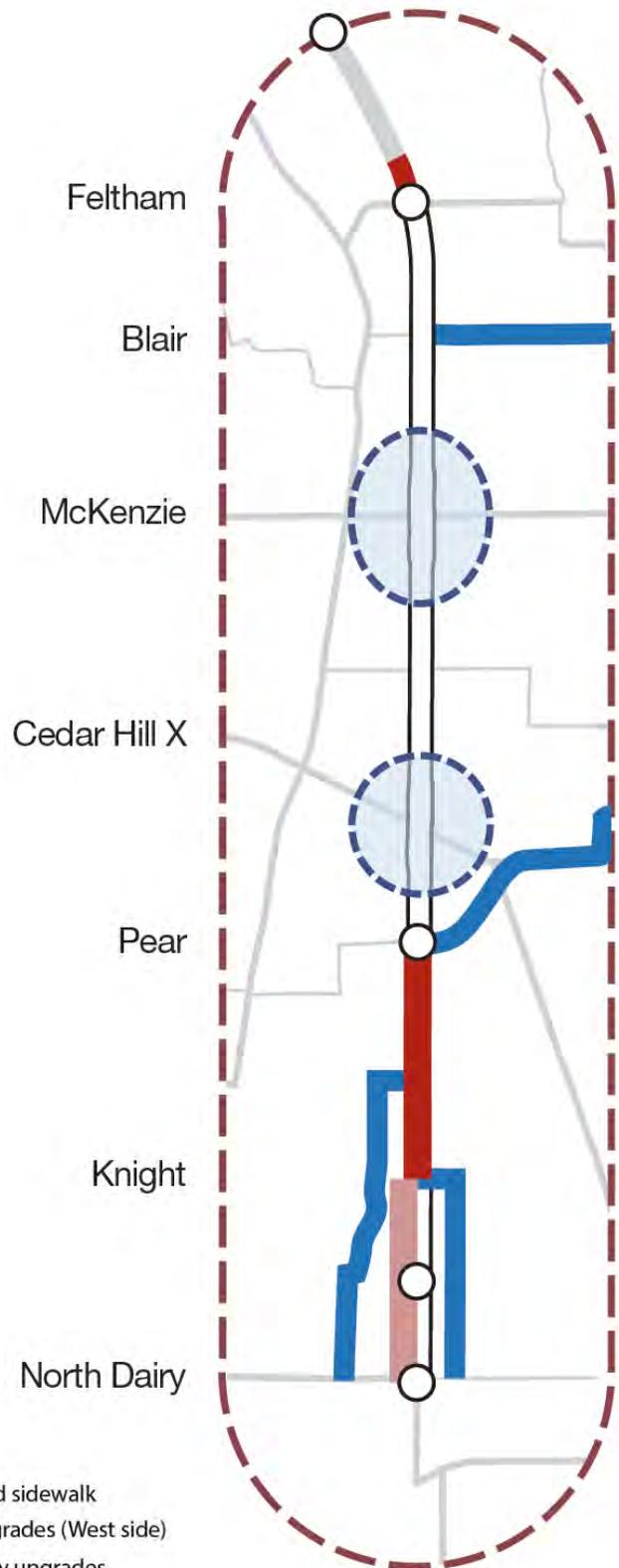


Figure 4: Option 1 Overview

Option 2

Option 2 includes lane reductions on approximately 75% of the street to provide pedestrian improvements and a continuous bike lane along the full extent of Shelbourne Street. This option is largely achieved through reallocation of existing curb to curb space.

Key Option 2 mobility actions include:

- A bike lane on the entirety of Shelbourne Street, with a buffered bike lane from Rowan Street to Feltham Road;
- Replacement of the poorest sections of sidewalk on Shelbourne Street south of Pear Street;
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”;
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

Cost Estimate

The total cost of Option 2 improvements would be approximately \$9.9 million.

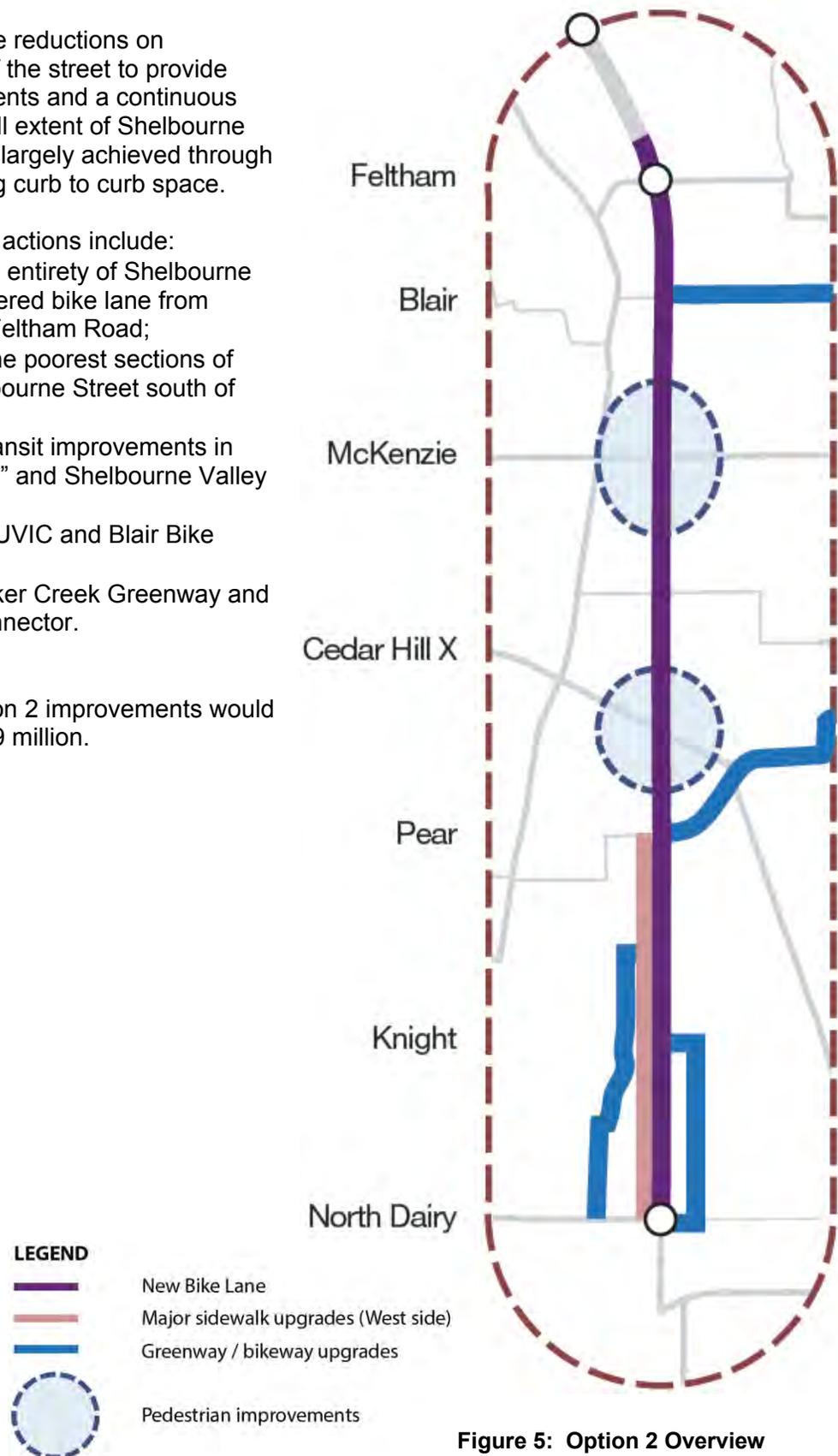


Figure 5: Option 2 Overview

Feedback on Options 1 & 2

In February and March of this year, Options 1 and 2 were presented to the public and stakeholder groups. Conceptual designs and supporting information allowed community members to review in detail the proposed changes and potential implications.

A variety of techniques were utilized to solicit input from members of the public, including stakeholder meetings, open houses, and a public survey completed by 1325 people. In the survey, 58% of respondents indicated a preference for Option 2 (see Figure 6).

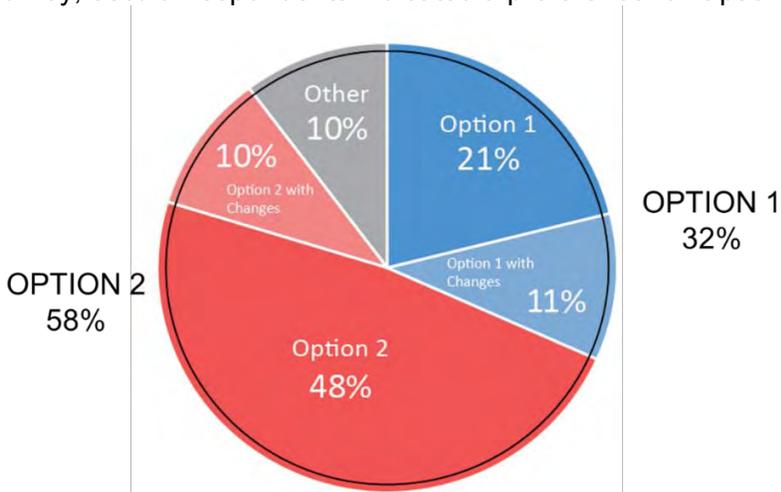


Figure 6: Option Preference expressed in February/March 2016 Public Survey

Appendix A provides a full summary of public engagement activities and results related to Options 1 and 2. Key highlights of survey results include:

- Identification of cycling, public transit, and walking as the three highest priority items for short term changes on Shelbourne Street;
- Support across all age groups for Option 2, with strongest support in younger age groups;
- Support for Option 2 from residents within and outside the Shelbourne Valley, with slightly lower support from Shelbourne Valley residents;
- Retention of four vehicle lanes on Shelbourne Street was identified as the number one reason for why people supported Option 1; and
- Addition of a continuous bike lane on Shelbourne Street was identified as the number one reason for why people supported Option 2.

Key Issues

While there was general support for Option 2, a number of issues were identified in public engagement activities that highlighted areas where the design concept could be improved. The three most frequent issues raised were:

- Strong support for a continuous bike facility, but a desire for greater physical separation from vehicle traffic;
- Desire to minimize impacts on transit and motor vehicle travel times and limit diversion to parallel streets; and
- Desire to maintain left turn access to most businesses and side streets.

Based on the feedback received during this period of engagement, staff developed Option 3. Option 3 works to retain the elements that were favoured in the first two options, but includes changes that address the major concerns that were heard during public engagement.

Option 3

Option 3 was developed based on the feedback received on the initial two options. This option contains many of the fundamentals of Option 2 (as this option was supported by 58% of survey respondents) and some features from Option 1.

Key Option 3 mobility actions include:

- 2.3 km of upgraded sidewalks on Shelbourne Street, including from North Dairy Road to Pear Street;
- A new continuous bike facility on the full extent of Shelbourne Street, with physical separation for half the route;
- Maintenance of four travel lanes for 65% of Shelbourne Street, including in the southern half from North Dairy Road to Christmas Avenue;
- Maintenance of left turn access to most businesses and side streets;
- Upgrades to the UVic Bike Connector;
- Improvements to all transit waiting areas; and
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”.

Option 3 provides significant changes in response to the primary concerns that were highlighted in public engagement on Options 1 and 2.

While Option 3 provides an enhanced cycling facility, significant pedestrian improvements, better access to businesses and side streets, and less lane reductions than in Option 2, a couple of trade-offs have been made to allow the concept to work within the constrained right-of-way. These include the requirement for limited property acquisition from 17 properties fronting Shelbourne Street and slightly more tree removal (approximately 70) than in Option 1 or 2. These impacts are primarily attributable to achieving conditions that provide space to add a cycle track and maintain four lanes in the south part of the corridor.

Cost Estimate

The preliminary cost estimate for Option 3 is \$12.5 million.

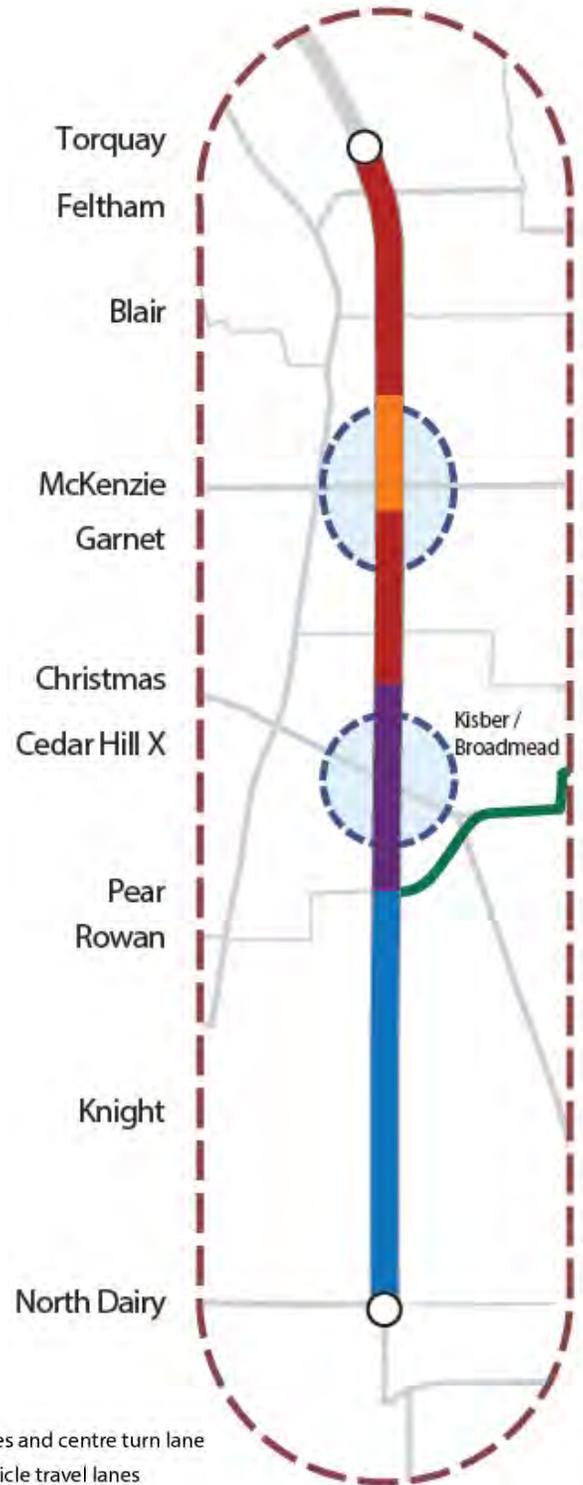
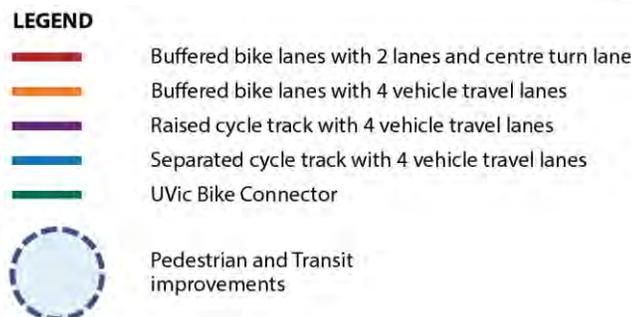


Figure 7: Option 3 Overview

Table 1 illustrates how the major concerns identified in public engagement on Options 1 and 2 are addressed in Option 3.

ITEM	WHAT WE HEARD	HOW OPTION 3 ADDRESSES THE 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>
 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>
 Impacts to Transit and Motor Vehicles	<p>Concern about impacts to transit and motor vehicle travel times and potential diversion to other streets in Option 2.</p>	<p>Option 3 maintains four traffic lanes for 65% of the corridor. By contrast, Option 2 maintains four lanes for 25% of the corridor.</p>
 Left Turn Access	<p>Concern about restrictions to left turn access to some businesses, side streets and residential properties.</p>	<p>Option 3 maintains left turn access at major locations along Shelbourne Street, including at Church Avenue, Garnet Road, and Kisber Avenue.</p>

Table 1: Option 3 – Response to Initial Public Feedback

Public Feedback on Option 3

Public Engagement

Numerous activities were undertaken that enabled the public and stakeholder groups to review and provide feedback on the Option 3 design. The primary objectives of this phase of engagement were to:

- Inform people how their input on Option 1 and 2 had been used to develop Option 3;
- Provide an opportunity for people to indicate their level of support for Option 3; and
- Provide the opportunity to provide feedback on the Option 3 design.

Numerous engagement techniques were used to raise awareness of the potential changes and solicit input from the public and stakeholder groups. Key engagement activities included:

- Two public open houses attended by approximately 800 people;
- Online and paper surveys completed by 1,328 people;
- 7,000 flyers delivered to homes and businesses within the Shelbourne Valley;
- Advertisements in the Saanich News and Times Colonist;
- Large displays of the Option 3 design concept at the Mt. Tolmie VanCity branch and Cedar Hill Recreation Centre;
- Virtual Open House and videos of design options on the project webpage;
- Posts on Saanich Facebook, Twitter and LinkedIn accounts; and
- Meetings with stakeholder groups, including:
 - Shelbourne Valley Stakeholder Committee;
 - BC Transit;
 - Major landowners in the Shelbourne Valley;
 - Bowker Creek Initiative;
 - Greater Victoria Cycling Coalition;
 - Saanich Planning, Transportation and Economic Development Committee;
 - Saanich Bicycle and Pedestrian Mobility Advisory Committee; and
 - Gordon Head Residents Association.

Council Advisory Committees

As noted above, meetings occurred with two Council Advisory Committee, with a focus on a review of the Option 3 design. Both committees passed motions in support of Option 3.

On October 6, 2016 the Bicycle and Pedestrian Mobility Committee passed a motion as follows:

“That the Bicycle and Pedestrian Mobility Advisory Committee supports in principle the design concept of option three for the Shelbourne Valley Action Plan, as presented.”

On October 13, 2016, the Planning, Transportation and Economic Development Committee passed the following motion:

“That the Planning, Transportation and Economic Development Advisory Committee supports Option 3 as presented by the manager of Community Planning at the Planning, Transportation and Economic Development Advisory Committee October 13, 2016.”

Public Survey Results

In total, 1,328 people completed the public survey on Option 3. A full account of engagement and survey results is included as Appendix B of this report. The focus of this public survey was to assess support for Option 3 and to understand any remaining concerns/suggested changes. In assessing support, 60% of survey respondents indicated that they supported the Option 3 design concept, with 84% either supporting or partially supporting Option 3. Figure 8 shows the response to the question: Do you support the proposed Option 3 design?

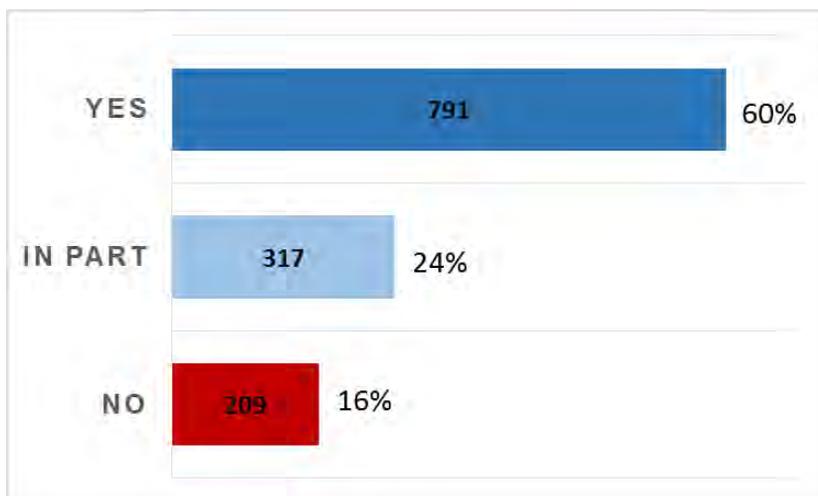


Figure 8: Responses to Question “Do you Support the Proposed Option 3 Design”

Another question the survey asked respondents was, which elements of the Option 3 design were most important to them. The most important elements identified were as follows:

1. Continuous bike facility of Shelbourne Street (67% of respondents);
2. Separation of bike facilities from vehicle traffic (63%);
3. Retention of four travel lanes – North Dairy Road to Christmas Avenue (38%);
4. Improvement of UVIC Bike Connector (37%); and
5. Addition of new pedestrian/cyclist signals – Knight Avenue and Torquay Drive (33%).

A question was also asked regarding what changes people would make to Option 3. Table 2 shows the top responses by survey respondents who were partially in support or not in support of Option 3.

Suggested Change	# of Mentions
Maintain four lanes/minimize traffic congestion	284
More bike lane separation	44
Reduce travel lanes/more two lane sections	37
Increase green space/minimize tree loss	14
Faster Implementation	7
Improve Turn Access	7
Reduce speed on other streets/Minimize traffic diversion	7
More transit improvements	7

Table 2: Top Suggested Changes by Survey Respondents who Did Not Support or Partially Supported Option 3

DISCUSSION

Option 3 was developed through careful consideration of public feedback received on Options 1 and 2, a desire to progress towards the ultimate vision on Shelbourne Street and the reality of existing conditions. Option 3 makes many significant changes that will begin to transition the fundamental character of Shelbourne Street to a more complete street that comfortably accommodates a wide range of users.

Given the constraints on Shelbourne Street and the many goals of the long-term vision, an optimal outcome for all considerations cannot be achieved in the short-term. Option 3 provides many significant improvements, but does include trade-offs.

The following text highlights key items raised in feedback received on Option 3 in the public survey, stakeholder meetings, and written submissions.

Impacts to Vehicle Travel Times/Diversion to Parallel Streets

As in initial engagement phases, a key item identified by members of the public was concerns around the impact of lane reductions on Shelbourne Street in Option 3. Specific concerns included slower travel times, increased diversion to parallel streets, and transitions at merge points.

When compared to Option 2, Option 3 has increased the extent of four lane sections and reduced the number of merge points. Specifically, four lanes have been retained in the southern portion of Shelbourne Street, which carries the highest traffic volumes (25,000 vehicles a day).

The number of travel lanes is proposed to be reduced between Christmas Avenue and Garnet Road and between just north of McKenzie Avenue to Torquay Drive. Lane reductions are recommended in these locations as a means to accommodate the addition of bike facilities.

Traffic analyses have been completed for Option 3 and based on traffic models, travel times have been estimated for existing and proposed conditions for Shelbourne Street between Feltham Road and Hillside Avenue. Current peak travel times are 9 minutes in the southbound direction in the morning peak and 10 minutes in the northbound direction in the afternoon peak. Under Option 3, travel times are estimated to increase by about 1.5 minutes in the southbound direction in the morning peak and just over 2.5 minutes in the northbound direction in the afternoon peak.

Potential diversion has also been examined with estimated impacts as follows:

- Traffic increase of 10-15% on Cedar Hill Road in peak periods;
- Traffic increase of 3-4% on Richmond Road in peak periods; and
- Traffic increase of 15-20% on Gordon Head Road in peak periods.

It is important to note that non-peak hour/direction travel times on Shelbourne Street would largely be unchanged.

While there are impacts for motor vehicles in the short-term, there are also many changes that will improve conditions:

- Removal of bikes from travel lanes, creating a safer condition for both vehicle drivers and cyclists;
- The addition of central turn lanes promoting safer turning movements in the north part of the corridor;
- Greater separation of travel lanes from sidewalks, creating a much more pleasant walking environment; and
- The addition of new or upgraded traffic signals that will promote safer access.

Any travel lane reductions made in the short-term will be returned back to four lanes as additional right-of-way is acquired through redevelopment, consistent with the long-term vision.

Retention of Four Lanes from Christmas Avenue to Garnet Road

A number of public comments focused on modifications to maintain four lanes from Christmas Avenue to Garnet Road, providing a continuous four lane segment from North Dairy Road to McKenzie Avenue. While the right-of-way in this section could technically accommodate four lanes and a minimum size bike facility, there are two key factors that play into the design that is proposed.

Firstly, this segment (Christmas Avenue to Garnet Road) has a number of high value trees that strongly contribute to the character of the street. Any configuration that retained four lanes and also added cycling facilities would require removal of virtually all the trees in this segment.

Secondly, the sidewalks in this segment are in relatively good shape, unlike portions in the south part of the corridor where the sidewalks are in urgent need of repair. In the case of Christmas Avenue to Garnet Road, retaining four lanes and adding cycle tracks would have significant cost and streetscape implications.

Impacts to Transit

Many of the general traffic impacts noted above also apply to transit vehicles. The Victoria Regional Transit Commission expressed some concerns with the Option 2 concept when it was presented for feedback earlier in the year. Option 3 provides a better outcome, as there are greater number of travel lanes, as well as a reduction in the number of potential conflict points between buses and bikes. Given the prominence of Shelbourne Street as a vital transit corridor, it is important to continue to work towards maintaining transit efficiency and enhancing the rider experience.

Option 3 helps to accomplish this through:

- Removing cyclists from vehicle lanes which will reduce some delay to transit that currently exists;
- Re-spacing transit stops to align with BC Transit guidelines, which creates time savings through removal of five stops;
- Adding bus shelters at all stops along the corridor. Currently only 11 of 24 stops have shelters;
- Improving pedestrian and cycling connections, providing easier transitions between travel modes;
- Removing some bus bays which will improve the transit operations as well as pedestrian waiting areas; and

- Participating in a traffic signal priority study, which could potentially improve transit travel times.

Tree Impacts

The Option 3 design concept estimates that approximately 70 trees would need to be removed, with approximately 90 trees replanted on Shelbourne Street. There would be more tree loss in this option than the previous two options as the entire stretch of Shelbourne Street from North Dairy Road to Pear Street would be reconstructed to include a new sidewalk and cycle track behind the curb. North of Pear Street, the impacts to existing trees would be minimal.

It is important to note that many of trees being proposed for removal would not be retainable in a standard sidewalk upgrade project or as part of the implementation of the ultimate design. In detailed design work, options will be explored to enable design modifications that could preserve existing trees.

Bike Facility Design

Feedback has been received on further increasing the amount of physically separated segments of bike lane on Shelbourne Street. The Option 3 design concept provides a significant step forward in this regard, as over 50% of the route is physically separated from traffic. The remainder of the route is buffered bike lane which potentially could incorporate physical separation, such as bollards, in the future. This could be explored further at the detailed design stage.

Property Acquisition

The Option 3 design concept includes limited acquisition from the frontages of 17 properties. 15 of these 17 acquisitions are on the west side of Shelbourne Street between North Dairy Road and Knight Street and are required to accommodate a bike facility and maintain four travel lanes in this narrow segment. The remaining two acquisitions would facilitate left turn bays at Garnet Road and Kisber Avenue. Should Council approve the design concept, negotiations would commence with property owners. If these negotiations are unsuccessful, design modifications would be explored.

Stormwater Management

During consultation with stakeholder groups, including the Bowker Creek Initiative, there was significant interest in how stormwater management would be improved in short-term concepts. The intention of the project is to integrate stormwater management areas into vegetated boulevards where possible. To this end, budget has been allocated in the preliminary cost estimate for stormwater management. The exact location of these areas would be determined through detailed design.

IMPLEMENTATION CONSIDERATIONS

The proposed transportation improvements represent a significant undertaking that would have impacts for future engineering priorities and staff resources. This section of the report identifies potential phasing, funding, alignment with underground infrastructure projects, and maintenance considerations.

Potential Phasing

Regardless of the option chosen by Council, the implementation of mobility improvements will involve a multi-phased process and include coordination with the upgrading of underground utilities. It is estimated that the first year of the project would be dedicated to detailed design work, with construction being initiated as early as 2018.

Figure 9 shows potential project phasing, with the area north of McKenzie Avenue and the UVIC Bike Connector identified as Phase 1, as they have less complex design considerations.

Funding

Funding for the project would be from the transportation capital budget. Staff have developed scenarios where existing capital funding allocations could be managed to fund the project. This would likely delay some other transportation capital projects, such as the Sinclair Road upgrades, Douglas Local Connector project, and the Glanford complete street project.

Given the comprehensive, multi-modal improvements that are being considered, this project would be a strong candidate for Federal and Provincial grant programs. If funding was obtained it would reduce the overall project cost and/or potential delays to other projects.

Underground Infrastructure Projects

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.

Preliminary cost estimates for required upgrades are as follows:

- Water - \$5.9 million
- Sewer - \$4.6 million
- Stormwater - \$7.9 million



Figure 9: Potential Project Phasing

The major roadwork associated with this project provides an opportunity to coordinate underground and transportation work and minimize overall impacts to residents and businesses. To enable this coordination, infrastructure design work would need to begin in concert with the initiation of transportation design work. Underground infrastructure projects are funded through separate utilities. As with the transportation capital projects there would need to be a realignment of short-term priorities within each utility to facilitate this work.

Maintenance Considerations

A large portion of the Shelbourne Street right-of-way could undergo a wholesale transformation, which would have implications for both Engineering and Parks maintenance budgets.

From an engineering perspective, the complexity of the street environment would be greatly enhanced by the addition of three types of bike facilities and a significant amount of new paint markings. From a parks perspective, while the amount of area to maintain is not dramatically different, there would be 90 new trees that require care to establish properly and boulevard segments that would be challenging to irrigate and maintain. These changes and the corresponding increase in maintenance requirements will need to be considered in the operational budgets of these departments.

NEXT STEPS

Council Decision on Mobility Options

Council could endorse in principle any of the three short-term mobility implementation options. All have relatively similar costs and implementation timelines.

Option 1 maintains four travel lanes and focuses improvements in strategic locations. It does not however create a fundamental change on Shelbourne Street and does not include a continuous bike facility, which has been identified as a critical element by many stakeholders.

Option 2 includes a continuous bike lane, focused pedestrian improvements, and lane reductions on 75% of Shelbourne Street. While achieving the goal of a continuous bike lane, concerns were expressed around the impacts to transit and motor vehicles, the quality of the bike facility, and access to businesses.

Option 3 provides a continuous, high quality bike lane, significant pedestrian improvements, maintains left turn access in most locations, and preserves four travel lanes for 65% of Shelbourne Street.

Recommendation

Staff believe that Option 3 represents the best combination of improvements that advance pedestrian and cycling conditions in the short-term, while respecting the role and function of Shelbourne Street as a whole. It also represents the biggest step towards the ultimate design for Shelbourne Street of any of the options.

Shelbourne Valley Action Plan

Council endorsement of a short-term mobility implementation option would enable staff to incorporate short-term actions into a final Shelbourne Valley Action Plan. The revised Plan would then be presented to Council for consideration for adoption in early 2017.

Detailed Design and Construction

Endorsement in principle would provide clarity on preferred short-term implementation actions. While this direction would enable staff to initiate initial preparatory work, detailed design work, including the hiring of consultants and property negotiations, would not commence until formal adoption is given to the full Shelbourne Valley Action Plan.

SUMMARY

The purpose of this report is to present information on potential short-mobility implementation options, share feedback received from the public and stakeholders and seek Council endorsement of a short-term mobility implementation option.

Working from Council direction to explore options for accelerating pedestrian and cycling improvements in the Shelbourne Valley, staff developed two short-term mobility improvements options. Public feedback on Options 1 and 2 was received in February and March of 2016, with 58% support in the public survey for Option 2, which included a continuous bike lane and travel lane reductions on 75% of Shelbourne Street. Public feedback also highlighted concerns regarding changes to left turn access, the quality of the bike facility and the extent of lane reductions on Shelbourne Street. In response, staff developed a third option to address these concerns.

Option 3 retains the fundamental element of Option 2 (continuous bike lane), but includes enhancements to maintain left turn access in most locations, enhance the quality of the bike facility, maintain a focus on pedestrian improvements, and reduce the extent of lane reductions on Shelbourne Street.

Engagement with the public and stakeholders indicated general support for Option 3, with 84% of survey respondents supporting or partially supporting Option 3. For those that did not fully support Option 3, the key concern was the impacts of travel lane reductions.

Changes to Shelbourne Street in the short-term are being contemplated within significant constraints. Staff believe Option 3 strikes a balance between creating meaningful and transformative changes to pedestrian and cycling conditions on Shelbourne Street, while respecting its existing context and roles. Therefore, it is recommended that Council endorse Option 3 and direct staff to integrate this as the final piece of the Shelbourne Valley Action Plan.

RECOMMENDATION

That Council:

1. Endorse in principle Option 3 short-term mobility implementation actions.
2. Direct staff to incorporate Option 3 short-term implementation actions into the Shelbourne Valley Action Plan and bring the Plan forward to a subsequent meeting of Council for final review and consideration.

Report prepared by:



 Cameron Scott, Manager of Community Planning

Report reviewed by:



 Sharon Hvozdzanski, Director of Planning

CS/ads
 G:\PLANNING\ACTION PLANS\Shelbourne Valley Action Plan\2016 Implementation Options\Jul 2016 - Dec 2016\Council Report\SVAP_Short-term_REPORT.docx

Attachment

cc: Paul Thorkelsson, CAO
 Harley Machielse, Director of Engineering

CAO'S COMMENTS:

I endorse the recommendation of the Director of Planning


 Paul Thorkelsson, CAO

Shelbourne Valley Action Plan

Short-Term Mobility Options

Public Engagement Summary Report

February - March 2016

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 – Wednesday, 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.

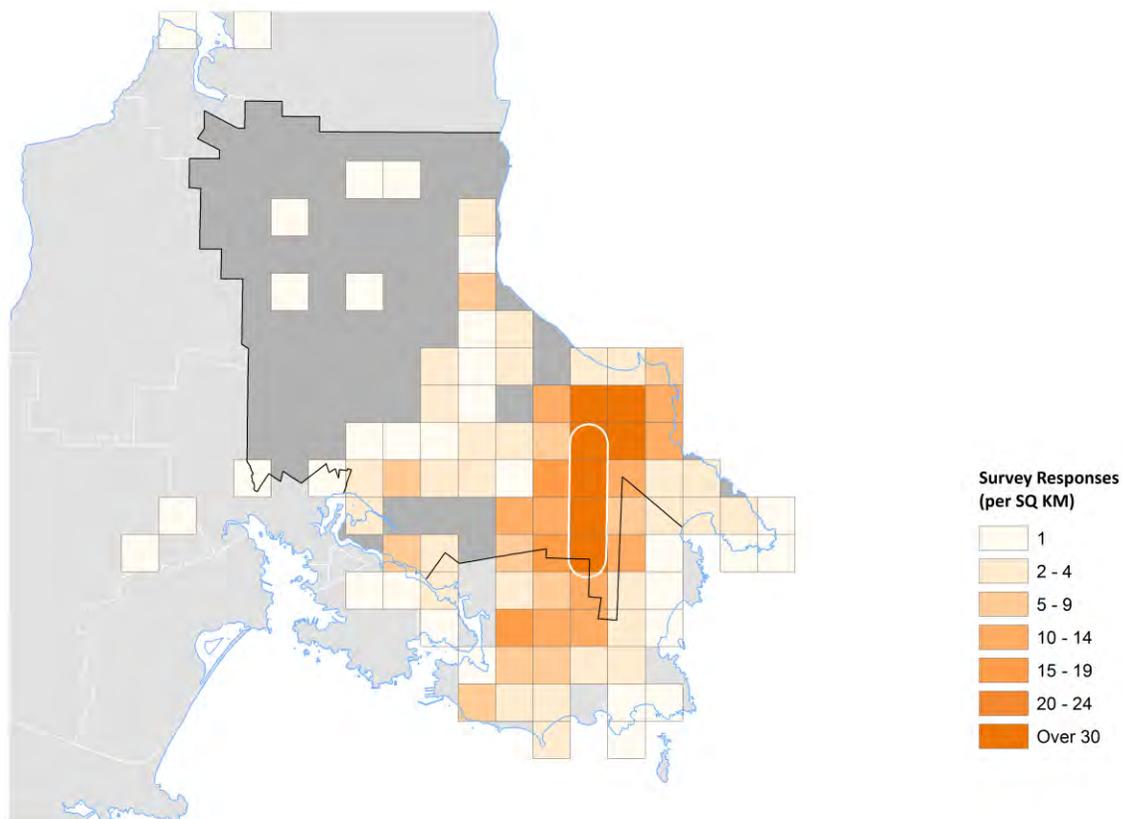


Figure 1: Location of Survey Respondents

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 realistic	2	0.2%
Llikes / Dislikes			
19	Other (Unclassified)	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 aesthetics & 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%

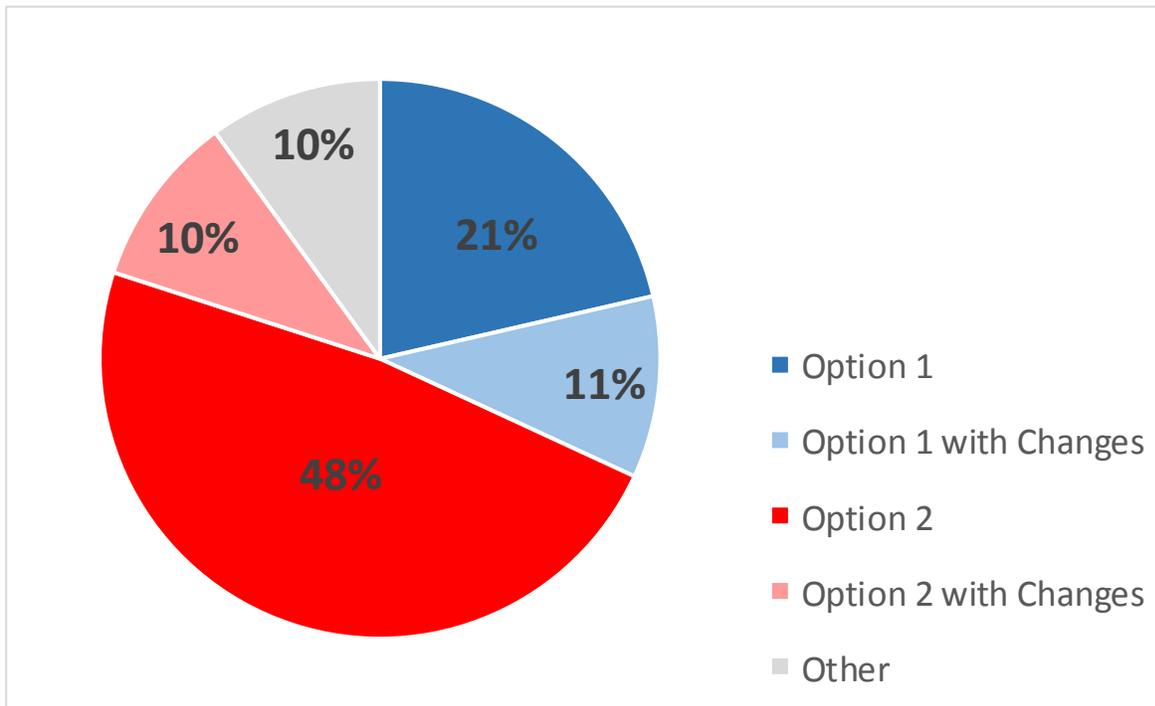


Figure 2: Option Preference

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	

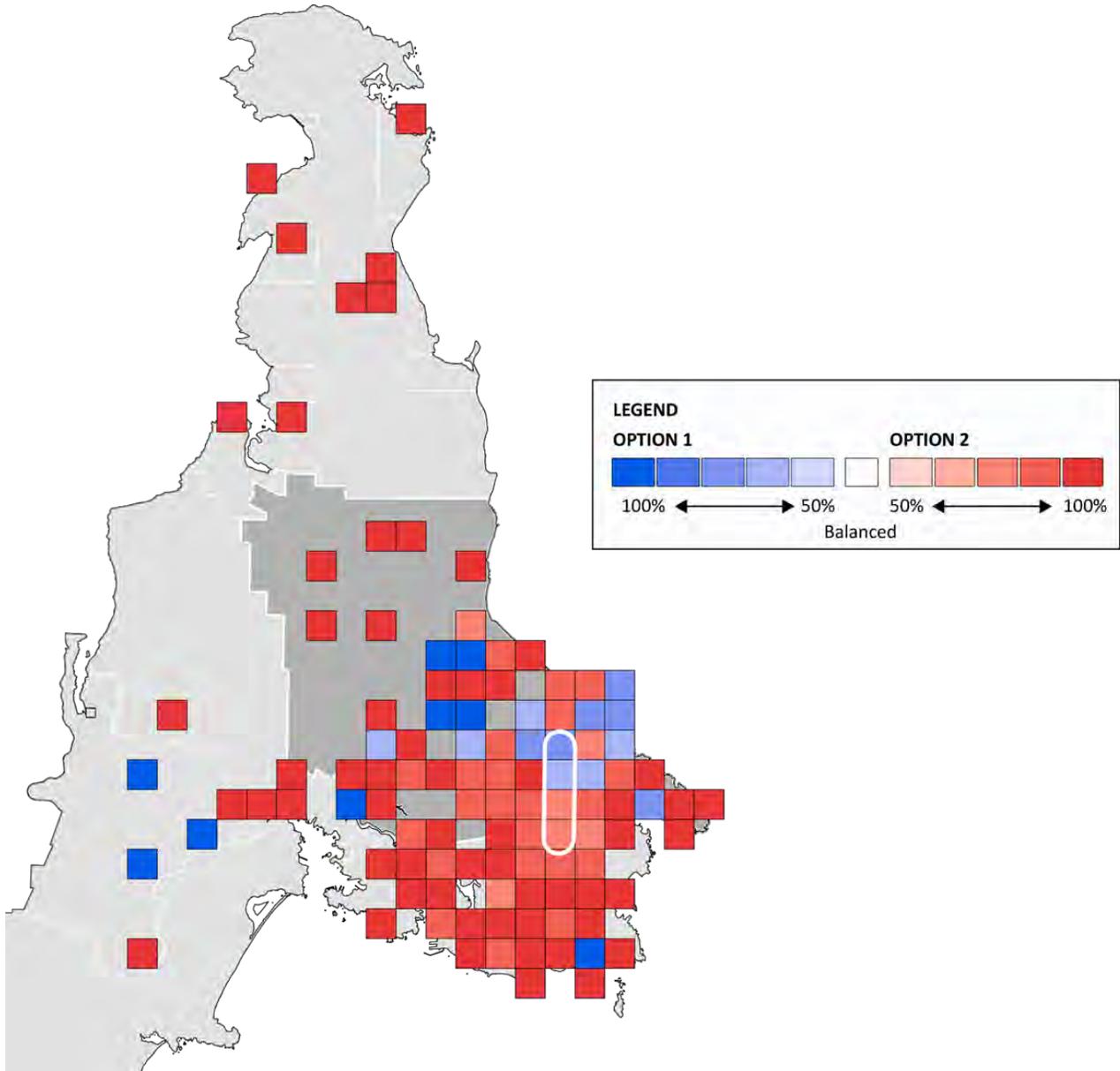


Figure 3: Option Preference by Geographic Area

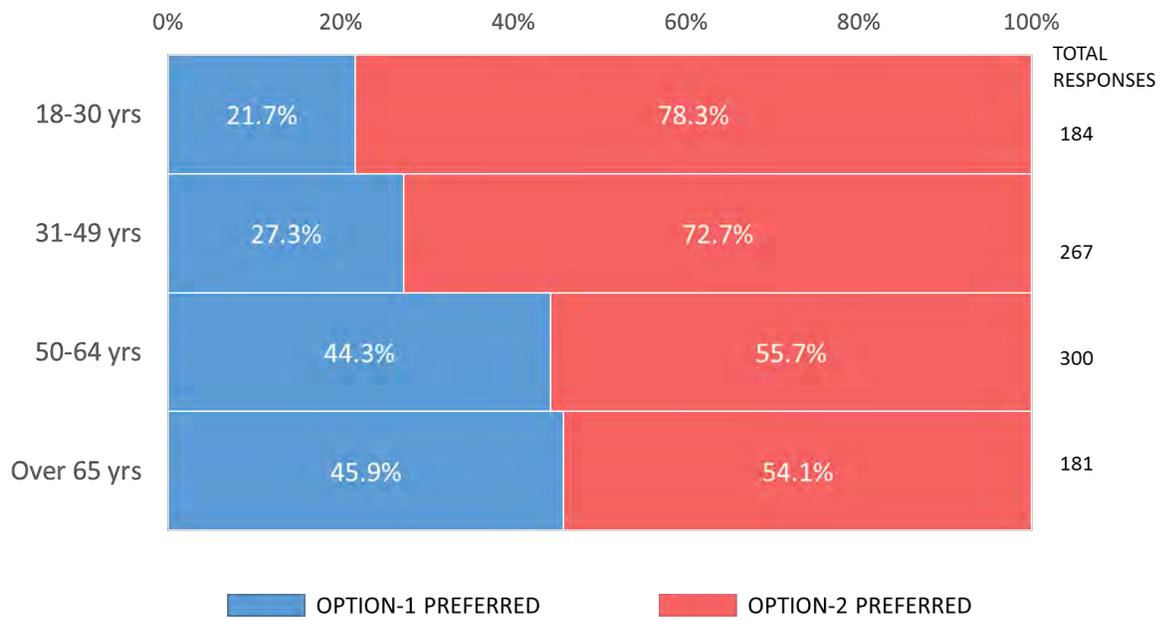


Figure 4: Option Preference by Age Group

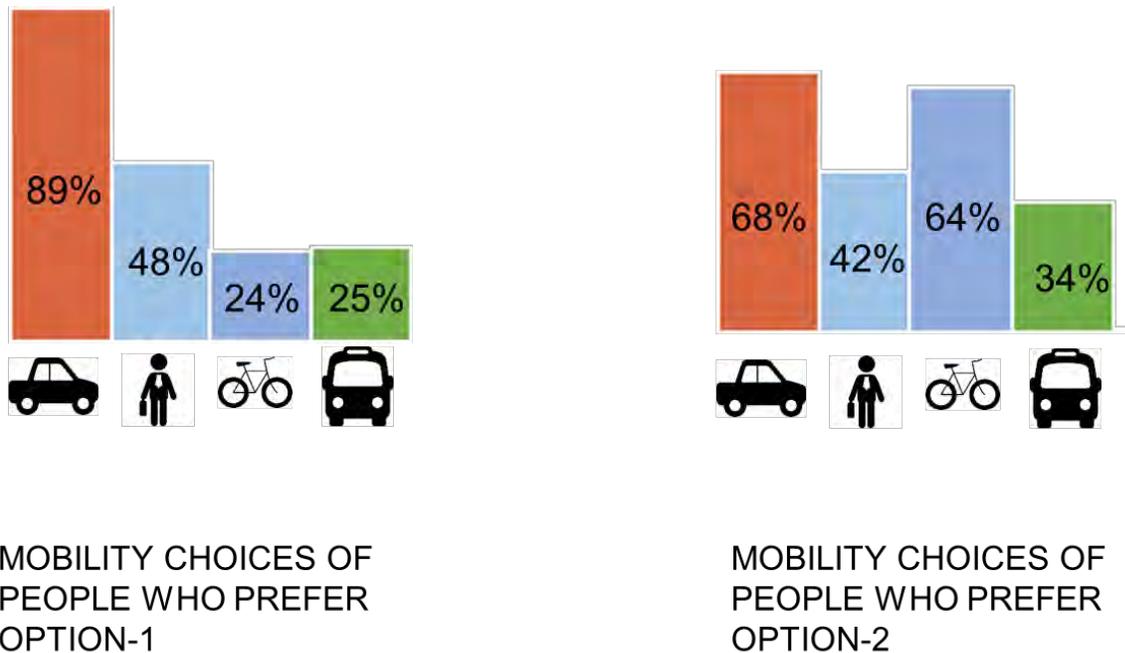


Figure 5: Option Preference by Typical Mode(s) of Travel through the Valley

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 timeline	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?

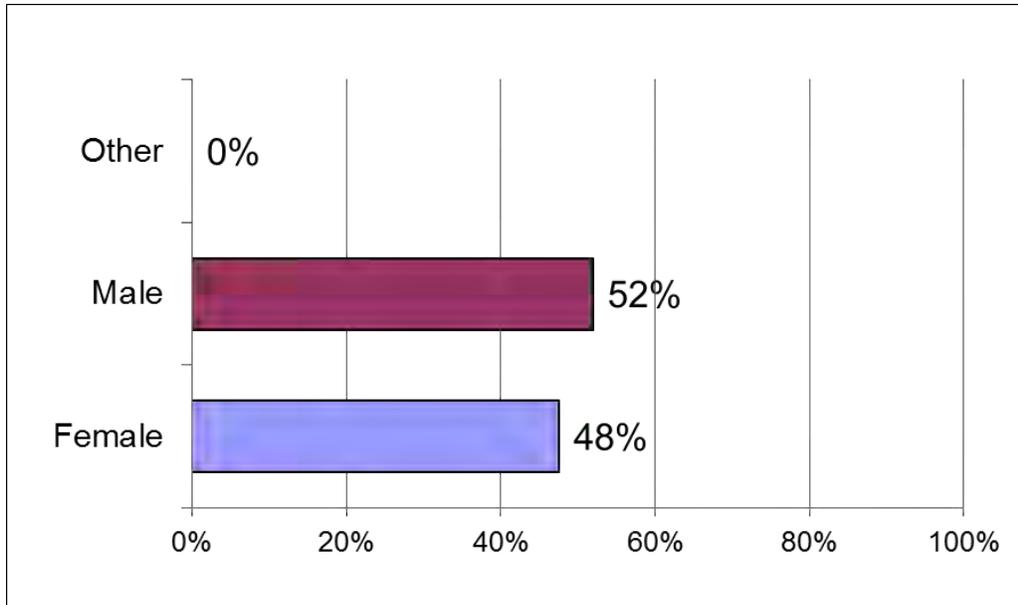


Figure 6: Gender of Survey Respondents (1,057 Responses)

6.2 Age of Respondents

Q11. What is your age group?

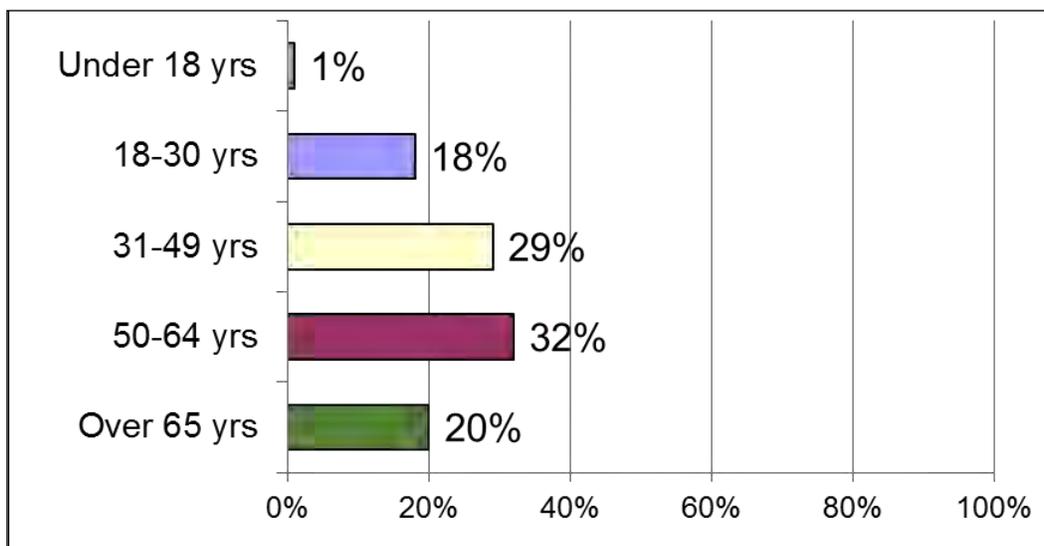


Figure 7: Age Distribution of Survey Respondents (1,057 Responses)

6.3 Location of Respondents

Q12. Where do you live?

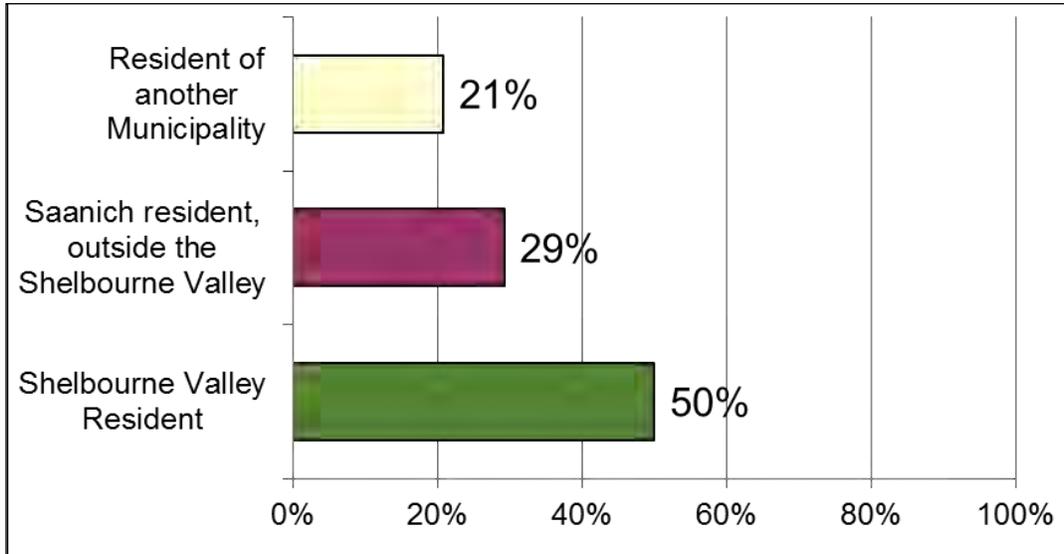


Figure 8: Geographic Distribution of Survey Respondents (1,060 Responses)

6.4 Modes of Travel of Respondents

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

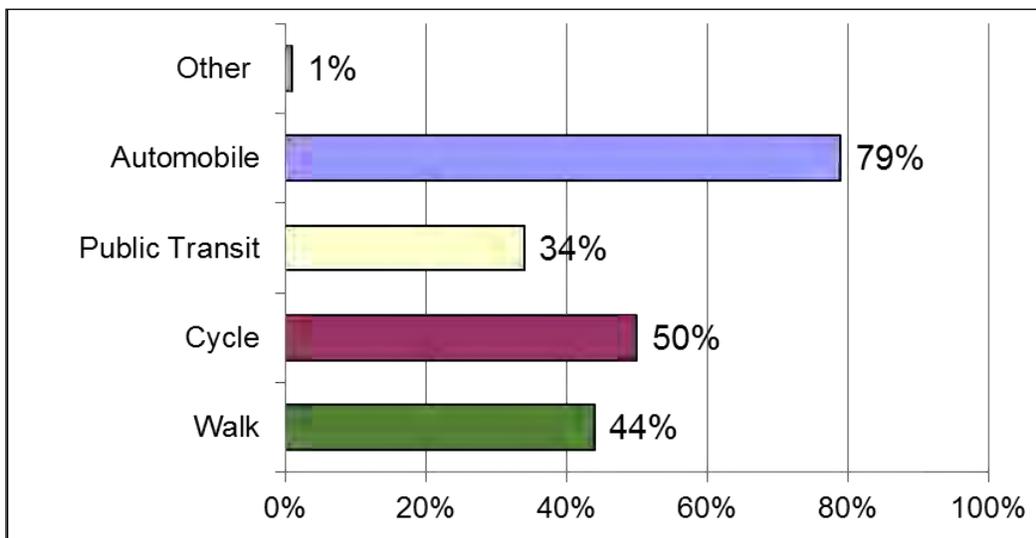


Figure 9: Modes of Travel of Survey Respondents (1,060 Responses)

6.5 Frequency of Travel of Respondents

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

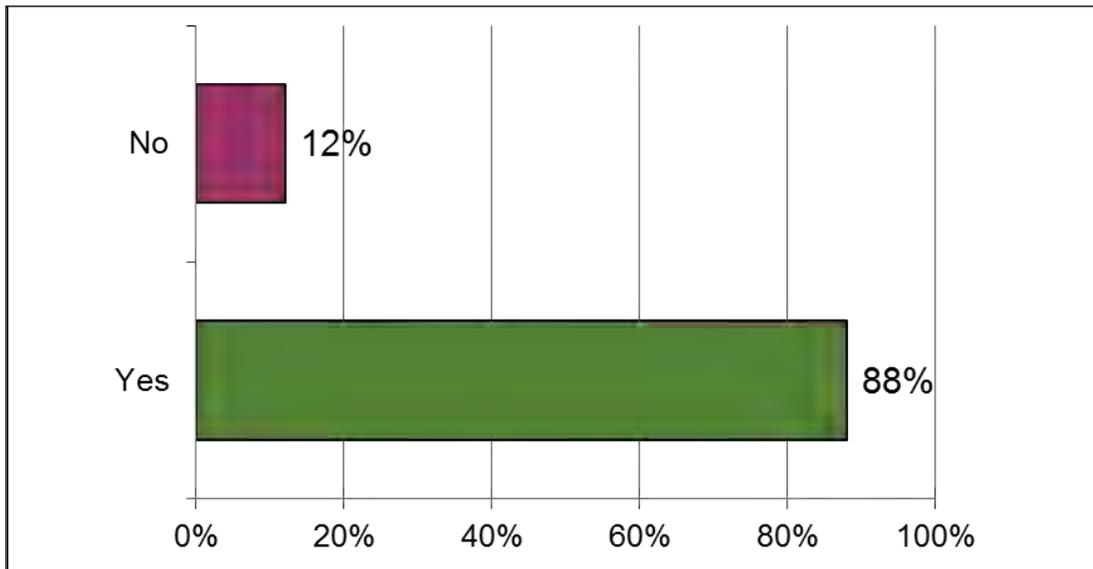


Figure 10: Frequency of Travel of Survey Respondents (1,046 Responses)

6.6 Reason for Travel of Respondents

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

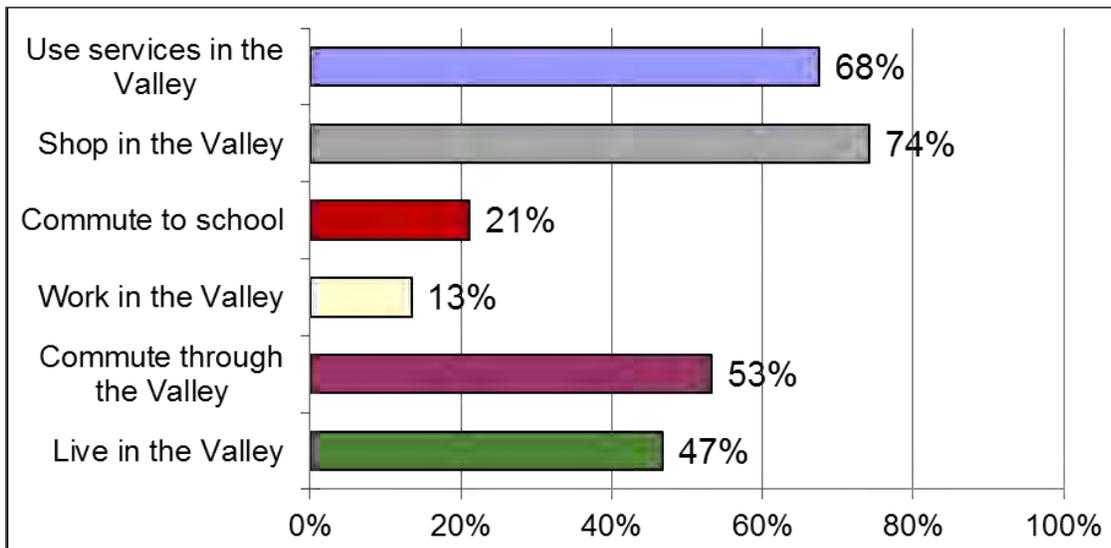


Figure 11: Reasons for Travel of Survey Respondents (1,060 Responses)

6.7 Notification of Survey

Q17. How did you hear about the survey?

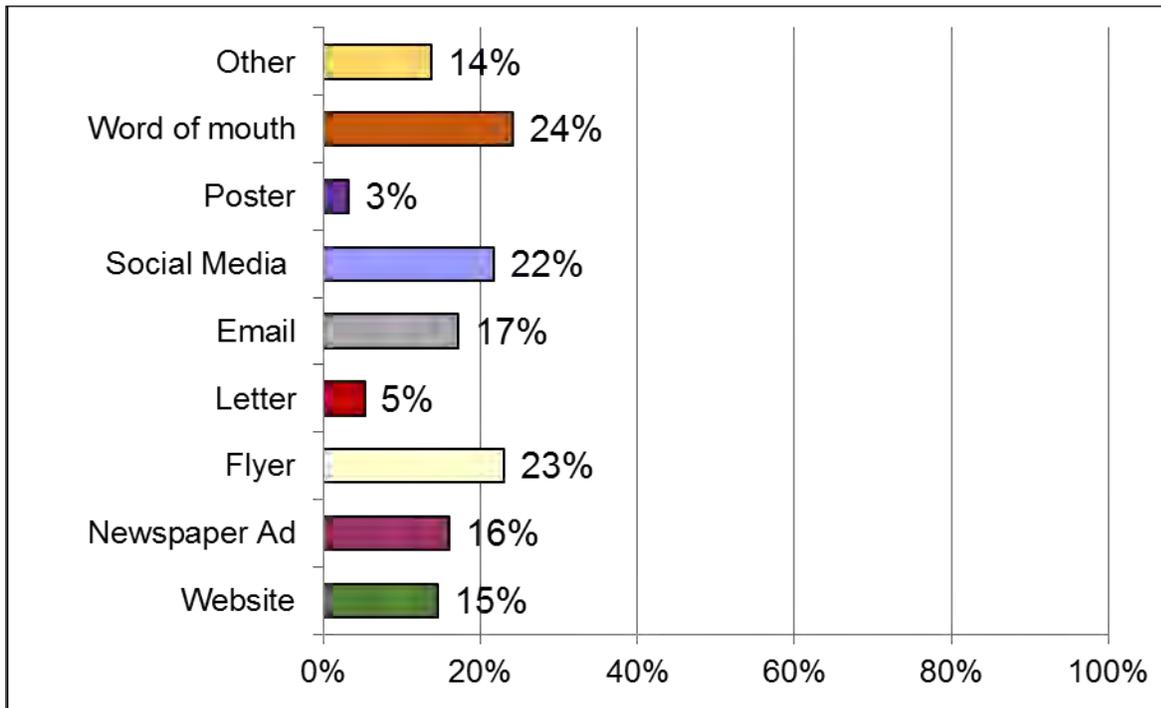


Figure 12: How Survey Respondents were Notified about the Survey (1,060 Responses)

APPENDIX A: SURVEY INSTRUMENT

Shelbourne Valley Short-Term Mobility Options Survey

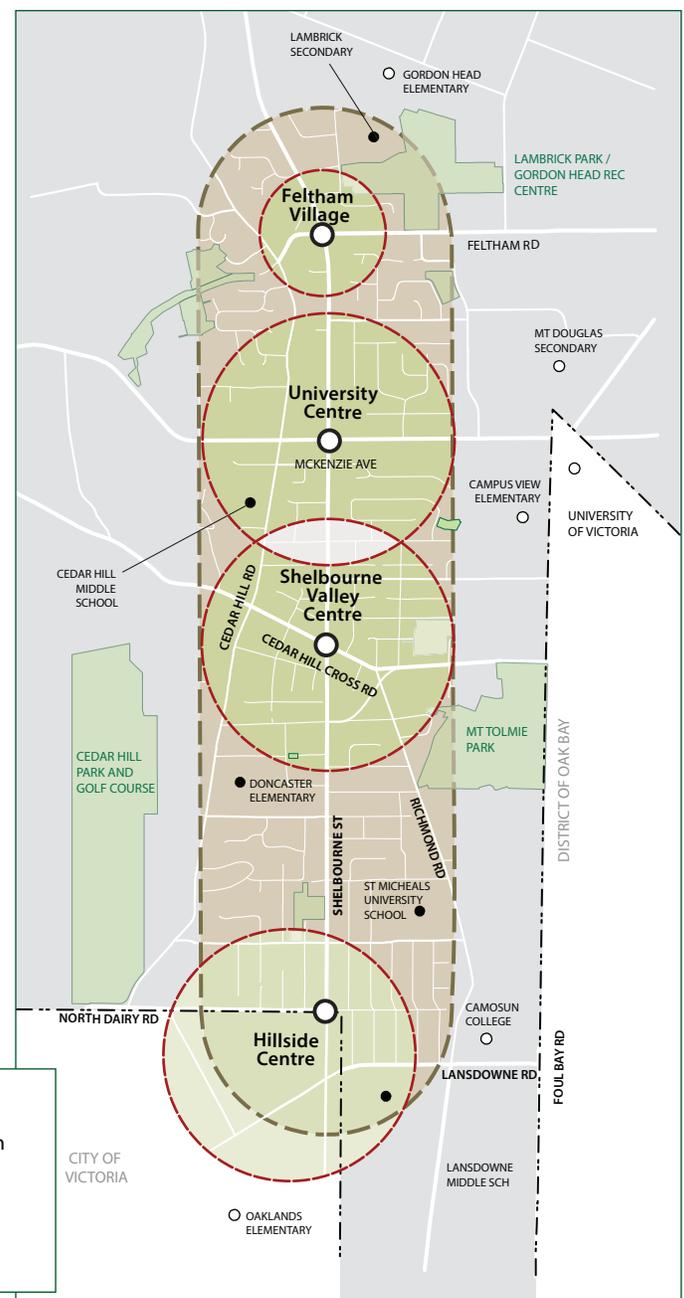
Introduction

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



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)

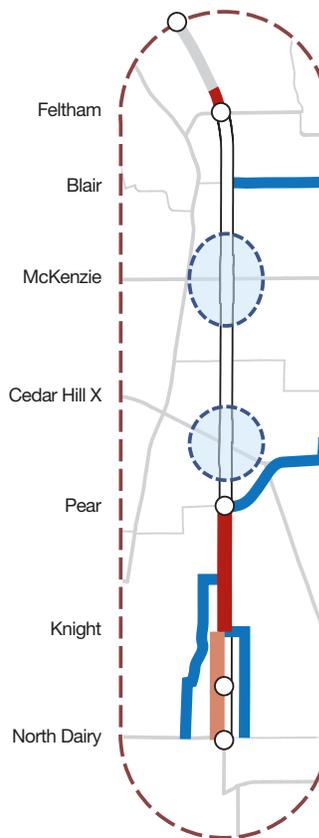
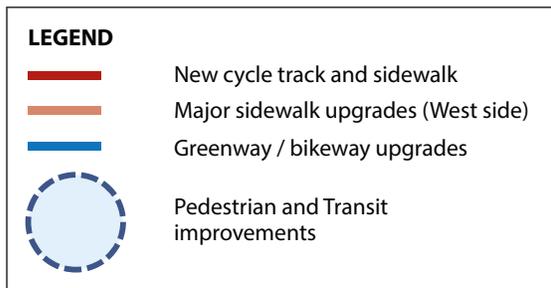
<i>Your Rank</i>	<i>Mobility or Street Feature</i>
<input type="checkbox"/>	Walking – improving sidewalks and pedestrian areas
<input type="checkbox"/>	Cycling – adding bike facilities on Shelbourne Street
<input type="checkbox"/>	Public transit – maintaining frequency and reliability of transit service
<input type="checkbox"/>	Motor vehicles – maintaining vehicle travel times
<input type="checkbox"/>	Street trees, boulevards and landscaped medians – Preserving existing trees and adding green space

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



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?

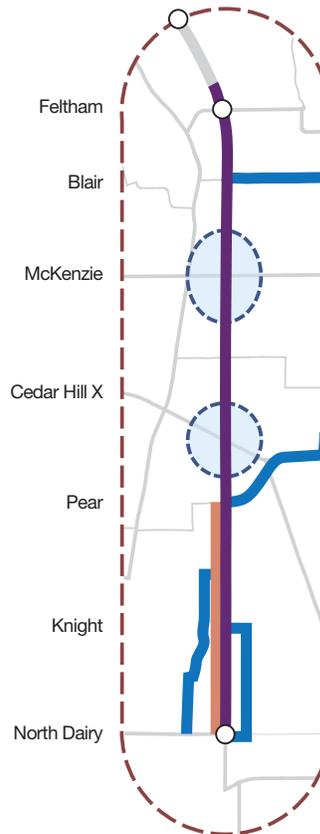
Option 2

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



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?

Your Preferred Option



Overall, what Option do you prefer?

Option 1

Option 1 with Changes

Option 2

Option 2 with Changes

Other (please specify)

Additional Comments:

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

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
(UVic, Camosun College, grade school)

Use services in the Valley
(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.**

Shelbourne Valley Action Plan

Short-Term Mobility Options

Public Engagement Summary Report

Option 3

October 2016

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.

From February 16 to March 20 public feedback was actively sought on the two initial implementation options:

- **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.

Feedback gathered on the initial two options was used to develop a third option that looked to respond to major issues identified in the public review of Options 1 and 2. A summary of feedback on options 1 and 2 can be found at;

http://www.saanich.ca/assets/Community/Documents/Planning/SVAPShort-TermMobilityOptionsEngagementReport_March2016_Full.pdf

From September 26 to October 23 public feedback was actively sought on Option 3:

- **Option 3:** This option contains components of options 1 and 2, including a continuous bike lanes and significant pedestrian improvements. It maintains four travel lanes for 65% of Shelbourne Street, maintains left turn access in most locations and includes physical separation of bike lanes for 50% of the Street.

The focus of this summary report is on public engagement related to Option 3.

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

2. PUBLIC ENGAGEMENT PURPOSE

Key objectives of this phase of engagement were to:

- Share the results of public engagement on Options 1 and 2;
- Inform people how their input on Options 1 and 2 had been used to develop Option 3;
- Assess the level of support for Option 3;
- Receive public feedback on potential changes to Option 3; and
- Receive feedback on any outstanding concerns.

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** (1 time) advertising open houses and potential changes on Shelbourne Street;
- **6' x 3' displays** of proposed Option 3 design were placed at Cedar Hill Recreation Centre and Mt. Tolmie VanCity branch for the duration of the this engagement phase;
- **Two emails** were sent out to **Stakeholder Contacts list** (approximately 330 people) advertising open houses, sharing engagement material and encouraging public feedback;
- Saanich **Facebook, Twitter and LinkedIn** feeds were used to promote the project; and
- **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.

4. PUBLIC ENGAGEMENT ACTIVITIES

4.1 Public Open Houses

Two open houses attended by approximately 800 people were held at the following locations:

- Gordon Head Recreation Centre – Saturday, October 1, 2:00-6:00 PM
- Doncaster Elementary School – Monday, October 3 7:00-9:00 PM

The open houses included 21 display boards with context, overview of feedback received on the first two options and a description of option 3. Additionally, a 40-foot long plan of Option 3 (transparent overlay with existing conditions beneath) and smaller plans of Options 1 and 2 were available for review. Participants were encouraged to provide their feedback through completing a survey.

4.2 Public Survey (online and paper)

A public survey was available at open houses and online from September 26 until October 23, 2016. In total there were **1,327 completed surveys** (221 written and 1,106 online). The survey provided opportunities for respondents to identify elements of the Option 3 design that were most important to them, indicate their level of support for Option 3, suggest changes and identify any outstanding issues. The paper version of the survey instrument is included as Attachment A.

4.3 Meetings with Stakeholder Groups

Focused meetings were held with key stakeholder groups to share the Option 3 design and seek feedback and suggestions for potential changes.

- Shelbourne Stakeholders Committee – September 15, 2016
- BC Transit planning staff- September 20, 2016
- Saanich Bicycle and Pedestrian Mobility Advisory Committee – October 6, 2016
- Saanich Planning, Transportation and Economic Development Advisory Committee – October 13, 2016
- Bowker Creek Initiative – October 13, 2016
- Major property owner / business owners– October 21, 2016
- Greater Victoria Cycling Coalition – October 27, 2016
- Gordon Head Residents Association – November 17, 2016

4.4 Online Engagement

The Saanich website contained all open house display boards, background information and access to the online survey. In addition there was a video that showed option 3 in detail.

In total, there were 3,688 website visits and over 1,300 views of the video between September 26 and October 23. Additionally, 1,106 people completed a survey online.

4.5 Letters and Emails

In addition to the numerous comments provided at meetings or in the survey, over 20 letters and emails were received commenting on Option 3.

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 **1,327 completed surveys** (221 written and 1,106 online). Figure 1 shows the distribution of respondents who provided a postal code.

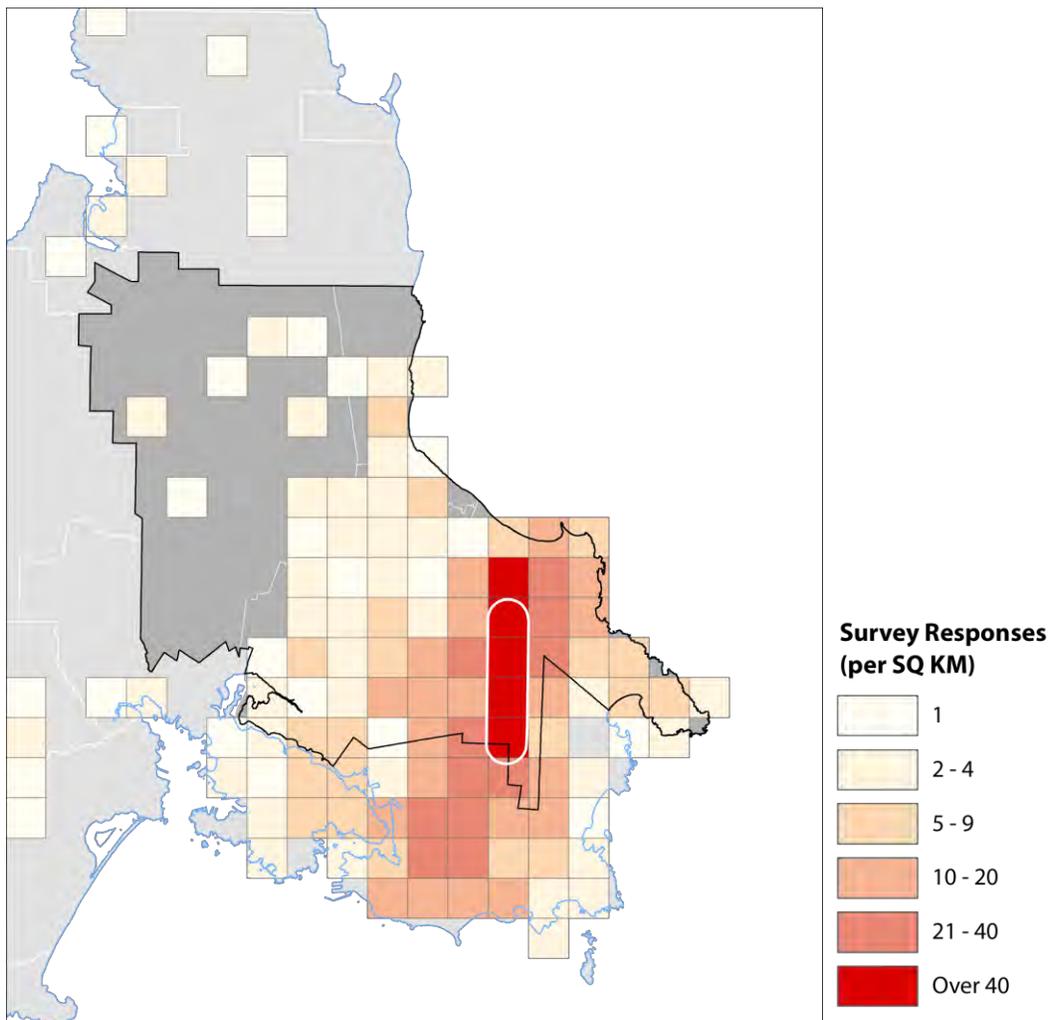


Figure 1: Location of Survey Respondents

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. Responses for each question were not mandatory.

5.2 Most Important Elements of Option 3

Q1. What Elements of the Option 3 design are most important to you? (Choose up to 5)

The first question on the survey asked respondents what elements of the Option 3 design are most important to them, with the option to choose up to 5. Figure 2 shows the elements of Option 3 that were identified as most important by survey respondents. Figure 3 shows the same data correlated to level of support for Option 3.

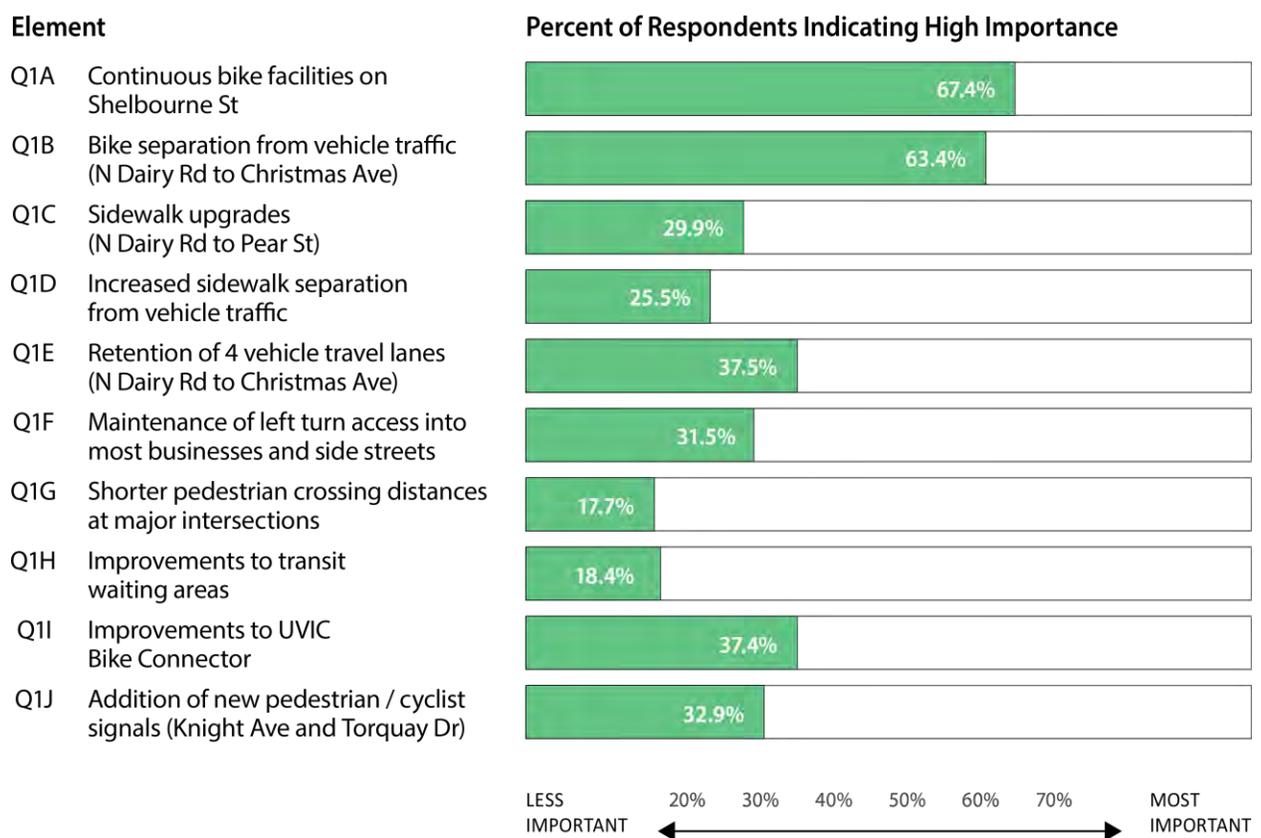
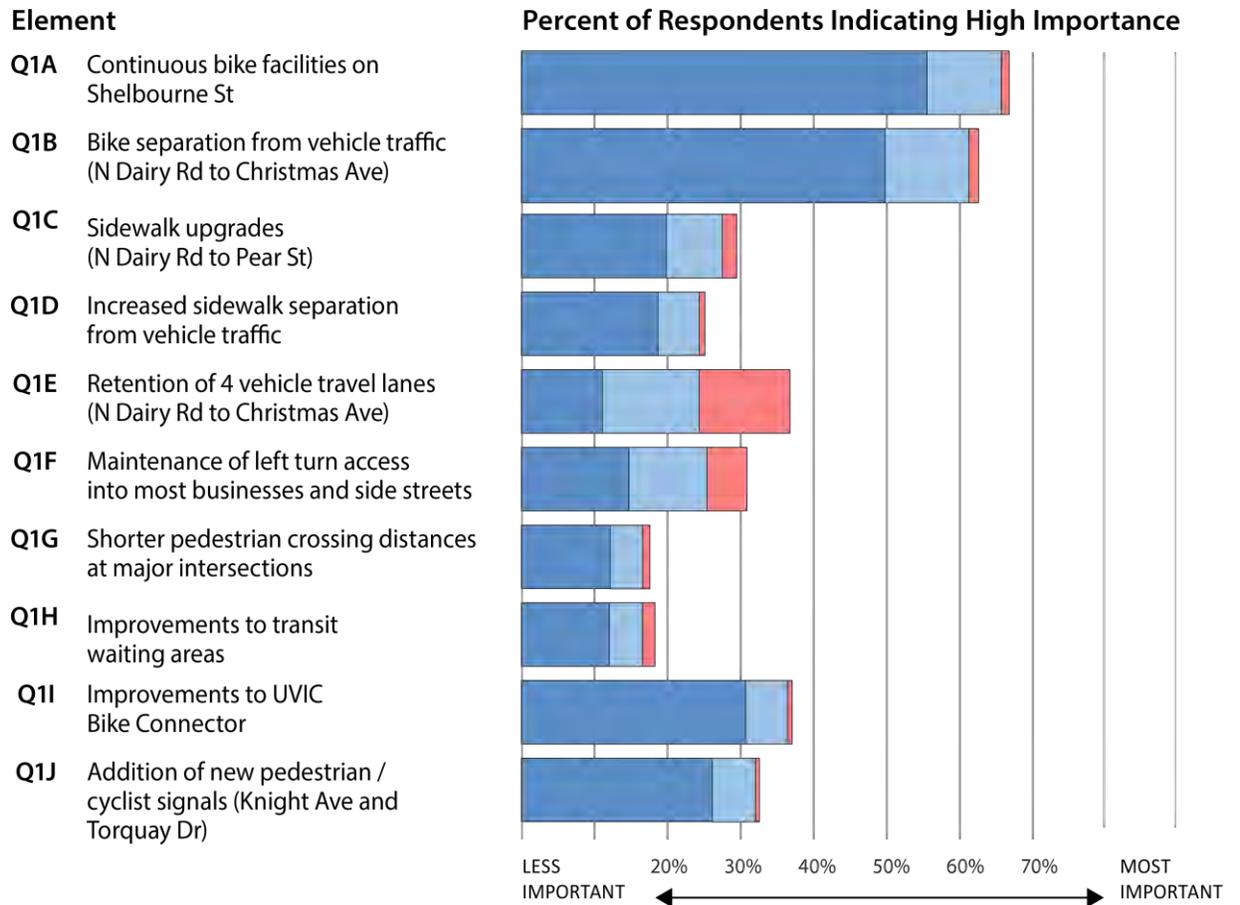


Figure 2: Most Important Elements of Option 3 to Survey Respondents



LEGEND	Q1A	Q1B	Q1C	Q1D	Q1E	Q1F	Q1G	Q1H	Q1I	Q1J
■ SUPPORT OPTION 3	55.5%	49.8%	19.8%	18.7%	11.1%	14.7%	12.2%	12.0%	30.7%	26.1%
■ SUPPORT OPTION 3 IN-PART	10.2%	11.5%	7.7%	5.7%	13.3%	10.7%	4.4%	4.6%	5.7%	5.9%
■ DO NOT SUPPORT OPTION 3	1.1%	1.3%	1.9%	0.8%	12.4%	5.4%	1%	1.7%	0.6%	0.5%

Figure 3: Most Important Elements by Level of Support for Option 3

5.3 Support for Option 3

Q2. Do you support the proposed Option 3 design?

In total, 1,317 respondents provided a response to the question about whether they support Option 3. Figure 4 shows the level of support from survey respondents. Please note the total adds up to slightly above 100%, as a small number of respondents included multiple responses to the question.

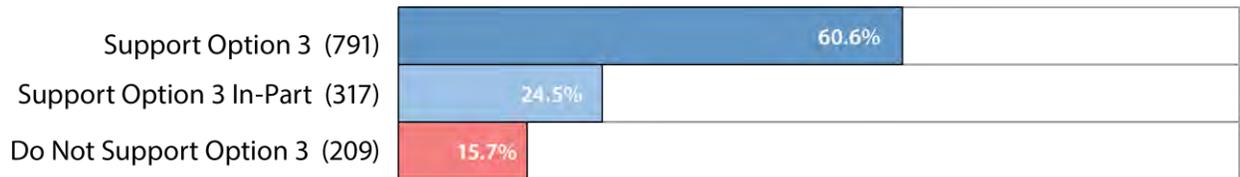


Figure 4: Level of Support for Option 3 by Survey Respondents

Figures 5 and 6 show support for Option 3 by geographic area. Figure 6 shows the level of support based only on the responses that indicated support or non-support for Option 3, excluding in part responses. Figures 7 and 8 illustrate the responses based on age and travel mode preference.

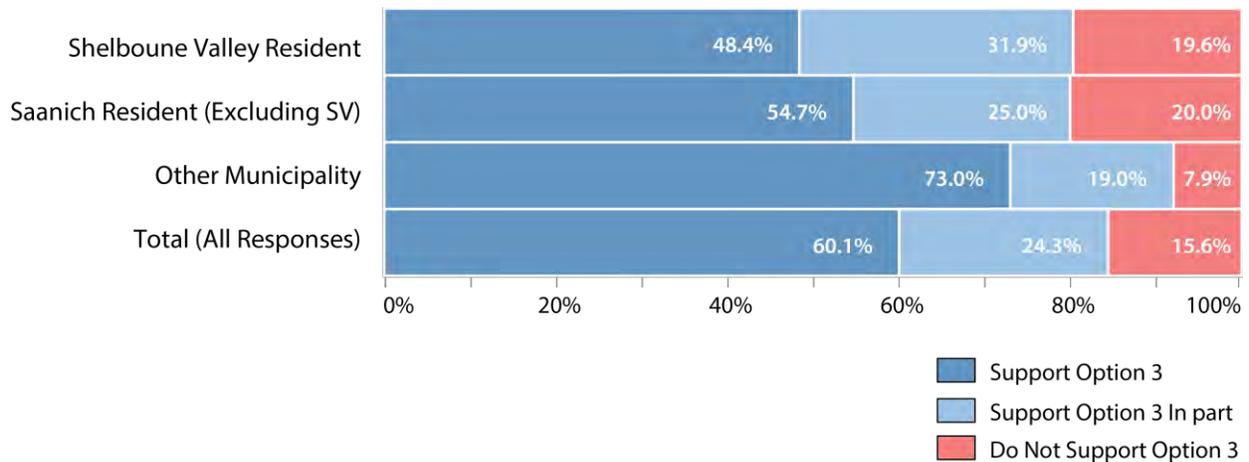
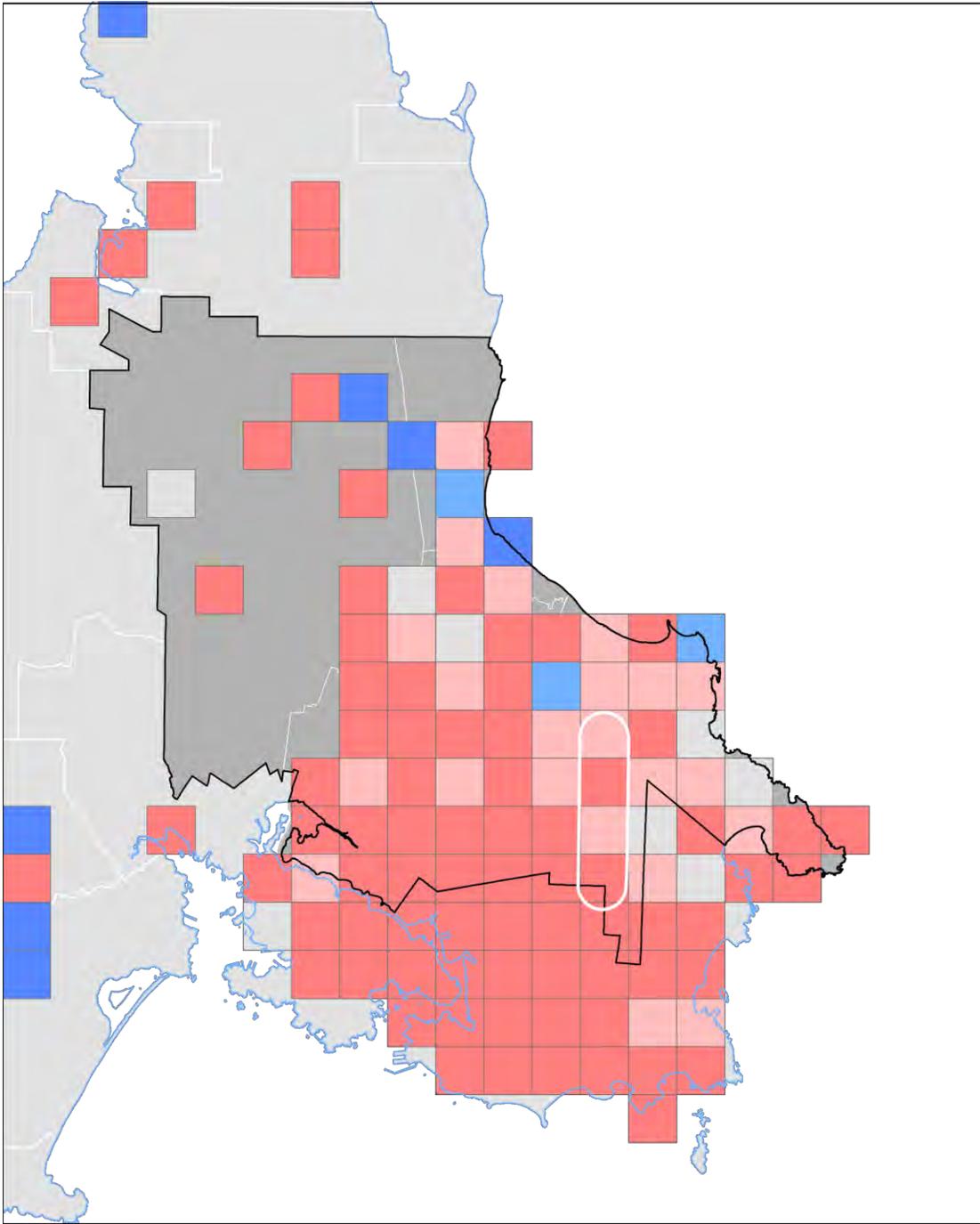
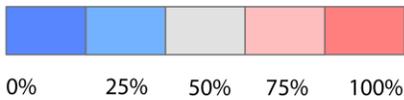


Figure 5: Option Preference by Geographic Area



LEGEND

OPTION 3 NOT SUPPORTED



SUPPORT FOR OPTION 3

Note: Does not include Support In Part responses

Figure 6: Map of Option Preference by Geographic Area

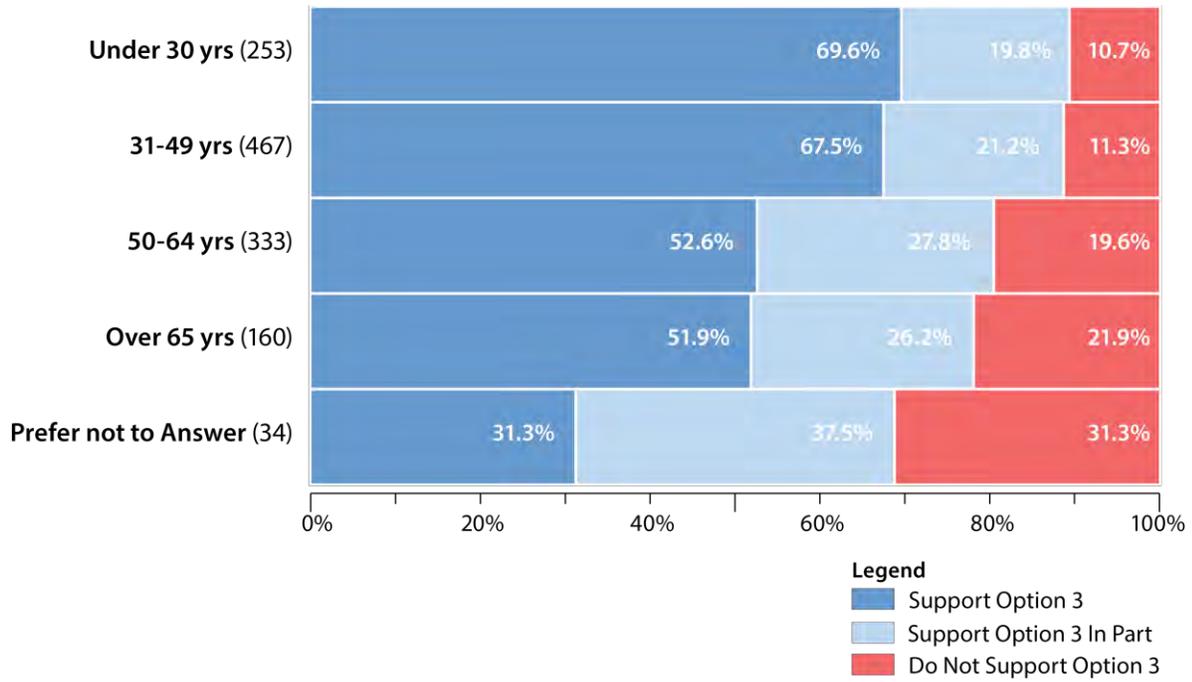


Figure 7: Support for Option 3 by Age Group

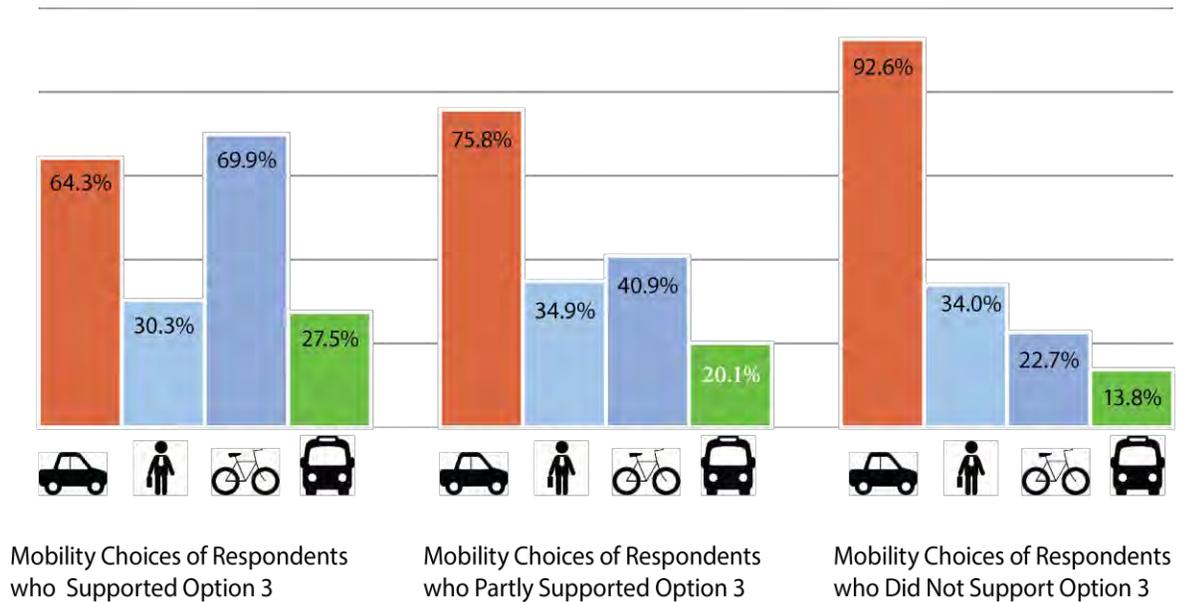


Figure 8: Support for Option 3 by Typical Travel Mode(s) through the Valley

5.4 Suggested Changes to Option 3

Q3. *Is there anything you would change with Option 3?*

Question 3 asked respondents if there was anything they would like to see changed in Option 3. In total, 802 individuals responded to this question, with a number of responses indicating more than one suggested change.

Table 1: Suggested Changes by Respondents who Supported Option 3

RANK	SUGGESTED CHANGES	# MENTIONS
1	Support Option 3 with Nothing to More to Add	191
2	More Bike Separation	67
3	More Transit Improvements	18
4	Increase Green Space / Minimize Tree Loss	17
5	Faster Implementation	12
6	Reduce Travel Lanes / More Two Lane Sections	11
7	Reduce Speed on Collectors / Minimize Traffic Diversion	10
8	Maintain 4 Lanes / Minimize Traffic Congestion	7

Table 2: Suggested Changes by Respondents who Supported In Part Option 3

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	126
2	More Bike Separation	40
3	Reduce Travel Lanes / More Two Lane Sections	26
4	Increase Green Space / Minimize Tree Loss	10
5	Improve Turn Access	7
5	More Transit Improvements	7
5	Reduce Speed on Collectors / Minimize Traffic Diversion	7
5	Acquire More Property and expand ROW	7

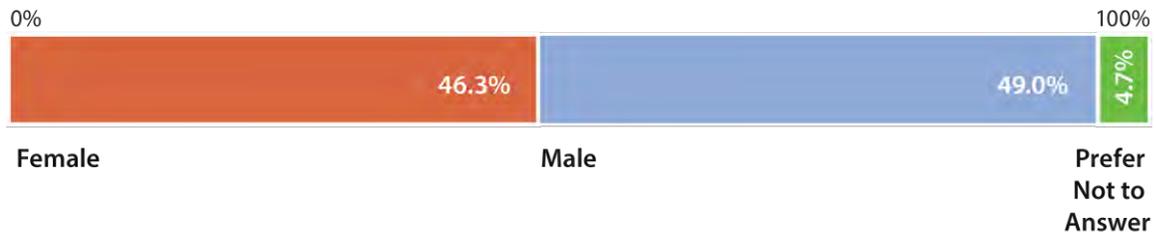
Table 3: Suggested Changes by Respondents who Did Not Support Option 3

RANK	SUGGESTED CHANGES	# MENTIONS
1	Maintain 4 Lanes / Minimize Traffic Congestion	158
2	Reduce Travel Lanes / More Two Lane Sections	11
3	Faster Implementation & Timeline	7
4	Prefer On-road Bike Lanes	5
5	More Bike Separation	4
5	Increase Green Space / Minimize Tree Loss	4
7	Enhance Pedestrian Crossings	3
8	Add Streetscape Design Improvements	2

6. Profile of Survey Respondents

6.1 Gender of Respondents

Q5. What is your gender?



Answer Choices	Responses	
Female	46.3%	593
Male	49.0%	627
Prefer Not to Answer	4.7%	60
Total	100.0%	1,280

Figure 9: Gender of Survey Respondents

6.2 Age of Respondents

Q6. What is your age group?



Answer Choices	Responses	
Under 30	19.7%	253
31-49 yrs	37.0%	475
50-64 yrs	26.0%	333
Over 65 yrs	14.8%	190
Prefer Not to Answer	2.7%	34
Total	100.0%	1,280

Figure 10: Age Distribution of Survey Respondents

6.3 Location of Respondents

Q7. Where do you live?

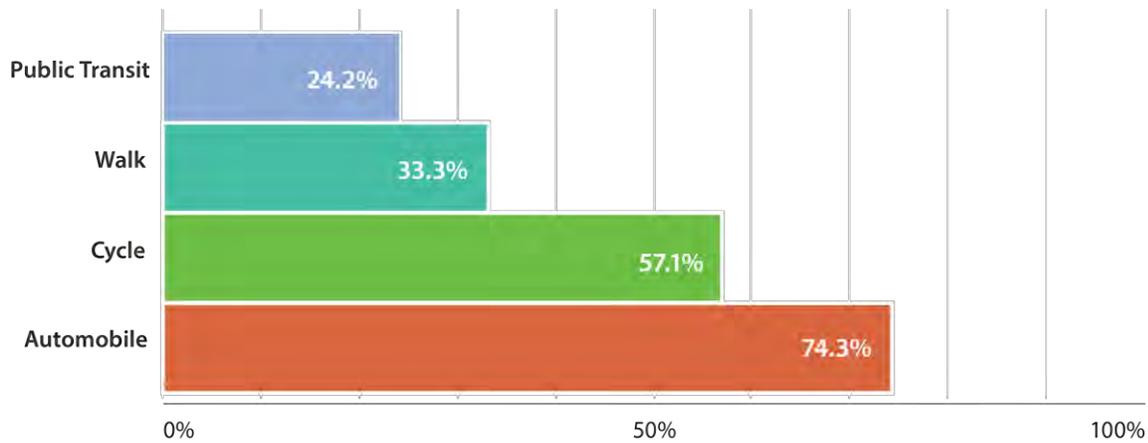


Answer Choices	Responses	Count
I'm a Shelbourne Valley resident	37.2%	477
I'm a Saanich resident, but live outside the Shelbourne Valley	31.0%	398
I'm a resident of another Municipality outside Saanich	31.8%	407
Total	100.0%	1,282

Figure 11: Geographic Distribution of Survey Respondents

6.4 Modes of Travel of Respondents

Q8. How do you usually travel through the Valley? (mark as many as apply)



Answer Choices	Responses	Count
Public Transit	24.2%	309
Walk	33.3%	424
Cycle	57.1%	728
Automobile	74.3%	947
Total		1,280

Figure 12: Modes of Travel of Survey Respondents

6.5 Frequency of Travel of Respondents

Q9. Do you travel through the Valley on a regular basis? (more than once a week)

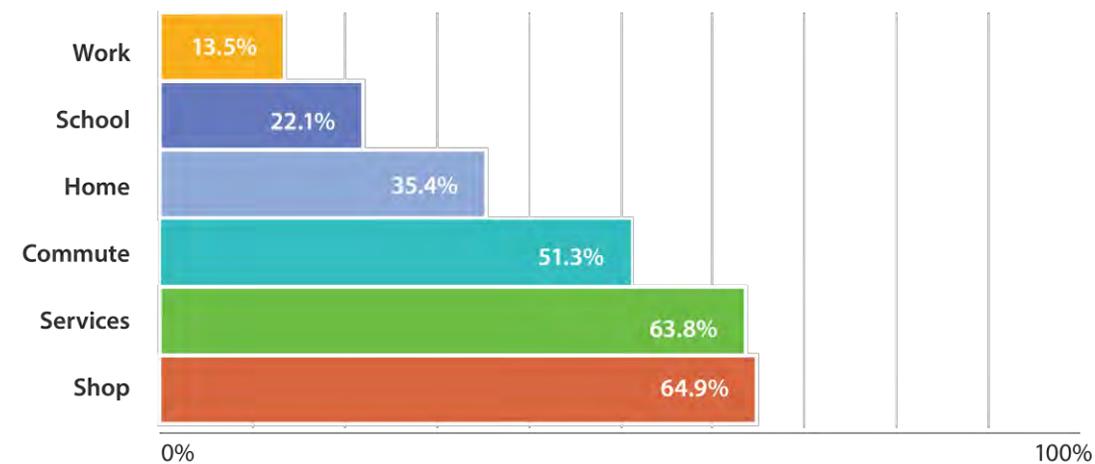


Answer Choices	Responses	
Yes, Travel More Than Once a Week	84.1%	1065
No, Travel Less Than Once a Week	15.9%	201
Total	100.0%	1,266

Figure 13: Frequency of Travel of Survey Respondents

6.6 Reason for Travel of Respondents

Q10. Why do you usually travel through the Valley? (check all that apply)

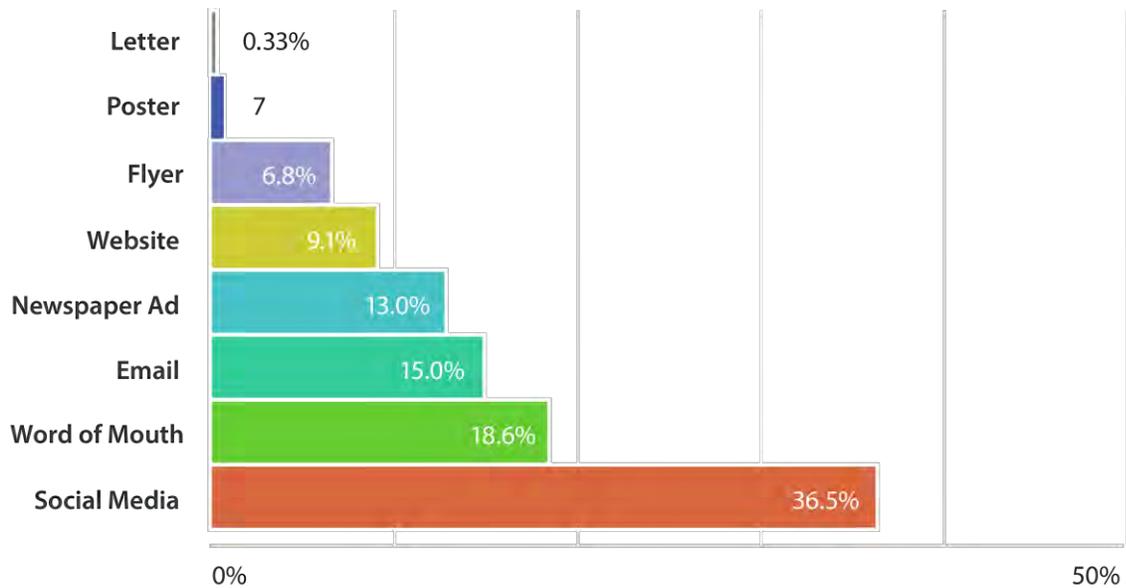


Answer Choices	Responses	
Work in the Valley	13.5%	169
Commute to school (UVic, Camosun College, grade school)	22.1%	276
Live in the Valley	35.4%	443
Commute through the Valley	51.3%	641
Use services in the Valley (medical, library, church, recreation)	63.8%	811
Shop in the Valley	64.9%	977
Total		3,312

Figure 14: Reasons for Travel of Survey Respondents

6.7 Notification of Survey

Q11. How did you hear about the survey?



Answer Choices	Responses
Letter	0.3% 4
Poster	0.8% 9
Flyer	6.8% 81
Website	9.1% 109
Newspaper Ad	13.0% 155
Email	15.0% 179
Word of Mouth	18.6% 223
Social Media (Facebook, Twitter, etc)	36.5% 437
Total	1,197

Figure 15: How Survey Respondents were Notified about the Survey

APPENDIX A: SURVEY INSTRUMENT

Shelbourne Valley Option 3 Short-Term Mobility Survey



Overview:

We are looking for your feedback on short-term mobility improvements in the Shelbourne Valley.

A previous survey and public engagement process in February/March 2016 presented two options for short-term mobility improvements on Shelbourne Street. These improvements were focused on pedestrian, cycling and streetscape improvements that could be completed within the next five years and contribute to the long term vision of the Shelbourne Valley Action Plan.

Based on the feedback received in February/March 2016 a new option (Option 3), has been developed. This option addresses major concerns expressed in the previous round of public engagement.

This survey seeks your feedback on Option 3 and any other items you would like to address.

All community input received now and in the previous round of engagement will be presented to Council, along with a recommended option for short-term improvements on Shelbourne Street. The option that Council selects will then be incorporated into a final Shelbourne Valley Action Plan, which will be considered for adoption.

Participation in this survey is voluntary and a response is encouraged, not required. It is not the District's intent not to collect personal information so please do not provide any third party information (i.e. talk about others) and/or any personal identifiable information about yourself in the responses.

Learn more about the design concept
saanich.ca/shelbourne



Shelbourne Valley
Study Area

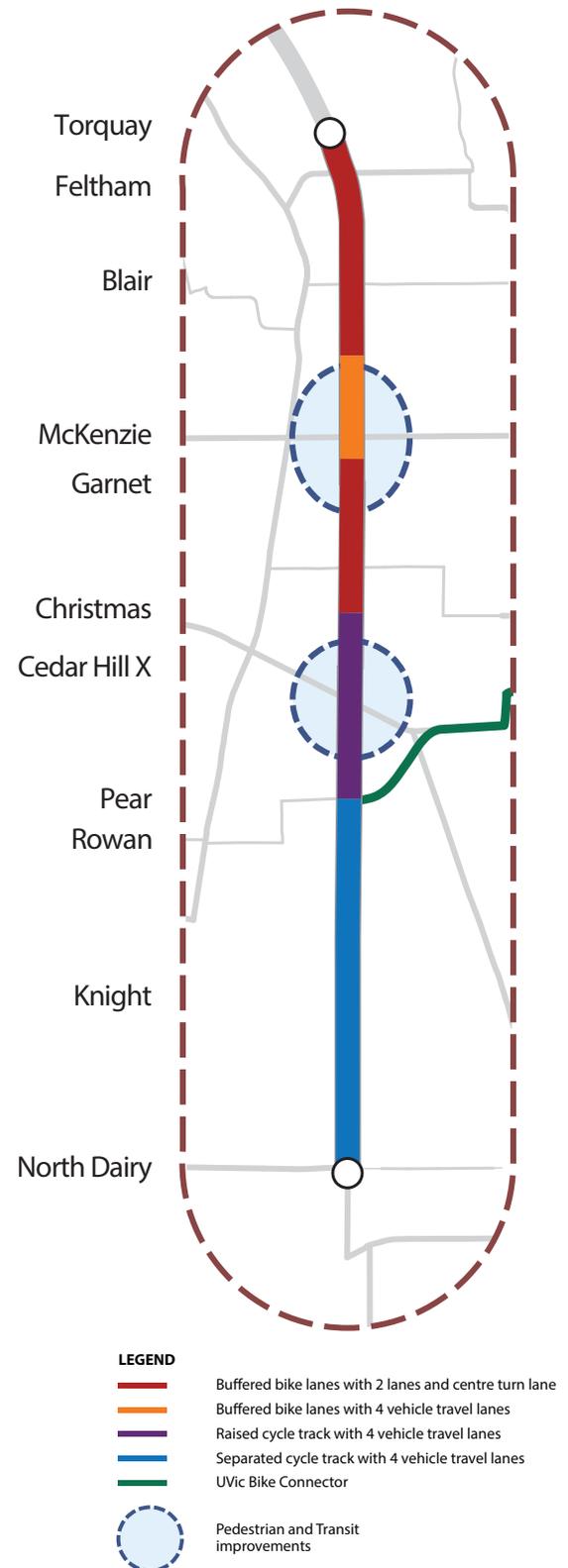
Option 3 Overview

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



Feedback on Option 3



1. What elements of the Option 3 design are most important to you?

(Choose up to 5)

- Continuous bike facilities on Shelbourne Street
- Separation of bike facilities from vehicle traffic
(North Dairy Road to Christmas Avenue)
- Sidewalk upgrades on Shelbourne Street
(North Dairy Road to Pear Street)
- Increased sidewalk separation from vehicle traffic
- Retention of 4 vehicle travel lanes
(North Dairy Road to Christmas Avenue)
- Maintenance of left turn access into most businesses and side streets
- Shorter pedestrian crossing distances at major intersections
- Improvements to transit waiting areas
- Improvements to UVIC Bike Connector
- Addition of new pedestrian / cyclist signals
(Knight Avenue and Torquay Drive)
- Other: _____

2. Do you support the proposed Option 3 design?

- Yes In part No

3. Is there anything you would change with Option 3?

Additional Comments



4. Do you have any other comments you'd like to make?

Tell us about yourself



What is your gender?

- Male Female
- Other: _____ Prefer not to answer

What is your age group?

- Under 18 yrs 18-30 yrs
- 31-49 yrs 50-64 yrs
- Over 65 yrs Prefer not to answer

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
(UVic, Camosun College, grade school)

Use services in the Valley
(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

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

**The deadline
for submitting
the survey is
October 23.**

Clerksec - Shelbourne Valley plan

POST TO	POSTED
COPY TO	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT FOR	<input type="checkbox"/>
ACKNOWLEDGED:	

From: Barbara Crow [redacted]
To: <clerksec@saanich.ca>
Date: 11/30/2016 2:55 PM
Subject: Shelbourne Valley plan

I would like to submit some thoughts on this plan. I live in this area, and shop, walk, visit friends etc here. I do not drive but walk up and down Shelbourne St every day so know all the bumps, pot holes etc on the sidewalk. I really appreciate the work that has gone into all these options and hope that a plan will be adopted and worked on sooner rather than later. Many of the local residents, myself included, are 'getting on in years', and would love to see some improvements soon.

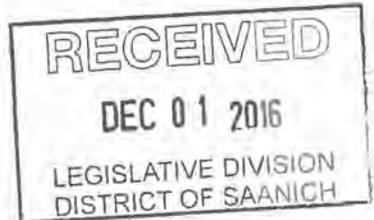
The option that I favour is option 2 - which was presented to us and received the greatest support of those who responded to the surveys. This option provides only 25% 4 lanes for traffic (rather than 65% in option 3,) but is the most 'pedestrian and cyclist' friendly. It can be done without money being spent on land acquisition on South Shelbourne - which would mean that the work could be done in a shorter time frame - much needed relief for pedestrians who presently have to share the already narrow sidewalk with cyclists who race by at high speed. The 3 lane design - 2 travel lanes with a turn lane - would keep traffic moving with separate lanes for vehicles, cyclists and walkers. Much of the roadway is underutilized at other than peak periods and should be used to improve access for traffic other than vehicles.

Please consider the safety factor rather than the 'fast mobility' factor when deciding which option to recommend for the valley. We want to reduce the potential for serious or fatal accidents and limit fast moving traffic. It is our home, we live and work here, and to have the road down the centre of our home taken over by fast traffic using 'our' street as a freeway needs to stop. Walking down the street at the moment - especially in winter with pools of water everywhere - is difficult and dangerous with cyclists on the sidewalk and cars within inches of our heads. Restricting the flow of traffic somewhat will hopefully encourage more people to walk, take transit, cycle etc, or maybe just find another route or leave home earlier or later. If we want to do our part to combat climate change we need to make it less convenient to drive, and easier to use other modes of transportation. Transit seem to be in favour of a 4 lane option, but they manage to have the buses run on time on lower Shelbourne (2 lanes) and Richmond Ave (2 lanes). And safety, not speed, should not be the determining factor when making decisions which affect us all. We need fewer locations where traffic and cyclists/pedestrians come in conflict, and slower traffic speeds. It is time to restrict the traffic on Shelbourne and put the cars on a 'diet' as so aptly expressed in an earlier newspaper article. We need to lead the way in making this area much more user friendly for cyclists and pedestrians. We need to encourage people to 'get out of their cars' and use other transportation methods. It is too easy and convenient to jump in a car and drive and making it a little less attractive would hopefully encourage finding other ways to get around, and plan one's driving more carefully. Please do not give in to the residents living north of our area - of course they want a fast, straight, flat road to drive on, but forget about those of us who live here. The ultimate goal of 4 lanes for this part of Shelbourne St is not the best fit for the residents who live here.

Please consider adopting option 2 - improvements for pedestrians and cyclists that could be done fairly soon, without too much in the way of disruption, and without the time lag and expense of acquiring property. This could be regarded as a short term solution to the problems of walking and cycling in this area. The 30 year long term study could be looked at in regard to what the vision of this area is for the future. Use the 3 lane option which can be done fairly easily and cheaply and quickly - see how it works for a period of time and make some decisions for the future based on these observations. But please do something soon for the residents of this area who presently find it unsafe and uncomfortable to walk or cycle in this area.

Thankyou.

Barbara Crow



2310-20 SVAR

Council - Bike lanes on shelbourne

From: Emerald Pringle [REDACTED]
To: <council@saanich.ca>
Date: 11/27/2016 8:39 AM
Subject: Bike lanes on shelbourne

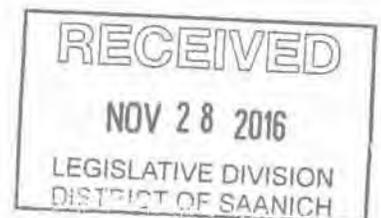
POST TO	General	POSTED	DEC 01 2016
COPY TO	SH/HM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM ✓		

Dear Saanich councillors,

I am writing to express my strong support for the addition of more bike lanes on Shelbourne St, to make the entire Shelbourne corridor bike friendly. Shelbourne is a narrow road that can be dangerous for cyclists yet is an essential artery to get to many places.

Sincerely,

Emerald Pringle



2310-20 SVAP

Council - Cycling on Shelbourne

From: Ryan Kereliuk [REDACTED]
To: <council@saanich.ca>
Date: 11/24/2016 1:43 PM
Subject: Cycling on Shelbourne

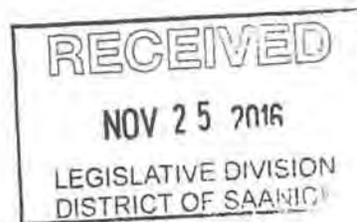
POST TO	General	POSTED	NOV 29 2016
COPY TO	SH/HM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED:	BIM		

Hello,

I live in Victoria but regularly spend time/money in the Hillside area including businesses and healthcare providers inside Saanich at Shelbourne. I am writing to say I wish I could make use of the goods and services up the Shelbourne corridor but find the room for cyclists to be so poor that I don't. If you improve cycling safety, I will be more than happy to leave my money in Saanich.

(I have also communicated to the Victoria council that first-class connections from the inner city to Shelbourne are necessary and will continue working on this project.)

Thanks.



Council - Safe and Complete Shelbourne Street

From: Kayla Siefried [redacted]
To: <council@saanich.ca>
Date: 11/23/2016 12:29 PM
Subject: Safe and Complete Shelbourne Street

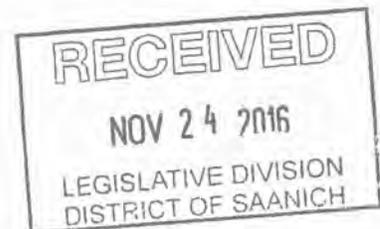
POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Hi Saanich Councillors,

Please prioritize safe and bike friendly infrastructure on Shelbourne!

Thank you,
Kayla Siefried

environmental educator - cycling enthusiast - yoga teacher - gardener - fermenter



2310-20SVAR

From: kenn and alana [redacted]
To: <council@saanich.ca>
Date: 11/23/2016 9:19 AM
Subject: shelbourne valley cycling improvements

POST TO	General	POSTED
COPY TO	SH/HM,	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM,	

as a resident of the shelbourne valley area i support the planned improvements and would like to see saanich move forward on the plan as quickly as is feasible.

kenn pearce
[redacted] doncaster

drive
Sent from my iPad

RECEIVED
 NOV 23 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

2310-20 SVAP

Council - Shelbourne Bike Lanes

From: "d. janess" [redacted]
To: <council@saanich.ca>
Date: 11/22/2016 1:01 PM
Subject: Shelbourne Bike Lanes

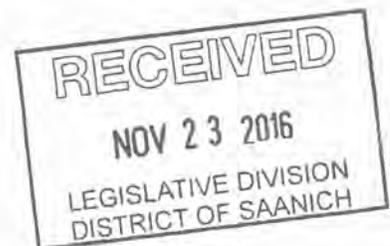
POST TO	General	POSTED
BY TO	SH/HM	
INFORMATION	<input type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Dear Saanich Council Members:

Shelbourne is so close to getting badly-needed bike lanes. I urge Saanich Council to make certain this long-awaited improvement isn't delayed any further. I often avoid Shelbourne because of the lack of bike lanes, and on those times must take a longer route when commuting to/from my daughter's school in Fernwood and the University of Victoria where I work and study. Bike lanes will be a much needed step in improving commuter safety. We might look to areas of Metro Toronto, where new protected bike lanes will ensure a buffer zone between traffic and cyclists, and likewise between traffic and pedestrians.

Sincerely,
Danielle Janess

Danielle Janess, MFA Writing
[redacted]



2310-20 S4AP

Council - Shelbourne Valley Action Plan - Option 3, Early Implementation!

From: Michael Betts [REDACTED]
To: <council@saanich.ca>
Date: 11/22/2016 4:41 PM
Subject: Shelbourne Valley Action Plan - Option 3, Early Implementation!

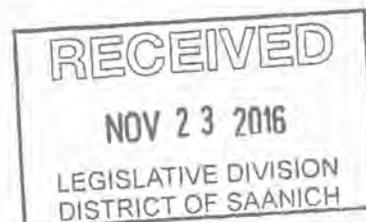
POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
ACKNOWLEDGED:	-	

To Saanich Council:

I have lived in the same house in Gordon Head since 1982. I have always been an avid cyclist and am so looking forward to being able to safely cycle down Shelbourne Street to Hillside and downtown Victoria. Presently the safest access to downtown Victoria by bicycle for me is through Mt. Douglas Park, to Lochside Trail and the Goose - a much longer route than via Shelbourne Street. I strongly encourage an early implementation of the cycle infrastructure needed on Shelbourne Street as outlined in the Shelbourne Valley Action Plan, Option Three. Also, I wish to express my gratitude for the bicycle infrastructure work which has been completed on Shelbourne Street between Feltham Road and Kenmore Road. It has resulted in a significant improvement for cyclists.

Sincerely,

Michael Betts
 [REDACTED] Hillview Ave.
 District of Saanich



Clerksec - Shelbourne Valley Action Plan : Looking Ahead to Autonomous (Self Driving) Cars in Saanich: Important Edit

From: Ray Travers [REDACTED]
To: Dean Murdock <dean.murdock@saanich.ca>, Vic Derman <vic.derman@saanich.c...>
Date: 11/23/2016 8:47 AM
Subject: Shelbourne Valley Action Plan : Looking Ahead to Autonomous (Self Driving) Cars in Saanich: Important Edit
CC: Carrie MacPhee <clerksec@saanich.ca>, Cameron Scott <cameron.scott@saani...

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Hello All:

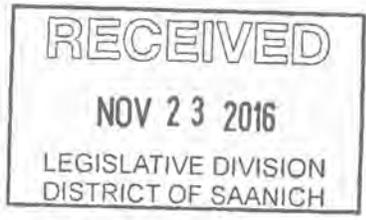
I have an important edit to bring to your attention, on the message I sent earlier - which has now been corrected (below). Further reading confirms that autonomous cars are better referred to as "self driving" not "driverless."

Thanks, Ray Travers

On Nov 21, 2016, at 12:02 PM, Ray Travers [REDACTED] wrote:

Saanich Mayor and Council,
Saanich, BC

Dear Mayor and Council:
cc Cameron Scott, Harley Machielse



Re: Shelbourne Valley Action Plan, Looking Ahead to Autonomous (Self Driving) Cars in Saanich

The Shelbourne Valley Action Plan (SVAP) intends, over time, to implement the "Ultimate" design of four lanes for most of the street. Land negotiations are currently underway on some 17 properties on South Shelbourne to purchase frontage property to enable the "Ultimate" to happen.

There is a compelling need, however, for a public conversation on the likely policy and operational consequences of autonomous (self driving) cars. The increased capacity of the breakthrough technology will, without question, outperform what is happening now on Shelbourne. Some of these safety features are already designed into 2016 high end models.

1. Some highlights on the potential performance of "Autonomous car" copied from https://en.wikipedia.org/wiki/Autonomous_car

" autonomous vehicles could eliminate 90% of all auto accidents"

• autonomous cars could increase capacity by 273% (~8,200 cars per hour per lane)
 • These increases in highway capacity could have a significant impact in traffic congestion, particularly in urban areas, and even effectively end highway congestion in some places.

• improved ability to manage traffic flow,

• could reduce the needs of road and parking space in urban areas,

• new business models (such as mobility as a service) can develop,

• better fuel efficiency and fuel consumption, less air pollution and a lower carbon footprint from road travel.

2. Policy implications on the performance of autonomous cars : Abstract copied from "Autonomous Vehicle Technology, a Guide for Policymakers"

http://www.rand.org/pubs/research_reports/RR443-2.html

For the past hundred years, innovation within the automotive sector has created safer, cleaner, and more affordable vehicles, but progress has been incremental. The industry now appears close to substantial change, engendered by autonomous, or "self-driving," vehicle technologies. This technology offers the possibility of significant benefits to social welfare — saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises. After surveying the advantages and disadvantages of the technology, RAND researchers determined that the benefits of the technology likely outweigh the disadvantages. However, many of the benefits will accrue to parties other than the technology's purchasers. These positive externalities may justify some form of subsidy. The report also explores policy issues, communications, regulation and standards, and liability issues raised by the technology; and concludes with some tentative guidance for policymakers, guided largely by the principle that the technology should be allowed and perhaps encouraged when it is superior to an average human driver.

Recommendation : Direct Saanich staff to review the policy and operational implications of the likely introduction of autonomous cars (some features already implemented) on the assumptions and projections of the Shelbourne Valley Action Plan, when this plan is presented to Saanich Council on December 5, 2016.

Regards,

Ray Travers
 Carnegie Crescent,
 Victoria BC

2310-20 SVAP
Clerksec - Shelbourne Valley Action Plan : Looking Ahead to Autonomous Cars in Saanich

From: Ray Travers <[REDACTED]>
To: Dean Murdock <dean.murdock@saanich.ca>, Vic Derman <vic.derman@saanich.c...>
Date: 11/21/2016 12:03 PM
Subject: Shelbourne Valley Action Plan : Looking Ahead to Autonomous Cars in Saanich
CC: Saanich Legislative Services <clerksec@saanich.ca>, Cameron Scott <camer...>

Saanich Mayor and Council,
 Saanich, BC

Dear Mayor and Council:
 cc Cameron Scott, Harley Machielse

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Re: Shelbourne Valley Action Plan, Looking Ahead to Autonomous Cars in Saanich

The Shelbourne Valley Action Plan (SVAP) intends, over time, to implement the "Ultimate" Design of four lanes for most of the street. Land negotiations are currently underway on some 17 properties on South Shelbourne to purchase frontage property to enable the "Ultimate" to happen.

There is a compelling need, however, for a public conversation on the likely policy and operational consequences of autonomous (driverless) cars. The increased capacity of the breakthrough technology will, without question, outperform what is happening now on Shelbourne. Some of these safety features are already designed into 2016 high end models.

1. Some highlights on the potential performance of "Autonomous car" copied from https://en.wikipedia.org/wiki/Autonomous_car

" autonomous vehicles could "eliminate 90% of all auto accidents"

" autonomous cars could increase capacity by 273% (~8,200 cars per hour per lane)". These increases in highway capacity could have a significant impact in traffic congestion, particularly in urban areas, and even effectively end highway congestion in some places.

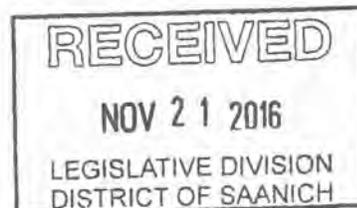
" improved ability to manage traffic flow,

" could reduce the needs of road and parking space in urban areas,

" new business models (such as mobility as a service) can develop,

" better fuel efficiency and fuel consumption, less air pollution and a lower carbon footprint from road travel.

2. Policy implications on the performance of autonomous cars : Abstract copied



from "Autonomous Vehicle Technology, a Guide for Policymakers"

http://www.rand.org/pubs/research_reports/RR443-2.html

For the past hundred years, innovation within the automotive sector has created safer, cleaner, and more affordable vehicles, but progress has been incremental. The industry now appears close to substantial change, engendered by autonomous, or "self-driving," vehicle technologies. This technology offers the possibility of significant benefits to social welfare – saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises. After surveying the advantages and disadvantages of the technology, RAND researchers determined that the benefits of the technology likely outweigh the disadvantages. However, many of the benefits will accrue to parties other than the technology's purchasers. These positive externalities may justify some form of subsidy. The report also explores policy issues, communications, regulation and standards, and liability issues raised by the technology; and concludes with some tentative guidance for policymakers, guided largely by the principle that the technology should be allowed and perhaps encouraged when it is superior to an average human driver.

Recommendation : Direct Saanich staff to review the policy and operational implications of the likely introduction of autonomous cars (some features already implemented) on the assumptions and projections of the Shelbourne Valley Action Plan, when this plan is presented to Saanich Council on December 5, 2016.

Regards,

Ray Travers
Carnegie Crescent,
Victoria BC

2310-20 SVAP

From: "Spalteholz, Bernhard" [REDACTED]
To: "council@saanich.ca" <council@saanich.ca>
Date: 11/21/2016 3:27 PM
Subject: Biketoria

POST TO	General	POSTED
COPY TO	SH/HM ✓	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM ✓	

Please ensure that the funding to the shelbourne bike Lane improvements is not cut, this is a hazardous corridor.

This email and its attachments are intended solely for the personal use of the individual or entity named above. Any use of this communication by an unintended recipient is strictly prohibited. If you have received this email in error, any publication, use, reproduction, disclosure or dissemination of its contents is strictly prohibited. Please immediately delete this message and its attachments from your computer and servers. We would also appreciate if you would contact us by a collect call or return email to notify us of this error. Thank you for your cooperation.

-BCHydroDisclaimerID5.2.8.1541

RECEIVED
 NOV 22 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

2310-205VV

Council - Bike Lanes

From: Cyrus Farivar [REDACTED]
To: <council@saanich.ca>
Date: 11/21/2016 5:13 PM
Subject: Bike Lanes

POST TO	General	POSTED
COPY TO	SM/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Shelbourne is so close to finally getting badly-needed bike lanes. I urge Saanich Council to make certain that this long awaited improvement isn't delayed any further.
cyrus Farivar

RECEIVED
NOV 22 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

2310-20SVAP

Council - I approve of the Shelbourne bike lane improvements

From: James G Burns [REDACTED]
To: <council@saanich.ca>
Date: 11/21/2016 4:43 PM
Subject: I approve of the Shelbourne bike lane improvements

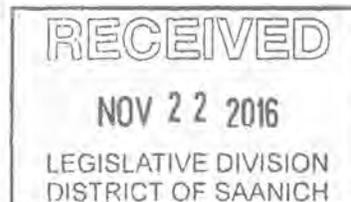
POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Hello,

I'm happy as a Saanich resident and home-owner in the north Shelbourne corridor that Saanich has been making improvements to the bike capacity on Shelbourne and other parts of Saanich. It is important to the health and safety of me and my children. Please, keep it up!

Best regards,

James Burns



Council - Shelbourne Bike Lanes

From: Darrell Barnes [REDACTED]
To: <council@saanich.ca>
Date: 11/21/2016 6:26 PM
Subject: Shelbourne Bike Lanes

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

We are so happy that this bike lane will go ahead and proceed as planned. Please do not delay in the development/completion. This will definitely make a lot of bike commuters very happy.

Thank you
Darrell & Sherry Barnes



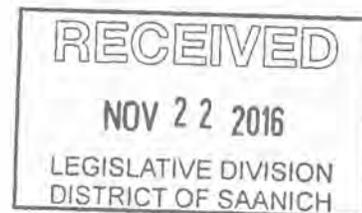
Council - make shellbourne bike friendly

From: Cynthia Brossard [REDACTED]
To: <council@saanich.ca>
Date: 11/22/2016 6:25 AM
Subject: make shellbourne bike friendly

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	<input checked="" type="checkbox"/>

I ride 4-5,000 MILES every year, but I avoid saanich because it's a death trap of bike lanes that end in the worst possible place and speeding traffic. Please get on with bike facilities on Shellbourne.

Cynthia Brossard



2310-208418

LID	General	POSTED
COPY TO	SH/DM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
SPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED:	BIM	

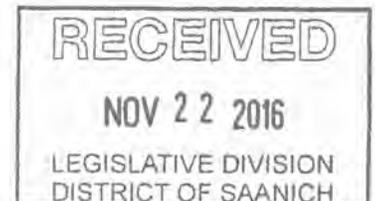
From: Maria [REDACTED]
To: <council@saanich.ca>
Date: 11/21/2016 8:58 PM
Subject: Bike lanes on Shelbourne

I had the unfortunate experience of cycling along Shelbourne, from Cedar Hill to downtown last Thursday. Normally I would take a different route but I had business to do on Shelbourne. I swore I vowed to myself I would not ride that way again as I felt very unsafe as a cyclist.

It is with great pleasure that I hear Saanich will be putting in bike lanes along Shelbourne soon. I sincerely hope it's very soon.

Yours hopefully,
 Maria Lyons
 [REDACTED] Sea View Rd
 victoria
 [REDACTED]

Maria Lyons



2310-20 SVAD

Council - Please make Shelbourne bike - friendly!

From: 56cunningham [REDACTED]
To: <council@saanich.ca>
Date: 11/22/2016 6:43 AM
Subject: Please make Shelbourne bike - friendly!

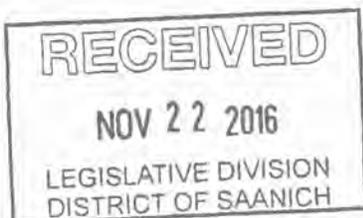
POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM	

Greetings,

Just a bike-friendly reminder to please follow through on your commitment to make Shelbourne Street friendly for bicycles. I can hardly wait to use this corridor as a regular route for me and my bike. Thanks for your help!

Keepin' it real on two wheels,

Randy Cunningham
[REDACTED] Earl Grey Street



From: Geoffrey [redacted]
To: <council@saanich.ca>
Date: 11/22/2016 8:01 AM
Subject: Shelborne bicycle improvements

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WANTED	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED	DM	

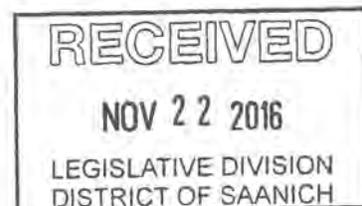
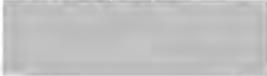
Dear Saanich Counsellors,

As a daily commuter cyclist, I urge Saanich Counsellors to take a bicycle ride up or down Shelborne Street at any time of the day to see just how dangerous it is at the present time, for cyclists. This is a natural relatively flat, and direct north - south corridor for cycling, and if needed safety improvements are made it will encourage many more people to use the bicycle option instead of their personal vehicles for travel.

Bus stop pull-outs, overall 3-lane vehicle roadway with alternating sections of two lane northbound, then southbound, traffic will be a simple fix to permit safe spaces for cycling lanes, without significant changes to the existing curb and sidewalk structures.

In appreciation of your efforts for improving the safety of your cycling population,

Geoffrey Hall



2310-205...A

Council - Shelbourne Street improvements

From: [redacted]
To: <council@saanich.ca>
Date: 11/21/2016 7:56 PM
Subject: Shelbourne Street improvements

POST TO	General	POSTED
COPY TO	SH/HM	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT FOR		
ACKNOWLEDGED:	BIM.	

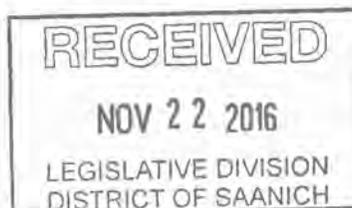
Dear Saanich Council,

I am a Saanich resident and a driver and an experienced cyclist. I complete several errands each week by bicycle and by car in the Shelbourne Valley and also ride my bicycle for fun on longer rides all over Greater Victoria. I am a reasonably strong cyclist and do not hesitate to take a longer or hillier route to bypass busier roads and especially all of Shelbourne south of Feltham. Although not perfect (*) I am very pleased with the suggested changes to Shelbourne Street and I believe that the changes will benefit pedestrians, cyclists and most of all drivers. Many letters to the editors of the TC have been anti-bike and have been very critical of the proposed changes. As a driver I am very much looking forward to the changes as much as I am looking forward to the changes as a cyclist and as a pedestrian. Nothing frightens me more than having to pass a cyclist in busy traffic and like I said I just plain avoid it as a cyclist. Shelbourne Street as it is discourages many people from cycling it for errands and such and most cyclists are not comfortable diverting to Richmond or Cedar Hill roads. Cedar Hill is hilly and there are some downright dangerous sections such as at Cedar Hill Cross Road and Richmond is just not made for cyclists at all. I think that the proposed changes will increase bicycle traffic at least 10 fold if not more and I am really looking forward to heading down to Hillside Mall by bike on Shelbourne from my home in Gordon Head on those days when I don't have the energy to manage the hills of Cedar Hill. This will certainly become more of an issue in the coming two decades during which I will become a senior. Please keep moving forward on this project and continue the great work that you all have been doing and do not be discouraged by the naysayers in the community. They will come around. Also, I must say that I like the lane improvements along Cedar Hill Cross Road east of Cedar Hill. I am riding along that segment almost weekly now and I no longer have to take a longer detour to Pear Street to get down to Shelbourne Plaza to pick up my weekly bread.

Keep up with the good work,

Sincerely,
Dennis Churchill

*By not perfect I think that I just mean the section that must be reduced to a single car lane in both directions. That is the section that will bring the most grief to drivers and will draw the most complaints. I understand the need for it to be done that way, it is just unfortunate from a practical driver's perspective and it will make it harder to sell the project to drivers.



2310-205V4

Council - Shelbourne bike lane

From: Carrie Walker [REDACTED]
To: <council@saanich.ca>
Date: 11/21/2016 3:42 PM
Subject: Shelbourne bike lane

General	POSTED
COPY TO SH/HM	<input checked="" type="checkbox"/>
INFORMATION	<input type="checkbox"/>
COPY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
ACKNOWLEDGED:	BIM

Hello,

I heard today that Saanich plans to make Shelbourne bike friendly. This is exciting news! I recently moved to Victoria from Vancouver and have been surprised to find many of the streets in Victoria far scarier to ride on than those in Vancouver. This is due in large part to there being no parking lanes on major thoroughfares here and also because there is no grid system. In Vancouver, you can always choose to ride down a quieter side street. Shelbourne is the only option for cycling between University Centre and Hillside, a route I would like to travel but find far too harrowing. I will sometimes ride on the sidewalk if I have to take this route, something I haven't done since I was a little kid learning to ride.

Anyways, I would just like to send a letter of encouragement and thanks for moving forward with making Shelbourne bike friendly.

Best regards,
Carrie

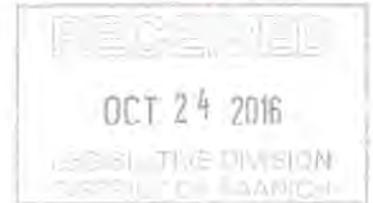


RECEIVED
 NOV 22 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

2310-20-SVAP

Tricia McKenzie

GENERAL	POSTED
COPY TO SH/HM	OCT 26 2016
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT FOR	<input type="checkbox"/>
INVOLVED:	BIM



05 October 2016

His Worship Mayor Richard Atwell and Council
Saanich Municipal Hall
770 Vernon Ave.
Victoria, BC V8X 2W7

Dear Mayor Atwell and Council

Re: Shelbourne Valley Action Plan - Without Prejudice

First let me say I am not in favour of the changes that have happened and are planned for Shelbourne Street and ask that you stop the progress on this project. Second, I apologize for the disjointed comments. Since the first time I heard of the 'Plan' for Shelbourne, I have wanted to write or attend the open houses, but time has permitted neither.

Background:

Since [redacted] I have lived in the subdivisions surrounding Blair Avenue and saw the process of changing Shelbourne Street from one to two lanes of vehicle traffic. In the early 60s, the so-called 'University Heights' subdivision (Blair, Carnegie Crescent, Oberlin, Magdelin) were the first streets built. The rest of the area was greenhouses and daffodil fields. When my parents moved into their house on Carnegie Crescent, there wasn't even a road; we had to drive through the mud in what remained of the daffodil fields. The bus ran once an hour, if that, and continued from Shelbourne out to service the rest of the 'boonies', towards Vantreight Drive. It seemed to me there was almost no development between town and Gordon Head. Shelbourne Plaza existed on a smaller scale I seem to recall.

As more and more subdivision were built and traffic increased, Shelbourne Street became the main vehicle traffic artery from Bay Street to Mt. Doug Park and beyond, and has remained so to this day. At some point, the traffic was so congested, it became necessary to make Shelbourne a double lane road in both directions. Along with that came the protest over cutting all the trees that were planted for the veterans which ran almost the entire length of Shelbourne Street to Mt. Douglas Park. After most of the trees were cut, finally the wishes of the public to preserve them was recognized and in the last few blocks, Shelbourne Street was divided, leaving one row of trees in the center boulevard. Also, in the 1960's, what is now McKenzie Avenue between Gordon Head Road and Cedar Hill Road was called Ruby Road, and stopped at Cedar Hill Road.

Saanich has seen great growth since the 1960s, and with it, increased vehicle traffic, and many more roads and additional traffic lanes were built to accommodate the ever-increasing number of vehicles. McKenzie Avenue was pushed through, so it is now the major East/West connector route. The Junior and Senior High Schools 'switched places', and both saw new additions to accommodate the growing number of students.

Points to Ponder:

Traffic Calming

Shelbourne Street is not like Quadra Street, which was 'traffic calmed' a few years back. Calming Quadra meant most of the traffic now uses Blanshard Street, as Quadra is all but impassible when traffic is heavy. There is no alternate route for traffic when Shelbourne Street is 'calmed'. The traffic will just back up, with some taking alternate winding routes through lesser streets with more chance of 'running into' children playing. As for 'traffic calming', it seems to me it only causes more road rage. As a matter of fact, a study released today states there have been more vehicle/pedestrian accidents since speed limits were reduced.

The current sidewalks provide plenty of room for walking. I have walked them for years and know there is no need to widen them for the little use they receive.

My take on bike lanes, is and always has been, that Shelbourne Street should not have ever been used as a bike route. There are other less busy streets where bike routes could be installed without impeding the heavy flow of vehicular traffic on Shelbourne. (E.g. Richmond, Cedar Hill Cross Road, and many other quiet streets.) Remember, Shelbourne is a major exit route from Oak Bay to Royal Oak, Cordova Bay, and the Pat Bay Highway.

Impeding Emergency Vehicles; extended curbs:

The extended curbs are a danger to drivers who may need to suddenly swerve to miss something on the road, and certainly coupled with the flower gardens that Saanich insist on placing in the center of the roads, impede emergency vehicles. This is a major concern as we are constantly told we live in an earthquake zone, so we should be planning roads that will still allow emergency vehicles to function when that happens. When there is an accident, the traffic on these single lane roads will come to a standstill. There are already problems when the buses stop on a one lane road: the traffic piles up behind them because you cannot get passed. As for extended curbs making it easier for pedestrians to cross: the distance is the same whether there is an extended curb or not. Personally, I would not stand in the extended area for fear a driver would err, and I would be the standing duck' target.

'Not only do the 'rain gardens' at the north end of Shelbourne impact on badly needed parking spaces (specially with the current plans to allow more suites, garden shed occupancy and so on), but they are an eye sore and allow water to stand. There is no need for this when the houses in the neighbourhood have lawns and gardens that collect rain water.

Inconsistencies in roadways:

There are other examples of down-sizing of the main roads in Saanich from two to one lane, where millions of tax-payer dollars have been wasted with 'blended curb' sidewalk which are dangerous for both cars and bikes who do not realize there is a 'hill'. There now seems to be no consistency in curb formation: some are real cement curbs with sidewalks, some are asphalt ridges, and now the 'blended hill' (Maplewood/Cook Street), and perhaps there are more variations.

You are never really sure what the speed limit is with 'traffic calming' whereby it changes from block to block; cross walks, and lighting are not standardized. There are streets where the cars have to (suddenly, and illogically) stop for the Goose traffic – give me a break! As well, because pedestrians are constantly told they have the right of way, with their headsets on, without a glance, they and bicycles, dart out in front of moving vehicles expecting them to stop instantly. This insanity needs to stop. Pedestrians and bicycles need to become responsible for their own safety, checking before they cross a driveway, looking over their shoulder for turning cars at intersections, making sure the vehicle has stopped before they put their body in front of it.

Maintenance Costs:

Flower gardens require constant up-keep costs for plants, water and maintenance. As well, small patches of grass need to be mowed; gardens with curbs and trees in the middle of the road, make it impossible for emergency vehicles to pass and obstruct the view,. How much more will it cost when roads with many extended sidewalks need to be repaved? Instead of a straight strip, they will need to jig and jog around curbs.

Traffic Delays and Back-ups

The major impact of single lanes on busy roads is long lines of backed-up traffic (Cloverdale Avenue, Maplewood, Tillicum, McKenzie to name a few, and recently Cedar Hill Cross Road from Cedar Hill to Richmond.)

For example on McKenzie Avenue, between Gordon Head Road and Shelbourne Street, it is now usual to have to wait for 20-30 cars to pass before you can turn left from Eastbound McKenzie onto Larchwood Drive, or to turn right out of Larchwood Drive onto McKenzie. Often, I have counted OVER 70 cars that had to pass before I could make that left turn because the traffic coming from the University backs up. The backup is often impacted when a bus is stopped at the bus stop, which doesn't allow west-bound vehicles to get by, although many vehicles actually move into the lane of on-coming traffic to get past the bus, risking a head-on collision. With only one lane of traffic, the line-up is twice as long as it was with two lanes which flowed smoothly. The light at McKenzie and Shelbourne seems to serve the same purpose as the one at McKenzie and the Island Highway – holding up traffic. It is also common to miss 2 or more lights there, especially if you are trying to turn left to head South on Shelbourne, as the left turn lane is not long enough, so you are stuck in the blocked through lane until it clears enough to let you into the left lane, missing many empty-lane advanced left turn signal as well. Even if you are in the left turn lane, it is common to sit through 2 left turn signals as well. There is a similar problem heading East on Cedar Hill Cross Road at Cedar Hill Road, where the left turn lane is much too short and though the left turn lane is clear, you cannot get to it.

Carbon Footprint:

To the planner who said single-laning Shelbourne would only add 2.9 minutes to the average commute, I say: add up the emissions from all those cars taking an extra 2.9 minutes even if they were moving. Sadly, most will be stuck in traffic, idling. Do you think Saanich is being a responsible citizen when it comes to global warming, climate change, and pollution when they stall traffic in this manner? Based on the added time it takes me to enter or exit Larchwood Drive with what has been done to McKenzie Avenue, I would say the 2.9 minutes have already been used waiting there, so these estimates are meaningless and the commute will be much longer than before. As I suggested many months ago, before you spend millions rebuilding Shelbourne, just put up pylons and block one lane of Shelbourne in each direction for a week to see what happens.

Lack of Public Participation:

It seems the greater Victoria area is being run by the bicycle crowd, the only people with time to voice their opinions. Recently it surprised me to discover many people who live in the Shelbourne area had never heard anything about the 'Shelbourne Valley Action Plan', despite the advertising that Saanich has done. Not only that, many seniors, and people with children (who cannot ride bikes, and who need their cars to get kids to day care, run errands, get groceries on the way to and from work) just don't have time to keep a watchful eye on what the government is doing with tax-payer dollars. We assume there are responsible people doing what is best for everyone, not just a small vocal minority or a plan put forward by a small focus group. Evidence of this is in the stated on your website, where 1325 completed surveys and 43 emails were received in regards to this plan, for a total of about 1368 people from the population of Saanich, which was 109,800 in 2011, and must have increased since then. This is just barely 1% of the population, and based on the fact there were some changes made to the plan, I would surmise some of this 1% were not in favour of what is being done to Shelbourne Street. By the time the majority of people realize what is happening, the work will be completed, the money wasted, the traffic calmed to a standstill, and I expect down the road some sense will prevail and it will all be undone, incurring huge costs to set it right again.

Irresponsible use of Tax-Payer Money:

Saanich is badly in need of major infrastructure up-grades (road surface, water, etc.). That to me should be where responsible municipal (and government) employees would be concentrating their efforts. As well, policing and fire are priorities. In the 'City of Gardens', there is no need for Saanich to be cultivating gardens down the centre of roads, nor at the intersections. While they are beautiful, they are a frivolous waste of my money – not necessary in these very tough economic times. More importantly, think of emergency vehicles, and disaster recovery who will be immobilized by curbs, gardens, roundabouts, and one lane roads. Think of the tax-payers, many on fixed-incomes, facing ever-increasing taxes, fees, and levies. "It is only a dollar more a month" says every utility, or tax authority with ¹¹⁴ realizing we, the tax-payers, just don't have all those

extra one dollars – and I haven't even mentioned sewage treatment costs (and the disgusting amount of money wasted so far on 'planning' – Is this the first and only sewage treatment plant ever built in the world? Just like the Johnson Street Bridge, Victoria had to invent the wheel; why not use a plan from a bridge in Chicago, where at every intersection there is a bridge that opens; but I digress).

Remember, when you hear 'the government' will be paying for something, that YOU and I ARE the government. There is no money tree. There is no secret stash of money. PM Trudeau is busy spending money like a kid in a candy store, on things in which the government should not be involved. The money comes from the pockets of the taxpayer – you and I. It is time all levels of government returned to a basic mandate of managing infrastructure and the necessities, and not wasting our money on bailing out companies, and carelessly spending on projects that should not be in their mandate in the first place. and make no good sense.

In Conclusion:

This Shelbourne Valley Action Plan has been in the works for years and I hate to think of the money spent to date on the planning and construction of a project that should never have been started: calming a major traffic route used by most of the Greater Victoria area. I ask Saanich to stop this plan at once.

Yours truly,

A grey rectangular redaction box covers the signature of Tricia McKenzie.

Tricia McKenzie

2310-20 SVAP

From: Arielle Guetta [REDACTED]
To: <council@saanich.ca>, <cameron.scott@saanich.ca>
Date: 10/19/2016 7:48 PM
Subject: Walk On, Victoria supports Shelbourne Valley Action Plan Option #3
Attachments: Letter_Saanich_Shelbourne Option 3_Oct.2016.docx

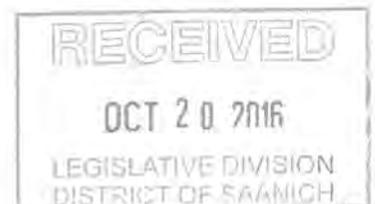
POST TO	General	POSTED	OCT 20 2016
COPY TO	SH/HM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	BIM	✓	

Dear Mayor and Council,

Please find attached a letter from Walk On, Victoria supporting the Shelbourne Valley Action Plan Option #3.

Walk On, Victoria is greater Victoria's pedestrian advocacy organization. Our mission is to improve the walkability of Greater Victoria's neighbourhoods and promote walking as a healthy, sustainable form of transportation and recreation.

Sincerely,
Arielle Guetta
Chair, Walk On, Victoria



October 17, 2016

Mayor and Council
District of Saanich
770 Vernon Ave
Saanich, BC V8X 2W7



Greater Victoria's
Pedestrian Advocacy
Organization

RE: Shelbourne Valley Action Plan

Dear Mayor Atwell and Members of Council,

I am writing on behalf of Walk On, Victoria, Greater Victoria's Pedestrian Advocacy Group. After reviewing the proposed Shelbourne Valley Action Plan, we are offering our support for Option 3.

Currently, Shelbourne has some of the worst sidewalks in the Capital Region, and we are encouraged to see that Option 3 will replace and/or upgrade sidewalks and improve pedestrian crosswalks at intersections. Well constructed and well maintained sidewalks are important for the safety of all pedestrians and especially for those with disabilities who use walkers and scooters for mobility.

The addition of traffic signals at crosswalks on Knight Avenue and on Torquay Drive will make it safer for pedestrians to cross the street, and the greater waiting space at intersections on Cedar Hill X-Road and on McKenzie will enhance pedestrian comfort and safety. The dedicated cycle lanes will provide pedestrians on the sidewalks with greater separation from traffic, and this, too, will make walking more pleasant.

With improved sidewalks, traffic calming measures and attractive landscaping, Shelbourne will become a very different street from what it is today. We look forward to future walks in the Shelbourne Valley once these improvements are made.

Sincerely,

Arielle Guetta
Chair, Walk On, Victoria



2310-20
SVAAP

From: Antonia Kowalewski
To: <council@saanich.ca>
Date: 10/12/2016 7:08 PM
Subject: Shelbourne Valley Action Plan

POST TO	General	POSTED	<input checked="" type="checkbox"/>
COPY TO	SH/HM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO VISITOR	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	BIM		

Hello,

My name is Antonia Kowalewski and I am a resident of Saanich. When reading through the options for Shelbourne Valley I was appalled that such high numbers of trees were to be removed, no matter which option is chosen. I ask that you please prioritize our trees. They provide noise reduction and privacy to the residents of the valley, as well as ambiance and clean air to the roads.

For the trees that will be removed I suggest Tree Spades as opposed to chainsaws. This is an environmentally friendly, cost effective method of removing trees and replanting them elsewhere. More information is available at: <http://www.dutchmantreespade.com>

Thank you for your consideration. I look forward to hearing back that my proposal has been heard.

Sincerely,
Antonia Kowalewski



2310-20
SVAP



From: [Redacted]
To: <council@saanich.ca>
Date: 10/5/2016 5:53 PM
Subject: Shelbourne 4 lane

Today my neighbours and I woke up to something we couldn't believe. City council turning shelbourne into a 2 lane. Do any council members drive shelbourne every day. I doubt it. You are about to turn shelbourne into the colwood crawl. Do you realize how congested cedar hill and shelbourne is already. You say the long term plan is 4 lane. Stopping creating a disaster that future councillors will have to deal with your careless decisions. Do it right the first time. To say that you have consulted with the public and they agree with it is complete fabrication nobody shows up at meetings and you know it. If there was a vote 95 percent or more of people would vote against it and you know it. You have already created huge traffic congestion on McKenzie by uvic from turning it to a one lane. Stop creating traffic chaos for the benefit of the tiny few who take a bike. Do the work of pulling out the poles out if you want bike lanes. I also ride my bike alot but don't think people with cars should have to suffer because of your careless decisions. Johnny

Diabetes Breakthrough That Was Silenced By Drug Companies
 Life Advice Daily
<http://thirdpartyoffers.juno.com/TGL3131/57f5a0704c0f220704b62st04vuc>

7/33T 15 Gen OCT 06 2016

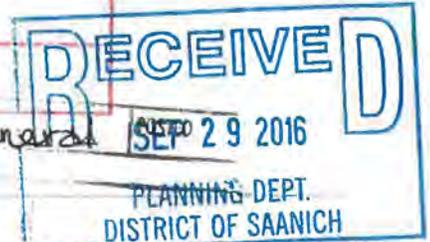
COPY TO	SH/HM ✓
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED:	BH Wood ✓

Planning - Feedback on the Shelbourne Traffic Plan

From: Wes Stevens
 To: <planning@saanich.ca>
 Date: 9/29/2016 11:29 AM
 Subject: Feedback on the Shelbourne Traffic Plan

✓	ACKN	LEDGED
✓	CLERKS	
	REPLIED	

2310 20
S VAP



Dear Saanich Planning Committee and Council,

I **strongly disagree** with reducing traffic to 2 lanes from 4 lanes on Shelbourne south of McKenzie. That being said, I agree it makes sense north of Feltham and that sidewalks should be improved. And while I agree cyclists should be safe, I believe motorists have a **right** to expect **efficient routes**.

My impression of traffic planning in Saanich is the motorist **always loses**. It is socially acceptable to cause wait time and chaos for motorists - because, as planners, council, cyclists, pedestrians and even motorists know, cars are non-green machines. However, cars are still needed. Parents need to transport kids to school. People need to bring home bags of groceries. Construction workers/gardeners/etc need to transport tools/material/refuse to/from the work-site. Goods need to be delivered to shops. And what happens when it rains? Or when we live in a community 20 km from our work (because we can't afford a house close to work)? And what about people who are unable to cycle - due to health or age? Lets face it - realistically, cars are here to stay. They are an important and our most common means of transportation.

Shouldn't Saanich promote more public transportation and more eco-friendly vehicles instead of antagonizing, discouraging, denigrating and frustrating motorists? Purposely planning traffic backups is disrespectful. It hurts the economy, and increases rancor between cyclists and drivers. And what about the ecological impact of longer wait and travel times?

In my area, Saanich has already spent millions producing traffic tie-ups going between the University and Shelbourne:

- 1) on McKenzie Avenue and
- 2) on Cedar Hill Cross road.

Has the planning committee/council watched the intersections at McKenzie and Shelbourne/Gordon Head/Cedar Hill Cross Road since changes were made? Especially at rush hour? Friends who live just east of Shelbourne and north of Cedar Hill Cross road can no longer return home at rush hour due to traffic backups. Before causing further problems, perhaps you could fix those already created?

And again, while I **strongly agree** cyclists have a right to be safe, they do **NOT**

have the right to demand changes to major roads - when the changes severely reduce traffic efficiency - especially when alternate routes exist. I cannot understand why the emphasis is not on **creating bike lanes on less densely traveled routes** (like Cedar Hill Road - which has 2 schools so traffic moves more slowly there... OR on Richmond Road)... Instead the focus is on clogging up Shelbourne.

Rest assured I will **NOT be voting for anyone on council** that supports spending millions any option of the Shebourne Plan that reduces lanes from for 4 to 2 south of Feltham.

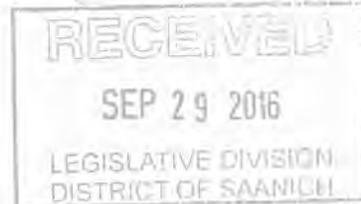
Sincerely,

Natalie Stevens

—
Wes and Natalie Stevens
[REDACTED] Tudor Avenue
Victoria BC [REDACTED]

[REDACTED]

2310-20
SVAP



From: Jim Cliff
To: <council@saanich.ca>
Date: 9/29/2016 8:09 AM
Subject: Shelbourne Street Improvement

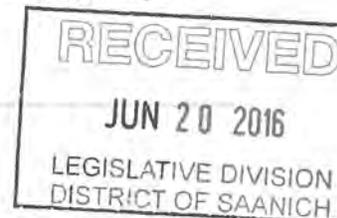
I encourage you to press ahead with the proposed improvements on Shelbourne Street. I would have preferred more two lane sections with a middle lane for safer left turns but the current proposal is a good one and should be given full support by Mayor and Council.

Regards
Jim Cliff

POST TO	Green	POSTED	SEP 29 2016
COPY TO	SH, HM		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION			
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	BM		

ClerkSec - Travers Review of Recent Shelbourne Letters to the Time Colonist

From: Ray Travers
 To: Richard Atwell <mayor@saanich.ca>, Susan Brice <susan.brice@saanich.ca>, Judy Brownoff <judy.brownoff@saanich.ca>, Dean Murdock <dean.murdock@saanich.ca>, Fred Haynes <fred.haynes@saanich.ca>, Colin Plant <colin.plant@saanich.ca>, Vicki Sanders <vicki.sanders@saanich.ca>, Vic Derman <vic.derman@saanich.ca>, Leif Wergeland <leif.wergeland@saanich.ca>
 Date: 6/18/2016 6:30 PM
 Subject: Travers Review of Recent Shelbourne Letters to the Time Colonist
 CC: Cameron Scott <cameron.scott@saanich.ca>, Harley Machielse <harley.machielse@saanich.ca>



Hello Mayor and Council:

cc Harley Machielse, Cameron Scott

You probably saw these three recent letters concerning Shelbourne in the T-C. The writers are concerned about the "re-laning" (removal of a lane, as in a road diet) on north Shelbourne from Arbdale to Torquay. My review (pro and con) of these comments follows (red and other highlights added). My goal is clarity, relevance and fair comment.

1. "Bike lanes bring congestion to Shelbourne, TIMES COLONIST, JUNE 12, 2016 12:28 AM

Well done, Saanich, for nearly completing the transformation of a lovely four-lane and busy connector north of Feltham Road into a two-lane exercise in frustration due to the introduction of dedicated cycle lanes and parking areas. Each left-turner at peak times now brings the lane to a halt.

The assumption of many of the municipalities that the creation of dedicated cycle infrastructure will result in a mass move to bicycles is naive at best.

To congest roads and reduce their capacity is astonishing, given the needs of the majority, and this seems to be continuing unabated. I'm all for measures that protect cyclists in areas where conflict exists, but please, put a halt to the initiative that is increasing congestion and frustration rather than alleviating it.

We have an aging and growing population, many of whom will never adopt two wheels, but somehow the desires of the minority seem to be trumping common sense.

There need to be additional measures to maintain the flow, and all that remains on Shelbourne Street is to prohibit left turns, which I doubt will be supported.

Chris Drake, Victoria"

2. "Narrowing a road does not help traffic flow. TIMES COLONIST, JUNE 15, 2016 07:59 AM



"Re: "Bike lanes bring congestion to Shelbourne," letter, June 12.

I agree with the letter-writer. Saanich is jumping on the biking bandwagon and, in the process, destroying a perfectly good section of roadway.

The same thing happened in Victoria when it restricted turns and narrowed the section between Hillside Avenue and Bay Street.

One of the fundamentals of traffic design is to keep vehicles moving. Narrowing a road to two lanes causes congestion, frustration and risk-taking. "If it ain't broke, don't fix it" com.

I rarely use Shelbourne. I prefer Cedar Hill Road, which parallels Shelbourne for most of its length. It might only be two lanes but it has fewer lights,

fewer pedestrian-controlled crossings and virtually no bike lanes. Traffic keeps moving and only gets congested around schools when parents drop off and pick up their kids,

Oops. Maybe I shouldn't have mentioned Cedar Hill Road. It could be next on Saanich's hit list.

Bruce DeBeck, Victoria"

3. "Traffic engineers are root of problem, TIMES COLONIST, JUNE 14, 2016 12:49 AM

Re: "Bike lanes bring congestion to Shelbourne," letter, June 12.

The letter-writer correctly spelled out the problems with Saanich and traffic in regard to the top end of Shelbourne Street.

The real problem is not just with Saanich. The real problem is the local traffic engineers who found out, probably through some kind of study or special research,

that a mile-long line of two-lane traffic will undoubtedly create more than two miles of single-lane traffic.

They also found out that an increase in traffic lights will also do wonders in slowing traffic down, just in case the "calming devices" fail to do their job.

Jim Anderson, Victoria"

POST TO	Gen	POSTED	JUN 20 2016
COPY TO	HM (recd)	SH	
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	bl.m		

4. TRAVERS COMMENTS

(a) I agree with the letter writers that traffic lights are a major cause of traffic congestion. In heavy traffic without lights, the speed does slow down. However, with a reduced distance between cars, the highway capacity increases, and the traffic keeps moving, but at a slower speed.

(b) I agree also one of the fundamentals of traffic design is to keep the traffic flowing. A second fundamental is that each mode of traffic needs its own travel lane (cars, bikes, pedestrians). A third fundamental is that all traffic lanes needs to be well marked so they are easily visible in all conditions of light and weather.

(c) I disagree that a three lane road diet (Two way, left turn lane - TWLTL) reduces capacity and/or diverts traffic to parallel streets. Jane Jacobs Canadian Urban Guru stated this decades ago. Numerous traffic studies have confirmed that highway capacity is effectively unchanged by a road diet, and traffic diversion does not occur. What does happen is more efficient use of existing capacity (reallocation of space to non motorized uses), while effective travel time (including delays) is about the same.

5. Supporting Comments From Some Road Diet websites

(a) http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

1.2 History of Road Diets

The focus of roadway projects during the 1950s and 1960s was on system and capacity expansion, not contraction. Whenever and wherever traffic volumes on a section of road outgrew what a 2-lane road could accommodate efficiently, the next step in roadway design in most cases was to increase the cross-section to 4 lanes. No engineering guidance during that period encouraged consideration of a three-lane alternative.

Consequently, four-lane roadways became the norm throughout the country. Some of these roadways accommodated high traffic volumes requiring four-lane cross-sections; but many accommodated much less traffic for which a smaller cross-section simply had not been considered.*

1.2.2 History of Road Diet Safety Evaluations

Numerous studies have examined the estimated safety effects of converting four-lane undivided roads to three-lane cross sections with TWLTLs. The majority of treatment sites and crash data in these studies come from California, Iowa, and Washington, with additional analysis of Road Diets in Florida, Georgia, Michigan, Minnesota, and New York. Several studies used the same, or virtually the same, treatment sites in Iowa. Average Daily Traffic (ADT) for treatment sites in these studies ranged from 2,000 to 26,000, with most sites having an ADT below 20,000. (NOTE Shelbourne ADT is 24,000 cars/day, Mackenzie has 28,000.)

What it means for a street to be complete is inherent to the context and will differ depending on how the street is intended to function, what types and volumes of road users it should accommodate, the destinations it serves, and the right-of-way available. Many communities have embraced this concept by adopting Complete Streets policies, establishing the expectation that all future roadway projects will adhere to the principle that streets should be designed with all users in mind rather than simply providing enough capacity for vehicle through-put...

What about Capacity?

*There is often concern about apparently reducing the capacity of a four-lane undivided roadway in half by converting it to a three-lane cross section with a Road Diet. Practitioners have found some cases of the four-lane undivided road operating as a de facto three-lane roadway due to turning movements and driver behaviour. Therefore, the effective capacity reduction is much less than the theoretical reduction assumed before implementation.**

(b) http://www.ncchpp.org/175/publications.ecnpps?id_article=446

"Road Diets: Fitter, Healthier Public Ways

If we go from four lanes down to two, what happens to half the traffic? Won't the road be terribly congested?

*In most cases, traffic volumes on streets that reduce the number of travel lanes from four to two show no significant change. Under most average annual daily traffic (AADT) conditions tested, road diets have minimal effects on vehicle capacity, because left-turning vehicles are moved into a common two-way left-turn lane... If the corridor is a bus route, buses can ease into the bike lane at stops, or dedicated bays, and allow cars to pass them in the through lane. Providing safe and comfortable spaces for walking and biking means some people may choose not to drive, putting fewer cars on the road in the first place.**

6. Road Diet Case Studies, Dunedin , New Zealand : Summary of Benefits

“Road Diet” Case Studies



Dunedin, New Zealand



Kaikorai Valley Road in Dunedin, New Zealand

- Crashes ↓ 30 %
- Pedestrians and bicyclists ↑
- No traffic diversion
- Perceived # of lanes and street width "just right"
- Home and business improvements
- 42% Yes, 31% Maybe, 27% No

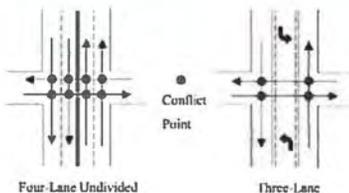
Photo credits: Ron Minnema, Traffic Engineer, Dunedin City Council

7. Road Diet Safety Benefits

What the writers have missed are the compelling safety benefits of the road diet.

(a) The primary reason for increased safety is the three lane road diet (Two way, left turn lane - TWLTL)

has one half the number of conflict points compared to a four lane design - from 8 conflict points reduced to four



Source : Google Image Road Diet Conflict Points

The road diet also has the effect of traffic calming.

(b) Quebec Road Diet Study Results

Source : National Collaborating Centre for Healthy Public Policy (September 2013)

http://www.ncchpp.ca/175/publications.ccnpps?id_article=946

Some study results

- Road-diet conversion case studies show both a reduction of average speeds and a dramatic reduction in excessive speeding (Knapp & Roseles, 2007).
- Overall collisions on conversions studied were reduced by 17–82% post-road diet, an extremely high reduction rate for a single traffic-calming tool (Knapp, Glese, & Lee 2003).
- Where crashes did still occur post-road diet on the conversions studied, involvement of at-risk age groups—under 25 and over 65 years of age—was reduced (Stout, Pawlovich, Souleyrette, & Carriquiry, 2006).
- A 2001 study found a reduction in pedestrian crash risk when crossing two- and three-lane roads compared to roads with four or more lanes (Zegear, 2001).

Source : Quebec National Collaborating Centre for Healthy Public Policy (September 2013)

(c) New Zealand Road Diet Safety Benefits

“Road Diet” Concept

Cross-traffic conflict points.

Intersection sight distance.

Safety benefits

- Reduced vehicle speeds
- Reduced collisions and injuries
- Reduced conflict points
- Improved sight distance

PR
100 YEARS

Request: Please consider the merits of these comments, especially as to their relevance for the recently announced staff plan to create a third option for the Shelbourne Valley Action Plan.

Thanks

Ray Travers, 1709 Carnegie Crescent, East Saanich

Council - Letter re: Shelbourne Valley

From: Sally R [REDACTED]
 To: Mayor <mayor@saanich.ca>, <council@saanich.ca>, <paul.thorkelsson@saanich.ca>
 Date: 4/17/2016 9:57 PM
 Subject: Letter re: Shelbourne Valley
 CC: [REDACTED]

Attachments: Letter re Shelbourne Valley 2016.pdf

Good evening,

Please see the attached letter.

Thank you,
 Sally Reid
 Co-Chair, *Walk On, Victoria*
 Follow us on [Twitter](#), [Facebook](#), and [Instagram](#)

POST TO: Gen POSTED: 2016/04/19 50
 COPY TO: JH/HM
 INFORMATION:
 REPLY TO WRITER:
 COPY RESPONSE TO LEGISLATIVE DIVISION:
 REPORT:
 FOR: _____
 ACKNOWLEDGED: blm ✓

RECEIVED
 APR 18 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

April 15th, 2016

Mayor and Council
Saanich, B.C.



Greater Victoria's
Pedestrian Advocacy
Organization

Re: Short term mobility options proposed for the Shelbourne Valley

Dear Mayor and Council:

We are writing on behalf of Walk On, Victoria regarding the short term mobility options Saanich is presently considering for Shelbourne Street as part of the Shelbourne Valley Action Plan.

Walk On, Victoria is a pedestrian advocacy group that promotes the creation of safe and enjoyable walking conditions in Greater Victoria.

Shelbourne Street is used by pedestrians of all ages and physical abilities who live, work and attend school in the Valley. All pedestrians, cyclists and transit users need a safe, enjoyable environment in which to walk.

Shelbourne Street, as it exists presently, has extremely inadequate sidewalk infrastructure that discourages pedestrian use and creates a definite unsafe feeling for those who walk along the street. Walk On, Victoria is requesting that pedestrian safety and enjoyability be a priority in considering the mobility options for Shelbourne.

Option 2 of the mobility plan offers the best opportunity to achieve these goals in the short term. The inclusion of bike lanes, improved sidewalks and shorter crossing distances at major intersections will improve walking conditions. Bike lanes that run the entire length of Shelbourne, as proposed in Option 2, will provide a buffer between the vehicle traffic and sidewalks, offering boulevard greenspaces and a safer pedestrian experience. In addition, the traffic calming that will occur with the changes in the number of traffic lanes will create a more enjoyable and attractive environment. When Saanich conducted a survey, residents of the Valley expressed a desire for the Valley to feel more like a community—Option 2 will also help achieve this goal. Further, we believe improved cycling and pedestrian conditions and accessibility will bring new and sustainable economic vitality to the Shelbourne Valley.

We look forward to working with you to help create a vibrant, walkable community.

Sincerely,
Sally Reid & Arielle Guetta,
Co-chairs
Walk On, Victoria



Council - Shelbourne Valley Action Plan

From: "Robert Jay" [REDACTED]
To: <mayor@saanich.ca>, <council@saanich.ca>, <harold.stanley@saanich.ca>, <Cameron.scott@saanich.ca>
Date: 3/29/2016 6:10 PM
Subject: Shelbourne Valley Action Plan
Attachments: SVAP Letter to Mayor and Council.pdf

To: Mayor, Council and Staff

Please accept my late, attached, response to the proposed Shelbourne Valley Action Plan.

Regards,

Robert Jay
Fairway Market

POST TO	Gen	POSTED	2016/04/01 30
COPY TO	SH		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	bl.mv		

RECEIVED
 MAR 30 2016
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

March 29, 2016-03-29

Mayor Atwell, Saanich Councillors and Staff
District of Saanich
770 Vernon Ave
Victoria, BC V8X 2W7

Re: Shelbourne Valley Action Plan and Impact on Shelbourne Plaza Patrons

Dear Mayor, Council and Staff

Fairway Market is concerned about the planned changes to Shelbourne Street as part of the Shelbourne Valley Action Plan.

While we are not opposed to the beautifications and improvements planned along Shelbourne Street we feel that there is some safety features that have been removed in Options #2. Specifically the removal of the shared left turn lane that provides a dedicated access to commercial properties in the 3601-3675 block of Shelbourne Street.

Shelbourne Street as you all know is a busy street. Patrons leaving the parking lot of a commercial property and making a left turn onto Shelbourne Street use the shared left turn lane as an area of refuge while waiting for a break in the traffic and then merge when safe to do so. Taking this shared left turn lane out will force drivers to make their way across multiple lanes of traffic in an unsafe manner as they no longer have a safe refuge to wait for a break in traffic.

The safety of driver, pedestrian and cyclists will be compromised as the driver will be focused on traffic and not on their surroundings. This is not improving the conditions for either the driver, pedestrian or cyclist but making it worse.

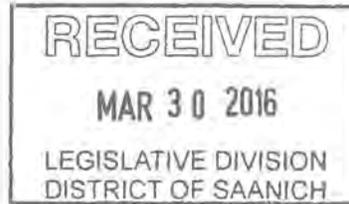
The shared left turn lane must be maintained for the safety of all.

If you have any questions, please feel free to contact me at 250-477-2218.

Regards,



Robert Jay, Manager
Fairway Market



POST TO	Gen	POSTED	206 0401 30
COPY TO	SHV		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	bl.m		<i>bl.m</i>

March 23, 2016

Mayor Richard Atwell, Saanich Staff and Councillors
District of Saanich
770 Vernon Avenue
Victoria, BC V8X 2W7

RE: Shelbourne Plaza/Shelbourne Building Ltd. 3601-3675 Shelbourne Street, Saanich, BC V8P 4H1

Dear Mayor Atwell, Members of Council and Saanich Staff:

We represent the Owners and are the Property Managers for Shelbourne Plaza and would like to express our concerns with a number of aspects of the short term Options of the Shelbourne Valley Action Plan.

Morguard is very supportive of the beautification, safety measures and improvements being planned along Shelbourne Street as outlined in the Shelbourne Valley Action Plan (SVAP). These improvements will enhance the pedestrian walkways and create a much safer walkway and cycling system for our Plaza customers, our neighbourhood and along the entire corridor. However we have serious concerns as outlined below, to be registered in your analysis and of the Options.

- Main Entrance to Shelbourne Plaza

In Option 1 there is no change to the Main Entrance to Shelbourne Plaza, specifically the dedicated left turn lane heading south along Shelbourne Street into Shelbourne Plaza. In Option 2 this access is eliminated and instead a non-dedicated left turn is allowed further South into the Plaza in a much tighter driveway that is not designed for this purpose. We believe making this access the Main Entrance will create a dangerous situation with the potential for accidents and added congestion into our parking lot. Additionally this would cause an increased chance of entering vehicles backing up over the pedestrian sidewalk and even blocking northbound traffic on Shelbourne. With no dedicated left turn lane, traffic will stack up along the centre lane behind anyone expecting to turn left into the Plaza. Again, not an acceptable situation for this busy street and for transit as well.

The safety of pedestrians and cyclists on our side of the street would also be compromised as left-turning vehicles from this lane may feel more pressured to turn through shorter gaps in opposing traffic to relieve the back up of vehicles behind them. We are concerned that Saanich Police may begin to ticket our customers and staff if left-turns create unsafe traffic conditions or the municipality might even eliminate altogether the left-turn movement in from Shelbourne which would be completely detrimental to the Plaza and the businesses therein.

- The removal of the dedicated left turn lane to Pear Street in both Options.

With the dedicated left turn lane at Pear Street eliminated an advance southbound green signal is required at this intersection to reduce traffic stacking up behind anyone wanting to turn left. Without this advance signal, even a relatively low volume of left-turning vehicles (one or two every signal cycle) will completely block this lane during peak traffic periods.

- Cedar Hill X Road Congestion

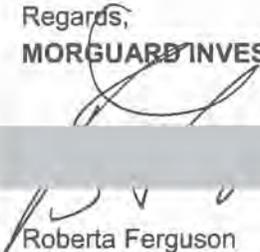
I have spoken to a number of our Shelbourne Plaza merchants who have voiced their concerns which they will submit to Saanich separately. They have seen congestion along Cedar Hill X Road from the recent traffic calming measures and the reduction of one lane in favour of a bike lane which is impacting the access into Shelbourne Plaza from Cedar Hill X Road and causing traffic to slowdown and buildup on the north end of our Plaza.

To summarize we cannot have the Main Entrance to Shelbourne Plaza diminished in any way. The second entrance is not suitable and will cause congestion on Shelbourne Street and our site, and compromise traffic safety for vehicle, pedestrian and bicycle traffic alike. Additionally an advance green signal is required southbound at the Pear Street intersection should you choose to eliminate the dedicated left turn lane.

Should you have any questions, please do not hesitate to contact the undersigned.

Regards,

MORGUARD INVESTMENTS LIMITED



Roberta Ferguson
General Manager, Shelbourne Plaza

cc: Urban Planner, Cameron Scoot
Urban Planner, Harold Stanley
Engineer, Steve Holroyd
Engineer, Troy McKay
Councillor Dean Murdock
Councillor Judy Brownoff
Councillor Colin Plant
Councillor Vic Derman
Councillor Vicki Sanders
Councillor Fred Haynes
Councillor Leif Wergeland

Council - VRTC Letter to Mayor and Council re: Shelbourne Valley Corridor Improvements

From: "Ridout, Christy" <Christy_Ridout@BCTransit.Com>
To: "council@saanich.ca" <council@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>
Date: 3/21/2016 12:03 PM
Subject: VRTC Letter to Mayor and Council re: Shelbourne Valley Corridor Improvements
CC: "paul.thorkelsson@saanich.ca" <paul.thorkelsson@saanich.ca>, "Harold.Stanley@saanich.ca" <Harold.Stanley@saanich.ca>, "Cameron.Scott@saanich.ca" <Cameron.Scott@saanich.ca>, "Wadsworth, James" <james_wadsworth@BCTransit.Com>, "Anderson, Brian" <Brian_Anderson@BCTransit.Com>, "Susan Brice (sgbrice@shaw.ca)" <sgbrice@shaw.ca>, "harley.machielse@saanich.ca" <harley.machielse@saanich.ca>, "Weirmier, Cara" <Cara_Weirmier@BCTransit.Com>
Attachments: VRTC Response Shelbourne Valley Action Plan Mobility Options.pdf

Please find attached a letter to Mayor and Council from the Victoria Regional Transit Commission with regards to proposed corridor improvements within the Shelbourne Valley.

Best regards,

Christy Ridout
Director, Corporate and Strategic Planning

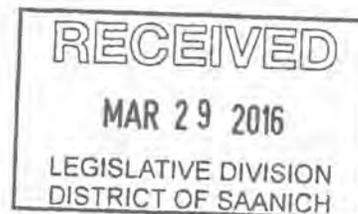


PO Box 610, 520 Gorge Road East / Victoria, BC V8W 2P3
tel: 250-385-2551 / cell: 250-514-0242 / email: christy_ridout@bctransit.com

Please, consider the environment ~ print email only if necessary.

POST TO	Gen	POSTED	2016.04.01
COPY TO	SH/HM (recc)		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR	blm		
ACKNOWLEDGED	blm		

The information in this Email is confidential and may be legally privileged. It is intended solely for the named recipient. Access to this Email by anyone else is unauthorized. If you are not the intended recipient or the employee or agent responsible for delivering the message to the recipient named, please note that any use, disclosure, copying, distribution of this Email or any action taken or omitted to be taken in reliance on it is prohibited. If you are not the intended recipient, please inform us by returning a copy of the Email with the subject line marked "wrong address" and then deleting the Email, and any attachments and any copies of it.



Victoria Regional
Transit Commission

Councillor Susan Brice –
Chair
District of Saanich

Mayor Richard Atwell
District of Saanich

Mayor Alice Finall
District of North Saanich

Mayor Lisa Helps
City of Victoria

Mayor Barb Desjardins
Township of Esquimalt

Mayor Carol Hamilton
City of Colwood

Councillor Marianne Alto
City of Victoria

March 20, 2016

Council
District of Saanich
770 Vernon Ave, Saanich, BC
V8X 2W7

District of Saanich Council Members

Re: Shelbourne Valley Action Plan – Mobility Options

The Victoria Regional Transit Commission (the "Commission") is supportive of initiatives that improve or encourage active modes of transportation such as cycling, walking and transit because all of these modes are symbiotic and enhance each other. Residents may choose to cycle for some trips and take transit for others. The more diversity and quality of transportation choice, the easier it is for people to choose a lifestyle that relies less on automobiles.

Investing in all of these sustainable transportation layers also contributes to the overall health, resilience and economic vitality of the District and whole region. This is because different people will choose different modes to access local and regional needs and will vary their particular mix of walking, cycling and transit each day based on ability and distance. Therefore, creating a comprehensive mobility network that ensures all of these modes are attractive is vital for creating the community envisioned in Saanich's Official Community Plan and regional plans.

The Commission is aware of the Shelbourne Valley Action Plan and are supportive of the long term vision for improved pedestrian facilities, separated bike lanes, two bus lanes and two general purpose travel lanes, as well as the associated development plan.

It is important to note that the Shelbourne corridor is designated as a Frequent Transit corridor in the region's Transit Future Plan, endorsed by Saanich Council in 2011. Over 10,000 passengers per day already use transit service on this corridor. It takes a considerable amount of resources to deliver the transit services required to meet this existing customer demand, with over 20 buses deployed on these routes and the equivalent of 30 full time transit operators each weekday.

The Commission is aware that two short-term transportation options are being considered for implementation on the Shelbourne corridor. Both options offer improvements to transit stops, the pedestrian realm and cycling facilities.

One of the options being considered, however, is expected to have a significant impact on transit travel times and consequently a decline in transit service along the corridor.

A traffic volume and movement assessment conducted by a third party expert predicts that proceeding with Option 2 as designed will increase bus travel times along the corridor by up to seven per cent. Since there is no such thing as "free" time in a transit system, increases to transit travel times would mean that the number of trips would need to be reduced at peak travel times (to stay within existing system resources) or that additional resources would be needed to maintain existing service frequency.

The existing transit service levels are required to meet the existing high level of ridership on the corridor. If these levels are impacted, passenger overcrowding and increased passenger pass ups are likely to occur. Additional resources to meet projected impacts of Option 2 and maintain existing service frequency will require two additional buses and \$250,000 in ongoing annual operating costs. Increasing resources to serve this corridor will require a reduction of service to other parts of the region, effectively adding costs while losing ridership.

The Commission requests that Saanich Council ensure that any corridor mobility options and infrastructure designs implemented on the Shelbourne corridor maintain or improve transit travel times, efficiency, accessibility and safety. Option 2, as presented, does not align with those objectives.

We remain committed to working with municipalities to make transit a viable and attractive transportation choice for transit customers in Saanich and the region as a whole.

Yours sincerely,



Susan Brice, Chair
Victoria Regional Transit Commission

cc: Commission Members

ClerkSec - Tri-Eagle Building • 3930 Shelbourne St Letter of Concern | Shelbourne Valley Action Plan

From: Oliver Tennant <oliver@trieagle.ca>
To: <Cameron.Scott@saanich.ca>, <harold.Stanley@saanich.ca>, <steve.holroyd@saanich.ca>, <troy.mckay@saanich.ca>
Date: 3/23/2016 12:44 PM
Subject: Tri-Eagle Building • 3930 Shelbourne St Letter of Concern | Shelbourne Valley Action Plan
CC: <mayor@saanich.ca>, <susan.brice@saanich.ca>, <dean.murdock@saanich.ca>, <judy.brownoff@saanich.ca>, <colin.plant@saanich.ca>, <vic.derman@saanich.ca>, <vicki.sanders@saanich.ca>, <fred.haynes@saanich.ca>, <leif.wergeland@saanich.ca>, Travis Lee <travis@trieagle.ca>, Linda Lee <lee.lindabjork@gmail.com>, Marlene Bergstrom <mbergs@shaw.ca>, <clerksec@saanich.ca>, <council@saanich.ca>
Attachments: 3930ShelbourneSt_TenantLetter_SVAP_TriEagleDevCorp.pdf

Harold, Cam, Steve, Troy, Marlene, Mayor Atwell and Members of Council,

Speaking through Travis Lee, attached is a letter from Tri-Eagle Development Corporation on behalf of the 14 tenants at the Tri-Eagle Building at Shelbourne St. in regards to potential changes within the Shelbourne Valley Action Plan. Specifically, the introduction of medians along Shelbourne St. that would disallow vehicles to turn left into the office complex when driving northbound on Shelbourne St.

A hardcopy has been delivered to Saanich municipal hall.

Please contact Travis at travis@trieagle.ca or 250-883-7720 if you have any questions or comments.

POST TO Gen POSTED 2016-04-01 SA

COPY TO SH

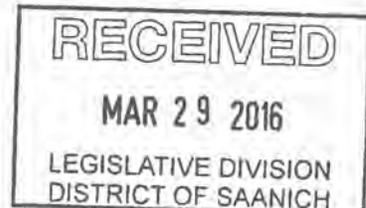
INFORMATION

REPLY TO WRITER

COPY RESPONSE TO LEGISLATIVE DIVISION REPORT

FOR _____

ACKNOWLEDGED: bl.m. ✓





March 22, 2016

Harold Stanley, Cameron Scott, Troy Mckay, Steve Holroyd
CC: Mayor Atwell, Councillor Brice, Councillor Murdock, Councillor Brownoff,
Councillor Plant, Councillor Derman, Councillor Sanders, Councillor Haynes, Councillor
Wergeland, Marlene Bergstrom

District of Saanich
770 Vernon Ave.
Victoria B.C., Canada
V8X 2W7

Re: **Opposition to the introduction of a median within Option #1 and Option #2
of the Shelbourne Valley Action Plan at Garnet Avenue**

Dear Mr. Stanley, Mr. Scott, Mr. Mckay, Mr. Holroyd, Mayor Atwell and Members of
Council:

On behalf of the 14 businesses (fig. 1) of the "Tri-Eagle Building" at [REDACTED] Shelbourne Street we, the landowner and property manager, are heavily concerned with the introduction of a median at Garnet Ave. within Option #1 and Option #2 of the Shelbourne Valley Action Plan. The building is comprised of destination businesses that include a variety of medical professionals, provincial government representatives and licensed financial specialists that rely on clients accessing the premises on a consistent daily basis. Within Option #1 and Option #2 a median is introduced along Shelbourne St. (fig. 2) disallowing clients and visitors who are driving northbound to take a left into the "Tri-Eagle Building". On behalf of our tenants, the introduction of this median will result in 6 negative consequences. They are as follows:

1. Increased congestion along Shelbourne St. and McKenzie Ave. as clients and visitors will be forced to take a left on McKenzie Ave., left on Cedar Hill Rd. and a left on Garnet Rd. as an alternate route.
2. A higher likelihood of a vehicular collision in the Cedar Hill Middle School school zone as the number of vehicles will increase along Cedar Hill Road with clients having to take the alternate route mentioned in consequence 1.



3. A reduction in property value of the local businesses that compromise the office building due to the limited access for clientele.
4. Increasing difficulty for delivery drivers who are driving from downtown to deliver goods to the desired destination.
5. Limiting the viability of re-development and additional density as is expected and discussed thoroughly within the Official Community Plan and Part 5 of the Shelbourne Valley Action Plan (fig. 3).
6. Lower property tax income for the District of Saanich as rental rates will decrease. Property taxes for 2015 were \$74,638.08 (fig. 4).

We would ask that you please heavily consider deleting the median within the Shelbourne Valley Action Plan at Garnet Ave. and keep it open for vehicular access and egress as it will adversely affect the neighbourhood, community at large, local businesses and ability for future growth.

Regards,

Travis Lee
CCIM, Realtor®, President
Tri-Eagle Development Corporation

Fig. 1

“Tri-Eagle Building” [redacted] Shelbourne St

- Burns & Bell
- Dr. Jeremy King
- Nexgen Hearing
- Bruce L. Anderson Inc.
- Bernard R. Dahl
- Dr. Stephen King
- Dr. Morgan Hall
- Dr. Susan Matthews
- Dr. David Swan
- Dr. David Sharp
- Dr. Sean Payne
- Dr. Milton Baker
- Andrea Weaver, MLA
- Abercrombie and Associates

Fig. 2

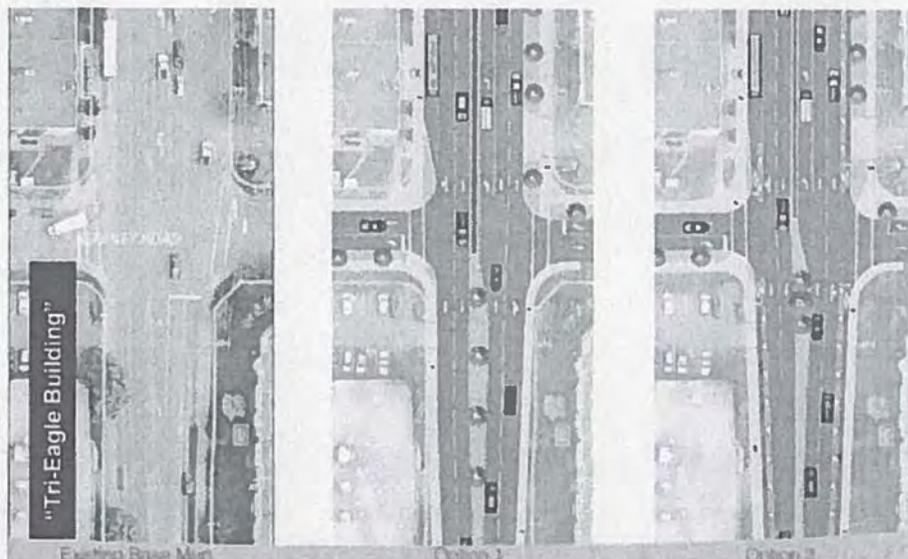


Fig. 3

- “Provide gradual transitions of height and density with the apex near the core of each Centre and Village transitioning to the lowest height and density at the periphery”
 - “Introduction”. Pg. 25, Shelbourne Valley Action Plan
- “As the highest density mixed-use centre in the Valley, University Centre will host a diverse mix of retail, service, employment, community and residential spaces in a walkable environment. New buildings will be introduced at the street’s edge, creating a lively interface between sidewalks and building frontages. Larger commercial sites will be redeveloped with smaller mixed-use buildings and parking will be moved underground or to the rear of buildings.”
 - “University Centre”, Pg. 41, Shelbourne Valley Action Plan

Council - Shelbourne Village Square & Paragon Building Letter of Concern | Shelbourne Valley Action Plan

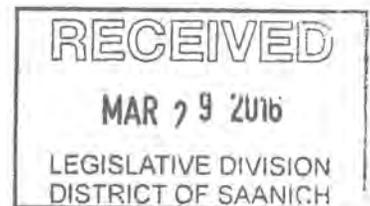
From: Oliver Tennant <oliver@trieagle.ca>
To: Troy.McKay@saanich.ca; Steve.Holroyd@saanich.ca;
 Harold.Stanley@saanich.ca; Cameron.Scott@saanich.ca
Date: 3/23/2016 12:42 PM
Subject: Shelbourne Village Square & Paragon Building Letter of Concern |
 Shelbourne Valley Action Plan
CC: Council@saanich.ca; ClerkSec@saanich.ca; mbergs@shaw.ca;
 lee.lindabjork@gmail.com; travis@trieagle.ca;
 Leif.Wergeland@saanich.ca; . . .
Attachments: ShelbourneVillageSquare_TenantLetter_SVAP_TriEagleDevCorp.pdf

Harold, Cam, Steve, Troy, Marlene, Mayor Atwell and Members of Council,

Speaking through Travis Lee, attached is a letter from Tri-Eagle Development Corporation on behalf of the 18 tenants at Shelbourne Village Square and the Paragon Building in regards to potential changes within the Shelbourne Valley Action Plan. Specifically, the introduction of medians along Shelbourne Street that would disallow vehicles to turn left into the shopping centre when driving southbound on Shelbourne Street.

A hardcopy has been delivered to Saanich municipal hall.

Please contact Travis at travis@trieagle.ca or 250-883-7720 if you have any questions or comments.



2016
 POST TO Gen POSTED 04/10/16
 COPY TO SH ✓
 INFORMATION
 REPLY TO WRITER
 COPY RESPONSE TO LEGISLATIVE DIVISION
 REPORT
 FOR _____
 ACKNOWLEDGED St. m



March 22, 2016

Harold Stanley, Cameron Scott, Troy Mckay, Steve Holroyd
CC: Mayor Atwell, Councillor Brice, Councillor Murdock, Councillor Brownoff,
Councillor Plant, Councillor Derman, Councillor Sanders, Councillor Haynes, Councillor
Wergeland, Marlene Bergstrom

District of Saanich
770 Vernon Ave.
Victoria B.C., Canada
V8X 2W7

Re: **Opposition to the introduction of a median within Option #1 and Option #2
of the Shelbourne Valley Action Plan at Kisber Ave./Broadmead Ave.**

Dear Mr. Stanley, Mr. Scott, Mr. Mckay, Mr. Holroyd, Mayor Atwell and Members of
Council:

Shebourne Village Square at [redacted] Shelbourne St. is comprised of 13 retail tenants
and 5 large-scale and high-level medical, financial and design tenants in a 3-storey office
building, known as the "Paragon Building" (fig. 1). Proceeding a full scale multi-million
dollar renovation in 2012 with the introduction of the LEED Gold "Paragon Building",
enhanced vegetation, wider sidewalks, various types of street level seating, storm water
management practices, raised crosswalks, updated lighting, community room and other
attributes it has become a net positive for the surrounding community and welcomed
visitors.

Within the Shelbourne Valley Action Plan under Option #1 and Option #2 there is
a proposal of a median in between Kisber Ave. and Broadmead Ave. (fig. 2) that would
limit vehicles driving southbound on Shelbourne St. to access the Shelbourne Village
Square. As the landowner and property manager, and on behalf of the 18 businesses that
currently operate, we are severely opposed to this addition. After discussion with our
tenants it was discovered that the reducing access would create the following scenarios.

1. Increased difficulty in operating a successful local business as the patrons they are
serving primarily come to the shopping centre via automobile.

Fig. 1

“Shelbourne Village Square” – 3749 Shelbourne St.

- Mac’s Convenience
- Ding Bubble Tea
- Pizza Hut
- Lin Heung Restaurant
- Bell Mobility
- Vancouver Island Insurance Centre
- FreshCoast Health Food Bar
- Noodle Box
- Act II Hair Studio
- Subway
- Bosley’s Pet Food Store
- Phonomental Vietnamese Café
- Tim Hortons

Paragon Building

- Van City
- Lifelabs
- Pacific Digestive Health
- Low Hammond Rowe Architects
- Inomar Inc.

Fig. 2



Fig. 3

- “The look and feel of the Centre will be transformed, as strip malls are redeveloped with medium rise mixed use buildings fronting the street. Plazas are built on top of old parking lots.”
 - “Shelbourne Valley Centre”, Pg. 42, Shelbourne Valley Action Plan

ClerkSec - Shelbourne Valley Action Plan

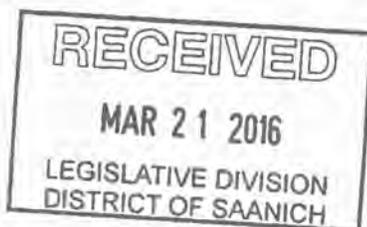
From: John Mullin [REDACTED]
To: "cameron.scott@saanich.ca" <cameron.scott@saanich.ca>
Date: 3/18/2016 6:21 PM
Subject: Shelbourne Valley Action Plan
CC: "harold.stanley@saanich.ca" <harold.stanley@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>, "vic.deraman@saanich.ca" <vic.deraman@saanich.ca>, "fred.haynes@saanich.ca" <fred.haynes@saanich.ca>, "colin.plant@saanich.ca" <colin.plant@saanich.ca>, "susan.brice@saanich.ca" <susan.brice@saanich.ca>, "leif.wergeland@saanich.ca" <leif.wergeland@saanich.ca>, "dean.murdock@saanich.ca" <dean.murdock@saanich.ca>, "vicki.sanders@saanich.ca" <vicki.sanders@saanich.ca>, "judy.brownoff@saanich.ca" <judy.brownoff@saanich.ca>

Hi Cameron – I am writing as a follow up to the luncheon on March 16 with business owners – I believe there was a clear message given as to the serious concerns regarding the restriction to access which will result from the proposed median at Shelbourne and Kisber/Broadmead and the proposed median at Shelbourne and Garnet – one of the slides in your presentation indicated an objective to “enhance access to businesses by all modes” – clearly the creation of a median at these intersections is completely contrary to that objective – in one of the questions “has an economic assessment of restricting access been done”, your answer was “no, which is one of the reasons we’re consulting businesses and property owners now” – I appreciate that you are listening to concerns, however the lack of a proper economic assessment is very troubling – I am not sure if you are aware of the number of businesses that would be negatively impacted by these proposed medians at Kisber/Broadmead and at Garnet (my count is that there are 73) or the number of commercial landowners (my count is that there are 7), not to mention all of the employees of these businesses and their clients/customers – it is critical to the viability of these businesses and owners that the left hand turn access to these properties remain in place – both of the options in the plan need to be amended to remove the proposed median at Kisber/Broadmead and at Garnet – we trust that this matter will be addressed accordingly – thanks

John

JOHN D. MULLIN | BARRISTER & SOLICITOR | MULLIN DEMEO LAW CORPORATION | 1626 Garnet Road, Victoria, BC, V8P 3C8 | Telephone: 250-477-3327 | Facsimile: 250-477-0980 | Toll free: 1-877-477-3327

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE ADDRESSEE AND MAY CONTAIN PRIVILEGED INFORMATION. IF YOU ARE NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY PUBLICATION OF THIS MESSAGE IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE OR RETURN EMAIL. THANK YOU.



POST TO	GEN	POSTED	Mar 22
COPY TO	SH	HMV	
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR	_____		
ACKNOWLEDGED	_____		

ClerkSec - Shelbourne Valley Action Plan

From: "Ron Joschko" [REDACTED]
To: <mayor@saanich.ca>
Date: 3/20/2016 3:55 PM
Subject: Shelbourne Valley Action Plan
CC: <harold.stanley@saanich.ca>

Dear Sir,

We are the owners of the Bosley's by Pet Valu franchise at the Shelbourne Village Square, 3749 Shelbourne Street. We have reviewed the plan and have a concern with closing the left hand turn off Shelbourne onto Kisber Road. Not only is it our personal access to our business, it is also a very convenient and longtime access for our customers travelling down Shelbourne St. from the Gordon Head area. Customers are often creatures of habit and may find alternative shopping locations if they are inconvenienced. We are also concerned that if that access is closed that it could develop a bottle neck at the left hand turn onto Cedar Hill and then onto Stamboul St. It is already backed up at times already and we feel this would just compound it. This would further the potential for customers to seek an easier shopping location.

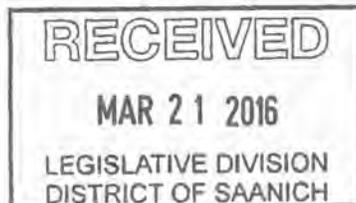
We are opposed to this change and ask you to reconsider.

Thanking you in advance.

Ron and Terry Joschko

2016 ✓

POST TO	GEN	POSTED	3/22
COPY TO	SH	HM	✓
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR ACEN			B/M ✓



Council - Turning left off Blair, future difficulties planned

From: Marilyn Hewgill
To: "council@saanich.ca" <council@saanich.ca>
Date: 3/16/2016 9:36 AM
Subject: Turning left off Blair, future difficulties planned

2016

POST TO	Gen	POSTED	3/17
COPY TO	SHM/50		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	D.M.		

Dear Council,

I reviewed the proposals concerning all of us that use the intersection of Blair and Shelbourne. Blair would become a major bike route. This and the other changes would impact our ability to safely turn left off Blair onto Shelbourne.

The the new plan would

1. Eliminate the left hand turn lane from Blair onto Shelbourne. (Those turning right will wait forever!)
2. Put in a bike lane where the left hand turn lane used to be
3. Have both a bike lane and a separate pedestrian lane, both to be activated by people
4. Put trees in the middle of Blair road at the intersection (further obstructing our poor view looking south on Shelbourne). The rhodo bush on the south east corner needs to be removed. It is hard to see looking our between a telephone pole and the bush with waving leaves. A serious accident will happen.
5. String out the traffic going north on Shelbourne down to one lane and make it very difficult to get space to turn left or blend in turning right.
6. Hide the view behind the bus at the northbound bus stop while watching for south bound traffic on Shelbourne when executing a left turn onto Shelbourne.

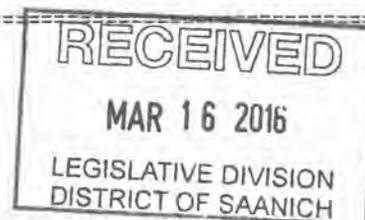
I strongly disagree with putting any trees in the middle of any road to make the obvious traffic jams with guaranteed long waits easier to tolerate. A road is a road for vehicles. We want our travels to be as safe as possible and have less stagnant traffic which makes more pollution.

Trees have no place in the middle of any road. All driver safety courses would like to prohibit the popular idea to hang anything from the mirror that swings. This is a training technique to learn to ignore anything moving in your peripheral vision. Leaves, blowing in the wind, waving on branches or covered with snow all take away required glimpses of vision. We need to be able to use this quick glimpse of movement so we can react to a child crossing the road, an animal on the highway, a car coming from..... The list is endless.

Trust me, I am not against bikes and walking! I just want safety to be the most important consideration when we are designing a road. Cars can operate only on roads. Shelbourne needs to have traffic flow and two lanes are needed many times throughout the day. I was told that a survey of traffic flow at this corner had most people turning right. None of us in the neighborhood agree with this conclusion. Please believe us. Many, many people want to go south and need to turn left to do so.

How can people negotiate cars safely when everyone other than the car has a signal to follow?

Thank you,
Marilyn
a resident using this intersection for [redacted] years.



2310-20 SAAN

From: Colin Plant
To: Rosemary Merritt (RM)
CC: Donna Dupas; Harley Machielse
Date: 3/14/2016 11:25 AM
Subject: Re: Fw: Saanich corridor

Dear Ms. Foster,
 Thank you for your letter and comments. I will certainly take them into my considerations and I will also ensure they are passed on to the appropriate staff and to the rest of council by CC'ing the staff listed.

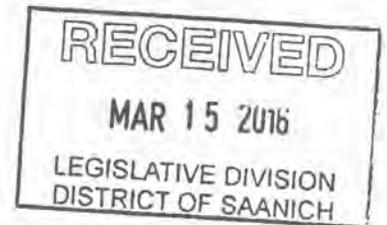
Best,
 COLIN PLANT

Colin Plant

Saanich Councillor/CRD Director
 C: 250-514-1439

POST TO	CRD	POSTED	2016/03/15
COPY TO	H/M		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR	D.M.		
ACKNOWLEDGED	D.M.		

>>> "R Foster" [redacted] 03/14/16 11:18 AM >>>



From: R Foster
 Sent: Monday, March 14, 2016 10:19 AM
 To: harold.stanley@saanich.ca
 Subject: Saanich corridor

As a long time resident of Garnet Rd., I am very upset by the proposal of closing the Shelbourne end of our road for left turns back on to Garnet. There are businesses at the end of the street, a condominium complex, whose parking lots would be affected, not to mention the inconvenience for the rest of the street. If Saanich's plan is put in to action, Garnet would effectively be closed off, with our only way of getting in or out would be turning right on to Shelbourne to go north (which is fine, as left turns are too dangerous) and for returning home, using Mortimer to Ansell and back down Garnet, Jade Pl. or northern end of Ansell (depending on where one lives). To do this, means more gas usage, inconvenience, especially for the residents at the western end of Garnet. For a resident living at the Shelbourne end of Garnet, it would mean an approximate 1.20. km extra drive to get home. Incidentally, I live about the middle of Garnet, not the end. This route would double the traffic on Mortimer and Ansell which is now conjested with UVIC student parking, residential parking and the congestion that comes with many parents dropping and picking up school children at Campus View School. I am also, worried about the ability of emergency vehicles being able to enter our area without any more delay than is necessary.

I have thought a lot about this, and would like to forward 3 suggestions in the order I personally, would like to choose from.

1. Put a one way right turn street through from McKenzie to Garnet beside the Law office and the Saanich Pumping station. There is currently a small portion of the apt. parking lot involved, which hopefully they would be happy to sell. Actually, this would be much better than turning off

Shelbourne.

2. Put a light at the end of Garnet that would coincide with the existing one at Shelbourne - McKenzie . This of course, would involve having a designated left turn lane and arrow light.

3. Open up a right hand turn lane at Ansell and McKenzie. As I live near the middle of Garnet, this would be okay but still not viable for the Shelbourne end residents. This street has been closed off to McKenzie from the beginning which, once again, means a very back tracking route in order to reach Gordon Hd. Rd.

I hope you will give the above suggestions consideration.

Sincerely,

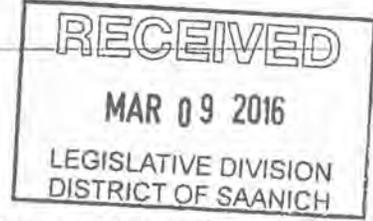
Rosemary Foster

2310 70 SVAP

Council - FW: Stakeholders Committee meeting with BC Transit

POST TO	Gen	POSTED	2016
COPY TO	SH		03-10
INFORMATION	<input checked="" type="checkbox"/>		50
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	dlm		

From: "LeeMei Thiessen" [redacted]
To: "Council" <Council@saanich.ca>
Date: 3/8/2016 2:50 PM
Subject: FW: Stakeholders Committee meeting with BC Transit



Dear Mayor and Councillors,

Please see my reply to Cam's email below – Cam is a great guy and this issue has nothing to do with his work performance but with the governance system.

The Stakeholders Committee process is not working anymore and many people have dropped out, likely from exhaustion and disillusionment. At the last meeting, 8 people attended. Three regulars have indicated that they cannot make it for tonight's meeting. Because public transit plays such an important role in transformation mode shifts, I thought it would be good for you folks to participate so that you could contribute your ideas and make more informed decisions. In addition, when a system is not working anymore, it is a good thing to shake it up to make change happen, hence my intentionally provocative emails.

I have very serious concerns about how Community Building and Economic Development have been completely ignored in the Shelbourne Valley Action Plan. I am no expert, but isn't it common sense that when we do planning for an area, the first priority should be to focus on how to create a great community, then design land use and transportation around this. For the past 6+ plus years, immense efforts have been put into the transportation component – more specifically, on an agenda to maintain the four-lane highway through Shelbourne Street even though this is so deleterious to the quality of life of SV residents and is not conducive to creating a vibrant, low carbon community. Transportation planning for the other two parallel streets (Cedar Hill Rd and Richmond) and the East-West routes has not been dealt with in the Plan. In effect, the primary objective of the SVAP is to plan a transportation highway through Shelbourne Street with land use revolving around it, and with no concern given to the people aspects of community building and economic development. The Urban Design plan is also worrisome – it consists of drawing boxes along the streets following a robotic iteration of the condo-townhouse formula with a **maximized** build-out objective and without an understanding of the unique characteristics and needs of individual neighbourhoods. Maximization is a dangerous concept in resource management – it encourages exploitation, and this likely applies to urban densification as well. The Urban Design plan should be reviewed after a Community Building and Economic Development plan is done.

There is so much potential for doing great things in the Shelbourne Valley because of the presence of so many educational institutions. We should encourage the establishment of enterprises that feed into the knowledge generated by these institutions. We should take advantage of the creative energy generated by the institutions to turn this area into a cultural district – why go downtown if we can find cultural events here. The SV is already turning into a university district full of students but this change should be planned and managed in order to avoid campus-community conflicts. Why have we

spent 6+ years planning a Shelbourne Street transportation highway and zero time on community building and economic development? Doesn't this speak to a lack of ambition, imagination, and vision on Saanich's part? I have repeatedly raised this issue at the Stakeholders meetings but the message hasn't got through because of the pre-occupation with the transportation agenda. I urge you, Mayor and Councillors, to do something about this before the SVAP goes to Council for final approval – perhaps approve a version of the Option 2 transportation plan first and include a provision to strike a citizen-led committee to study the Community Building and Economic Development Plan, with an appropriate land use plan to accompany it. This is backwards planning but better than missing the boat on doing great, transformational things in the SV.

Sincerely,

Mei

From: LeeMei Thiessen
Sent: Monday, March 7, 2016 11:43 PM

To: [REDACTED]

Cc: 'Edward Pullman'; 'Ray Straatsma'; 'Cindy Marven'; 'Ray Travers'; 'Colin Plant'; 'Council'; 'Dean Murdock'; 'Fred Haynes'; 'Harold Stanley'; 'Judy Brownoff'; 'Leif Wergeland'; 'Mayor'; 'Sharon Hvozdzanski'; 'Susan Brice'; 'Vic Derman'; 'Vicki Sanders'

Subject: RE: Stakeholders Committee meeting with BC Transit

Hi Cam,

I want to point out to you that attendance at the stakeholders meeting has been dwindling, to a depressing eight members at the last meeting and the rooms that we normally use have felt very empty. Isn't it good to create some enthusiasm rather than dampen it, especially for this very important issue of public transit which is such a critical transportation component. As for other branches of Saanich government, I think it is healthy for them to roll up their sleeves and work together with Saanich taxpayers once in a while so that they can hear what we have to say straight from our mouths instead of having it filtered (out) through the Planning Department? For example, I have been talking about the need to discuss building community and exploring economic opportunities at the meetings for years now but the SVAP has zero content on this. It is time to review this broken governance process.

Mei

From: Cameron Scott [<mailto:Cameron.Scott@saanich.ca>]

Set: Monday, March 7, 2016 2:48 PM

Cc: Edward Pullman; Ray Straatsma; Cindy Marven; Ray Travers; Colin Plant; Council; Dean Murdock; Fred Haynes; Harold Stanley; Judy Brownoff; Leif Wergeland; Mayor; Sharon Hvozdzanski; Susan Brice; Vic Derman; Vicki Sanders

Subject: RE: Stakeholders Committee meeting with BC Transit

Dear Mei,

Thanks for identifying some issues you would like to discuss. I have forwarded that list of issues BC Transit.

The Shelbourne Stakeholder Committee meeting that we have set up for Tuesday night is at a relatively small venue that was intended primarily for members of the committee. While we have extended the offer to a few additional community members who expressed strong interest in transit issues, we do not have the space to accommodate a significantly higher number of attendees.

The information that is discussed at the meeting (and with other meetings with BC Transit and stakeholders groups) will be shared with Council as part of our report back to them on overall public engagement feedback. Additionally, we have separate meetings with both the Bicycle and Pedestrian Mobility Advisory Committee and the Planning, Transportation and Economic Development Advisory Committee to review the options.

Best Regards,

Cam

Cameron Scott, MCIP RPP

Manager of Community Planning
Planning Department
District of Saanich
770 Vernon Ave.
Victoria BC V8X 2W7

t. 250-475-7115 (new phone number)
cameron.scott@saanich.ca
www.saanich.ca

This e-mail and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this e-mail and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender.

>>> "LeeMei Thiessen" [REDACTED] 3/4/2016 2:08 AM >>>

Hello Harold and Cam,

Thank you so much for organizing the meeting with BC Transit.

I am attaching a list of issues that I would like BC Transit to address. Can you please forward to them.

I would also like to invite the Mayor, Councillors and members of the Bi-Ped and Transportation/Economic Development Committees to attend to provide input. Can you please forward to members of these two committees (which one is in charge of public transit issues?).

I am hoping that this meeting will lead to some productive outcomes.

Sincerely,

Mei

From: Harold Stanley [<mailto:Harold.Stanley@saanich.ca>]
Sent: Wednesday, March 2, 2016 12:01 PM

[REDACTED]

Subject: Stakeholders Committee meeting with BC Transit

Hi Everyone

The meeting with BC Transit at St. Aidan's next Tuesday, 7 to 9 p.m., is in the seminar room/chapel, not the sanctuary, which is the main part of the Church, as mentioned in my previous e-mail.

The seminar room/chapel is the first room to your left as you enter through the main door of the Church.

A reminder too of the Open House at St. Aidan's today, 4 to 8 p.m. Hope to see you there!

Regards

Harold

Harold Stanley
Community Planner
Planning Department
District of Saanich
770 Vernon Avenue
Victoria BC V8X 2W7
t: 250-475-5494 ext. 3410
f: 250-475-5430
harold.stanley@saanich.ca
www.saanich.ca

This e-mail and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this e-mail and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender.

Please consider the environment before printing this e-mail.

BC Transit / SVAP Stakeholders Meeting On Tuesday 8 March 2016

Proposed Issues For Discussion

In order to ensure a productive session, participants should take an approach aimed at **problem-solving** (e.g. these are the impacts of the two Options, what are the possible solutions/mitigation measures) as opposed to an approach aimed at erecting barriers (e.g. these are the impacts, they will cause problems which we don't like/cannot solve).

Issues

1. On Pages 8- 9 of the SVAP supplemental report, an impact of a reduction to 2-3 travel lanes on Shelbourne Street is stated as follows : ***"a reduction in the efficiency of existing transit and the likely inability of Shelbourne Street to function as a Frequent Transit Route as designated in the BC Transit's Strategic Plan 2030"***. This statement raises some questions:
 - How does BC Transit define and measure "efficiency?"
 - Explain the difference between transit time and bus frequency, and their impacts on efficiency?
 - Shelbourne Street (served by bus routes #27 and #28) is **already** designated as a Frequent Route (defined as 15 minutes or less service) – explain why Shelbourne Street will lose its ability to function as a Frequent Route in BC Transit's Strategic Plan 2030, especially since the SVAP calls for a population increase of 7500 in order to help effect a mode shift to walking, biking and **public transit (doesn't more passenger demand mean more frequent service?)**.
2. Provide an **objective** assessment of the impacts of Options 1 and 2:
 - substantiate as far as possible with quantitative and qualitative data,
 - provide solutions on how these impacts can be mitigated,
 - provide estimated costs (monetary and others) required to implement these mitigation measures,
 - explore funding sources,
 - are these mitigation measures do-able and justifiable, especially when viewed from the wholesome context of SVAP goals.
3. Trade-offs in transportation planning are necessary in order to achieve SVAP goals. Has BC Transit incorporated these goals for the public good into its analysis and planning? Some primary goals (from my perspective):
 - A transportation system that improves the quality of life for SV residents, especially with the anticipated addition of 7500 human beings (whose voices cannot be heard right now). Heavy, speeding, unsafe traffic is the **topmost concern** of SV residents.

Therefore, a reduction in traffic speed and volume on SV streets, especially Shelbourne Street, is an essential requirement for creating a livable (if not vibrant) low-carbon community.

- A **balanced** transportation system that includes pleasant walking conditions, safe bike lanes along the entire length of Shelbourne Street, increased transit services and smooth flow of (reduced) vehicular traffic. This re-balancing requires some trade-offs that include an estimated 1-3 minute increase in transit time for buses and motor vehicles if one travels from Feltham Road to North Dairy Road during peak hours. The alternative is likely a wait of 30-50 years to see the “ultimate plan” realized, by which time many of us (active participants in the process) would likely no longer be around.
- A reduction in GHG emissions through a re-balancing of transportation modes and targeted densification in order to meet Saanich’s climate action reduction targets of 33% by 2020 and 80% by 2050 (from 2007 baseline) because a significant 62% of Saanich’s GHG emissions comes from transportation. BC Transit has an important role to play in this re-balancing.

GHG emissions accounting has not been done for the SVAP by the transportation consultant (Urban Systems) even though this was included as a “deliverable” in the contract (see first appendix below). If done, it is likely that the “Ultimate Plan”, which projects a steady increase in motor vehicle traffic of 0.5% per year to 2030 based on **historical trends** (Page 15 of the SVAP document) will fail to meet Saanich’s reduction targets. In addition, the assumption that the future is a continuation of the past is faulty reasoning because we live in an era of great changes. The young people of today are not car-culture oriented. They live in the information age and riding the buses allow them to engage with their gadgets. They are our future. If we fail to meet targets despite our best efforts, at least it is not from a lack of trying. But failing to even try to reduce emissions seems somewhat hypocritical and irresponsible.

4. The City of Victoria has chosen Cook Street to be its major route for connecting East Saanich to downtown whereas Saanich has chosen Shelbourne Street (see second appendix). How does this affect transit planning in view of long term plans to provide dedicated bus lanes?/rapid transit?/tramlines?
5. Finally, we need to take the Gordon Head bull by its horns. Many Gordon Head residents have expressed concerns (sometimes very vociferously) about the impacts of reduced lanes on their commute. These concerns are partly justified because alternative transportation options are currently limited. The introduction of bike lanes throughout Shelbourne Street in Option 2 (together with an increasing network of bike lanes throughout the CRD) will provide one alternative option. However, BC Transit’s current transit service for Gordon Head residents is inadequate:
 - buses at 20 minute frequency (shorter during peak hours) discourages the use of transit as a preferred mode,

- most residents are serviced by only one route (by #27 and #28) which heads downtown; however not all residents work or are headed downtown – it is necessary to find out what the other major destinations are so that additional routes can be added,
- more innovative ways of funding transit, offering transit, and encouraging a mode shift are needed.

Some folks have asserted that they have a right to unimpeded 4-lane vehicular access on Shelbourne Street, giving reasons that include the need for it to remain a truck route so that they can transport their furniture. However, people living along Shelbourne and other SV streets also have a right to a decent quality of life not degraded by heavy traffic speeding through. In particular, our elderly valley seniors are stuck in warehouse-like conditions because they cannot get out and about due to the dangerous traffic, lack of safe pedestrian crossings, and often poor sidewalks. Parents of young children are terrified of allowing their children to walk SV streets. A key indicator of success of the SVAP is when we finally see young children walking on Shelbourne St. Cyclists risk their lives when they ride on Shelbourne Street – they too deserve safe bike lanes. We all need to understand that Shelbourne and other SV streets are for **sharing**, and trade-offs are required from all of us. No single user group should be allowed to assert their perceived rights over others.

Submitted by:

Mei Ang

Friend of Shelbourne Valley

6.0 DELIVERABLES

- 6.1 A transportation model for the Shelbourne Corridor based on projected land use/density/population with the ability to incorporate different transportation scenarios. Techniques for estimating pedestrian, cycling and transit use, with the concomitant affect on private and commercial motor vehicle traffic, needs to be clearly described. If the Consultant modifies the mode split of the CRD's Transcad model, or trip generation rates, this should also be described;
- 6.2 At least 2 options for creating a balanced transportation network for the Shelbourne Corridor with an analysis of the consequences of each option including projected greenhouse gas emissions, congestion levels, traffic diversion, and general operability of each of the proposed balanced transportation network options. Options are to include illustrations showing street cross sections and design options for key sections of the Shelbourne Corridor as well as maps showing options for walking and cycling routes through the Corridor. The format for presenting the report on the balanced transportation network options is to include an executive summary, findings and analysis, options, recommendation for preferred option, and conclusion.
- 6.3 One bound, and one unbound, printed copy of the final report on options and recommendations for a balanced transportation network as well as a digital copy and a power point presentation illustrating the options and recommendations suitable for public showing and attachment to the Saanich web site.

7.0 PROPOSAL SUBMISSION

- 7.1 Company Organization and Experience
Indicate the Principal or Partner with overall responsibility for the project and provide the names of individual team members, including their credentials, responsibilities and experience. (No company brochures or catalogues please.)
- 7.2 Background and Experience
Demonstrate that the firm's organization and team, including sub-consultants and specialists, if required, has the necessary background and experience to carry out the requirements of this project. List staff and/or sub-consultants who will be assigned to this project along with their related experience. Subsequent substitution of staff and/or sub-consultants will require approval by Saanich.
- 7.3 Project Methodology and Task List
Outline the methodology proposed to undertake the project, including a discussion of the key factors to be considered.
- 7.4 Person-Hour Estimates
Provide person-hour estimates for each of the work activities, including preliminary indications of which staff person and sub-consultants, if required, will undertake the major portion of each activity.

**Shelbourne Corridor Design Guidelines
Initial Meeting with Consultants: June 28/2011**

Attending: Franc D'Ambrosio, Jennifer Kay, Harold Stanley (Project Planner), Anne Topp (Manager Community Planning), Sharon Hvozdzanski (Planning Director)

Franc asked why the Transportation Contract was first?

- Because we knew that improving transportation, and getting a balanced transportation plan in place, was a critical need and had to be addressed
- Would be the basis for future improvements in the corridor
- Need to incorporate transportation network into the 4 centres including sidewalks and bike infrastructure as well as better transit and changes to traffic patterns
- Budget considerations also a factor in going with transportation first

Communication

- Jennifer will be the principal contact for the design consultants, and liaisons with the District of Saanich (Harold, as Project Planner, is Saanich's main contact) and stakeholders
- Harold has indicated to the stakeholders that if they want to communicate with the design consultants they must do so through him unless it's at a public forum, open house, Stakeholders Committee meeting etc.

Would we be meeting with the City of Victoria?

- Harold has been in contact with the City of Victoria Planner responsible for the Hillside Mall area (Lucinda Baryluk)
- Sharon mentioned that Victoria and Saanich Councils have talked about the need to meet regarding Shelbourne at some point
- Need to communicate with Victoria better; an example being Victoria choosing Cook St. to be its major route connecting east Saanich with Victoria's CBD and Saanich choosing Shelbourne St.

Time frame

- We're a bit behind where we should be; the transportation component of the plan was originally scheduled to be completed by end of June and now likely won't be finished until early fall
- Currently the transportation consultant is busy reducing the number of available options for a balanced transportation network in the Corridor; once a couple have been chosen they will likely be run thru a micro simulation model to see how appropriate they are
- Need to meet with Stakeholders over the summer to go over vision for the corridor as was done with Urban Systems; Jennifer will let Harold know the dates her and Franc are available to meet and Harold will then contact Stakeholders to see which dates are most convenient to them
- Also need to meet with transportation consultant, Urban Systems, over the summer once a preferred transportation option has been chosen

2310-20 SVAP.

ClerkSec - Letter from Dr. Susan Matthews and Dr. Jennifer Wickens (McKenzie Family Practice) || Shelbourne Valley Action Plan

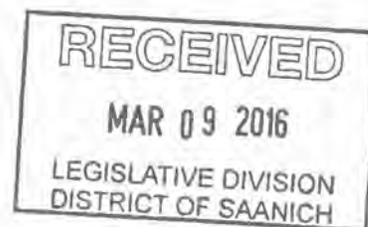
From: Oliver Tennant <oliver@trieagle.ca>
To: <Harold.Stanley@saanich.ca>, <Cameron.Scott@saanich.ca>, <mayor@saanich.ca>, <susan.brice@saanich.ca>, <dean.murdock@saanich.ca>, <judy.brownoff@saanich.ca>, <colin.plant@saanich.ca>, <vic.derman@saanich.ca>, <vicki.sanders@saanich.ca>, <fred.haynes@saanich.ca>, <leif.wergeland@saanich.ca>
Date: 3/8/2016 2:06 PM
Subject: Letter from Dr. Susan Matthews and Dr. Jennifer Wickens (McKenzie Family Practice) || Shelbourne Valley Action Plan
Attachments: LetterFromMckenzieFamilyPractive_ShelbourneValleyActionPlan.pdf

Mayor, Councillors, Harold and Cam:

Attached is a letter addressed to you by Dr. Susan Matthews and Dr. Jennifer Wickens of McKenzie Family Practice. It is in regards to the proposed changes within the Shelbourne Valley Actions Plan.

They are our tenants at [redacted] Shelbourne St (Google Maps [here](#)) and it was sent to us, so I am forwarding it to you.

Thank you.



2016

POST TO	Gen	POSTED	03/10
COPY TO	ST/AM		SD
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	blm		

McKenzie Family Practice

207 - 3930 Shelbourne St., Victoria, British Columbia, V8P5P6 Fax: 250-721-2292 Phone: 250-721-1188

February 28, 2016

To Mr. Harold Stanley, Mr. Richard Attwell, and the Saanich council

re: proposed changes to Shelbourne St.

We are two family physicians whose practice is located in 3930 Shelbourne St., at the south west corner of Garnet and Shelbourne. We have recently been made aware of plans by Saanich to obstruct left hand turns onto Garnet for northbound traffic.

Our practices are made up predominantly of family with young children who drive to their visits; we estimate that perhaps only 5% arrive by bus or Handi dart. As such, the proposed changes will make it much more difficult for our patients to attend our office.

If option 1 is adopted, then there will still be possible to access our building's parking lot by turning left across a double line. This manoever, while not actually illegal if no traffic is waiting, is often performed in an inconsiderate manner by many motorists, and results in back ups of waiting traffic. It is definitely preferable to turn at an intersection where a lane is dedicated for that purpose.

If Garnet is closed then our patients will need to turn left at Mortimer, drive through a residential neighbourhood, and then add to traffic proceeding past Cedar Hill Middle school, already a heavily trafficked byway, in order to turn into Garnet from the west. This is not ideal for our neighbours, nor our patients.

While we understand why Saanich would want to prevent southbound left turns at Garnet (traffic backs up to McKenzie quite regularly) this is not the case with the northbound turn, as the block is considerably longer.

We would ask that you please reconsider this plan to obstruct the entrance to Garnet as we believe it will adversely affect the neighbourhood as make it much more inconvenient for our patients to arrive at their appointments.

Thoughtfully,


Dr. Susan Matthews, MDCM, CCFP


Dr. Jennifer Wickens, MD, CCFP

2310-20 SVAP

From: Nancy McLaren [REDACTED]
To: <council@saanich.ca>
Date: 3/1/2016 9:12 PM
Subject: Shelbourne Valley options

Wake up council ,show some leadership and find ways to save money and not waste it. There is nothing major wrong with Shelbourne other than what was done a few years ago on the North end. This is a major roadway that is linked to Mckenzie and others. All your going to do is push traffic on to side streets like the south end. Leave it a four lane road.

Don McLaren

2016

POST TO	Gen	POSTED	03-02
COPY TO	SH/HM ✓ 30		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
	COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED:	d.m. ✓		

RECEIVED
MAR 02 2016
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

2310-20 SVAP

From: Frederick Driver
To: <council@saanich.ca>
Date: 3/2/2016 11:02 AM
Subject: Shelbourne Valley Action Plan

TO: Saanich Council

After noticing an announcement of changes proposed for the "Shelbourne Valley" and a call for feedback, I had a brief look at the extensive and copious material you have placed on line--and failed to gain any clear idea of the changes proposed.

One doesn't have all day! I suggest you put, at the head of the information, a clear and concise "potted" summary of the proposed changes/options, which the public can consult quickly and get a clear impression, without sacrificing their entire afternoon.

By way of input, I would like to make clear that:

I cross the area in question on a daily basis.

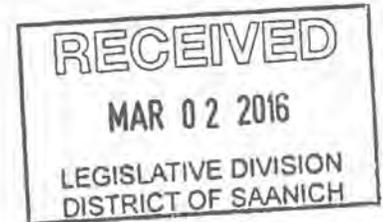
I oppose any improvements for bicycles or pedestrians that could potentially impact on public transit. The efficiency, accommodation and expansion of public transit should be the primary focus.

Thank you,

F. Driver,
Victoria

2016

POST TO <u>cen</u>	POSTED <u>03/02/16</u>
COPY TO <u>SAV</u>	
INFORMATION <input checked="" type="checkbox"/>	
REPLY TO WRITER <input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION <input type="checkbox"/>	
REPORT <input type="checkbox"/>	
FOR _____	
ACKNOWLEDGED: <u>dlm</u>	



Council - Shelbourne Valley Action Plan

From: "Brian Price" [redacted]
To: <council@saanich.ca>
Date: 3/1/2016 8:37 AM
Subject: Shelbourne Valley Action Plan

POST TO	gen	POSTED	2016 03/02
COPY TO	SH/AM		50
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
		COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	blm		

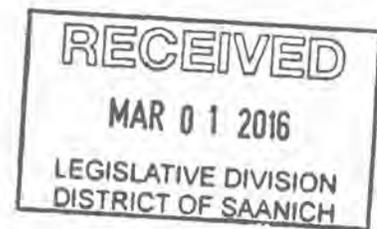
Dear Council Members

I have completed the survey regarding the Shelbourne action plan and attended an open house.

I would like to express a strong opinion that Option 2, reducing Shelbourne to 2 lanes of traffic is not a practical option considering the amount of traffic that flows through Shelbourne Street. Also the notion that hundreds or thousands more cyclists would use Shelbourne if there were bike lanes does not seem likely at all to me. I would suggest that cyclists be banned from Shelbourne because of safety reasons and that other streets- Cedar Hill probably- should have improved cyclist lanes.

Thank you

Brian Price
[redacted] Shelbourne St
[redacted]



Council - Shelbourne Valley Engagement - Short Term Actions

From: Andrea Mercer [redacted]
To: <council@saanich.ca>
Date: 2/28/2016 6:29 PM
Subject: Shelbourne Valley Engagement - Short Term Actions

POST TO	Gen	POSTED	2016 02/28
COPY TO	[Handwritten initials]		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input checked="" type="checkbox"/>		
REPORT	<input type="checkbox"/>	COPY RESPONSE TO LEGISLATIVE DIVISION	
FOR	[Handwritten signature]		
ACKNOWLEDGED	[Handwritten signature]		

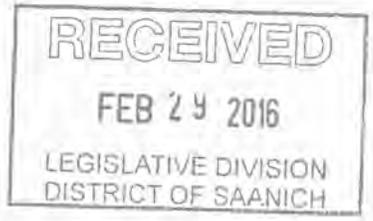
Dear Mayor Atwell & Members of Council -

I received an email from a neighbour encouraging us to email Council and express our views on the two options being presented regarding the Shelbourne corridor. This neighbour and many of the citizens in attendance at the engagement session at Gordon Head Recreation seem to be adamantly opposed to any improvements to cycling amenities, such as those presented in Option 2, for fear of congestion for their single occupant vehicles. There seems to be little concern about the future, and the consequences of continuing to cater to the car-culture that we have become. I get it, they are from a different generation. We need to plan for our future generations and be bold and visionary in doing so. I think this is what is represented by Option 2.

I have completed the survey, and I will be encouraging my friends and colleagues to have their say as well. I do hope that Saanich can be a leader here. Change can be scary and difficult to navigate, but it is so desperately needed. I don't think we can wait for 30 years to start to move the dial on our transportation mess.

Thanks again for having the guts to put such a bold option out into the public realm, I only hope that we can get those who understand the need for action to speak up, I know they are out there.

Andrea Mercer
[redacted] Morninaside Place
Victoria BC
[redacted]



Council - Recommendations and Comments Re: Interim Improvements for Shelbourne Corridor

From: Cindy Marven <webikevictoria@gmail.com>
To: <mayor@saanich.ca>, <council@saanich.ca>
Date: 11/9/2015 12:33 PM
Subject: Recommendations and Comments Re: Interim Improvements for Shelbourne Corridor
Attachments: ShelbourneLettertoCouncil.docx

POST TO: gen 2015 11/25

COPY TO: SH/AM

INFORMATION

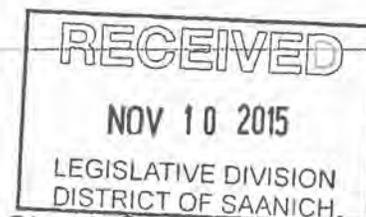
REPLY TO WRITER

COPY RESPONSE TO LEGISLATIVE DIVISION REPORT

FOR: blm

ACKNOWLEDGED: blm

To: Mayor Atwell, Saanich Councillors, and Staff



RE: Improvements for Active Transportation along Shelbourne Street: Comments and Recommendations re: Options 1 and 2 from the Supplemental Report (September 22).

Women's Everyday Bicycling (WeBike), a new non-profit society (February 2015), has a meetup membership of over 330 women. Our goal is to encourage more women and families to use their bicycles for transportation in the Greater Victoria region. Riding a bicycle is an equitable, fun, and healthy form of transportation. We do this through education, advocacy, and by organizing events and rides that are fun and raise awareness of the benefits of family transportation cycling. WeBike is interested in the plans for rebalancing the travel mode share along Shelbourne Street. Prior to the council meeting in October, when the supplemental report was introduced to council from staff, I emailed WeBike members concerning the two options to let them know what was proposed and what the benefits and drawbacks were. **Please find attached, the essence of the email containing recommendations and comments regarding the two options.**

I spoke on behalf of WeBike at the council meeting in October. One of the concerns/questions raised by a council member was that by building the cycling and pedestrian improvements on Shelbourne, other projects would have to wait and that council needs to hear that Shelbourne is a priority over the other projects. To that comment, we would answer a resounding, and loud YES: Shelbourne IS the number one priority; residents have waited a very long time, and improvements need to be built without further delay.

Why? Shelbourne is a key transportation corridor – not only for cars, but for bicyclists, and pedestrians. The route is deplorable for pedestrians, and there are no connected, parallel, flat routes that provide an alternative to Shelbourne for people on bikes, who are forced to ride with motorized traffic in narrow lanes and alongside impatient motorists. I was slightly amused to hear from a speaker at the meeting, that a benefit of bike lanes is that “cyclists act as a buffer between the cars and the pedestrians”. While I appreciate and understand the implication that the installation of cycling lanes means greater space (and therefore, comfort) between cars and pedestrians, I would like to point out that there are people ON the bikes – who do not enjoy having cars pass too closely for comfort or safety any more than do pedestrians. Plans for improvements have been in the works for over two decades – it's time now to act and build.

Saanich has done amazing work with recreational trails and parks – but needs to focus on rebalancing transportation modes to reduce our need and reliance on cars and to allow people to use active transportation. Shelbourne Street is stuck many decades behind in terms of complete streets, place-making, and bicycling and pedestrian infrastructure. The benefits to the community are far-outweighed by the costs of improvements to this corridor.

Thank you for your time and efforts on behalf of Saanich residents!

Sincerely,

Cindy Marven

WeBike President

www.webike.ca

<http://www.meetup.com/WomensEverydayBicycling-WeBike/>

<https://www.facebook.com/womenseverydaybicycling/>

Women's Everyday Bicycling Association (WeBike) recommendations and comments regarding Options 1 and 2, outlined in the Supplemental Report presented to Council in October, 2015.

The following is the essence of an email sent to WeBike members prior to the council meeting.

The Saanich bike and pedestrian committee noted that bike lanes have been requested for Shelbourne for about 25 years. The current planning process started in 2009/2010. This is a very long time to wait – the time it takes for a child to become an adult. A generation of kids have grown up without being able to walk or bike safely along Shelbourne, a key transportation corridor.

It is understandable people don't want to wait another generation for better bike and pedestrian infrastructure on Shelbourne. Personally, I have been riding for about 34 years - I don't want to wait another 25 to be able to ride in safety and comfort on Shelbourne Street, either – especially because I use it almost every day to commute to downtown Victoria.

The supplemental report:

(http://www.saanich.ca/business/actionplan/documents/SuppleReport_ShelbourneValleyActionPlan_ImplementationAnalysisSep222015.pdf) details **two options** for improvements, that could be implemented over the next **5 years**, rather than over the **30 year time-frame** the 'Ultimate Design Concept' covers (Ultimate Design Concept in Proposed Shelbourne Valley Action Plan):
<http://www.saanich.ca/business/actionplan/shelbourne.html>).

The Ultimate Design Concept includes protected bike lanes for Shelbourne in the planning area as well as many upgrades for pedestrians - but would require extensive purchasing of right of way along the route so that all four car lanes can be maintained (costly), or waiting for redevelopment along the route, bit by bit (decades wait, or never?)

Thus building out the plan would take something like 40 million dollars and many years of waiting until the required right of way is secured. As per the report: "build-out of the ultimate plan would likely require demolition of approximately 28 existing buildings. Preliminary cost estimates for this option are at over \$40 million plus property acquisition and underground utility costs".

In the meantime, staff have recommended that more public consultation be undertaken to consider two options that can be implemented over a **three to five year time frame**. These are the key points of the Options 1 and 2:

Option 1: A short, and incomplete protected bike lane - with 75% of the route left without a cycling lane (no paint, no protection). There would be protected lanes over only 25% of the route, leaving the central portion of Shelbourne as it is now. The problem with installing expensive protected bike lanes over only 25% of the route, is that many people will still not use them because the route is not complete - where do you go when the lane ends? The people who ride now will continue to ride, and probably the people living in the immediate vicinity of the short, disconnected lanes, may use them, but there is not likely to be a significant increase in ridership. Opponents can then point to it and say -

look - the cyclists are not using the lanes – what a waste of money - so you've also decreased the likelihood of future support from the public and elected officials.

Currently, the Shelbourne corridor has 68% of its space allocated for cars and 32% allocated for pedestrians - and 0% for cyclists. The goal (in the SVAP) is 50% for cars, 35% for pedestrian, and 15% for bike riders. Option 2 would result in 66% for cars, 29% for pedestrians, and 5% for bikes. Not a great result for people using bicycles to get around - for about the same cost (a bit more) as Option 2!

Option 2: This would result in a complete bike lane over the full route - but not protected. Buffered bike lanes for some of it, some unbuffered bike lanes (near North Dairy). For this option, the motor traffic lanes would be reduced in some places to 2 lanes, some to 3, and some would retain 4 lanes (near major intersections). The benefit is that the full route would have cycling lanes - currently, a person on a bike must take the lane or risk motorists passing you unsafely. The disadvantage here is that this will help people who currently ride Shelbourne, and will add a few more riders (up to about 7% will ride bike lanes that are painted but not protected) - but it still isn't a full AAA route. Still, it would be a considerable improvement over the current situation.

This option would help balance the road allocation space closer to what the intended goal is: Currently, Shelbourne has 68% of space allocated for cars and 32% allocated for pedestrians - and 0% for cyclists. The goal (ultimate design concept) is 50% for cars, 15% for pedestrian, and 35% for bike riders. Option 2 would result in 53% (cars); 15% (bikes) and 32% (pedestrians) – a better result, and closer to the intended mode share.

My concern is that if we 'settle' for this option, we may never get to the ultimate design concept. However, we may never get there anyway, given the lack of political will and funding to purchase the necessary right of way. The extra right of way needs to be purchased, because motorists are unwilling to give up a travel lane (for improvements to cycling and pedestrian infrastructure). Otherwise, the cost of improvements would be significantly lower, and the time-frame for buildout much shorter.

Option 2 will result in slightly slower travel times for motorists due to reductions of travel lanes in some parts of the route - about 2.5 minutes max **at peak times**, over the stretch of Shelbourne covered by the plan. Personally, I ride out of my way about 10 minutes every day one way - I add 20 minutes to my daily commute on my bike - to avoid as much of Shelbourne as possible so I don't think this is too onerous for drivers.

RECOMMENDATIONS AND COMMENTS

Of the two options, I **recommend Option 2** because the route is complete. **It will not attract many new cyclists** but it will attract cyclists who feel comfortable enough riding alongside motorized traffic in a painted bike lane. The motorized traffic may also **slow down to the speed limit** - due to the addition of pedestrian and bicycle infrastructure. Additional cyclists on the road will also help make the road safer and motorists will get used to having greater numbers of people bicycling on Shelbourne, which may help improve drivers' behaviour.

It will not be suitable for all ages and abilities – you may not want your children riding to school along Shelbourne Street. I would suggest to Saanich - **that over the course of the buffered portions of the route - to consider the use of bollards or low concrete curbs** to prevent motorists from infringing on the bike lanes - and to give a better sense of safety to the people on bikes. This could also act as a pilot project to let bikes and motorists find out what protected lanes are like without the expense and permanence of better quality protected lanes.

I would also ask whether a combination of Options 1 and 2 could be built: the protected lanes as per Option 1 with bike lanes (painted) for the remainder of the route. Costs could be reduced by not building a deluxe version of a protected lane (bollards or low concrete curbs are less expensive yet effective) – however, I suspect that the majority of the costs are due to buying expensive right-of way – adding width to the corridor, and reducing costs with bike lane design would not be adequate to offset the overall costs.

I would also like a commitment from Saanich that they intend to continue moving toward completing fully protected all ages and ability (AAA) lanes on this route due to the speed and volume of motor traffic and the lack of connected roads, parallel to the route - and not stop working towards it once painted lanes are in place, because the facility is 'good enough' - because it's not - it's just slightly better than the current extremely poor situation.

I'm pleased that Saanich is actively attempting to find shorter-term solutions for Shelbourne - a challenging street to improve due to the width of the road corridor and the costly constraint of keeping the current numbers of lanes for cars. People living and traveling through this area will benefit greatly from the pedestrian and cycling improvements - about 60% of the traffic comes from out of the area; 40% of the traffic is local.

Motorists will likely appreciate not having to change lanes to pass cyclists, and cyclists will appreciate having more space clearly allocated for their travel mode. Option 2 is a creative compromise that may work well in the shorter term and help us move towards an all ages and abilities street in the future.

Council - Responding to TC Editorial on Bike Lanes on Shelbourne

POST TO	gen	POSTED	2015 10-15
COPY TO	Sh		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	dlm		

From: Edward Pullman <[redacted]>
To: "<gvccboardforum@googlegroups.com>" <gvccboardforum@googlegroups.com>
 "Letters (Times-Colonist)" <letters@timescolonist.com>
Date: 10/13/2015 4:00 PM
Subject: Responding to TC Editorial on Bike Lanes on Shelbourne
BC: Council

The recent coverage of the proposed bike lanes on Shelbourne Street made some erroneous statements that we would like to correct.

Specifically, a recent Times Colonist editorial on the proposals stated that of the two options described in the Shelbourne Valley Action Plan (SVAP) Mobility Report. The first, Option A, which would provide a protected bike lane on 25% of Shelbourne, was a short term option, while the second, Option B, buffered and regular bike lanes on the entire length of Shelbourne, was a long term option.

This is incorrect. Both are short-term options intended to improve mobility for pedestrians and cyclists over a five year timeline.

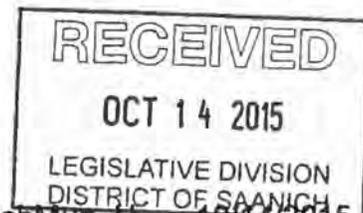
Regardless of which plan Saanich chooses, the SVAP envisions a Shelbourne in 30 years with protected bike lanes, widened sidewalks and transit priority lanes. The challenge with the implementation of this long term vision is that Shelbourne has a limited right of way. SVAP's vision of transit, sidewalks and bike/car lanes requires a width of 28-30 metres. Currently, the right of way on most of the corridor is 20-23 metres. Over the next 10-30 years, Saanich intends to increase this width through rezoning, increased density, and reclaiming the right of way as concessions for development along the corridor.

However, we cannot wait 30 years for pedestrian and cycling improvements to the Shelbourne Valley. Stakeholders and residents were very clear throughout the drafting of the SVAP: change and improvements are needed in the next few years, not in 30.

Both options offer improvements for cyclists who wish to ride Shelbourne but currently don't feel safe in doing so. However, the second option, calling for bike lanes the entire length of shelbourne, brings us much closer to the vision of a multi-modal Shelbourne Valley that is envisioned in the 30 year document, much sooner.

Recently Saanich completed an ambitious redesign of McKenzie from Shelbourne to UVic, a project that some claimed would snarl traffic irreparably. The result speak for themselves; bike numbers are up and traffic, including buses, continue to move. This is just the latest in a long list of projects that have achieved a better balance of transportation options for all users has been achieved without significant adverse effects to motor vehicle traffic.

If we truly want to create a more livable and sustainable Shelbourne Street, and region, we need to start now instead of continually kicking the can down the road. Otherwise, the future will become the present, and we will have nothing to show for it.



Edward Pullman
President
Greater Victoria Cycling Coalition

--

Edward Pullman

President, Greater Victoria Cycling Coalition

More people cycling, more places, more often

gvcc.bc.ca

2310-20 SVAP

ClerkSec - Fwd: Feedback/Request for Service from the Web Site

From: Hall Reception
To: ClerkSec
Date: 10/8/2015 11:43 AM
Subject: Fwd: Feedback/Request for Service from the Web Site

Customer Service Representative
Municipal Hall Reception
District of Saanich
770 Vernon Ave
Victoria, BC V8X 2W7

t. 250 475 1775 (external) | 3499 (internal)
e. reception@saanich.ca
w. saanich.ca



This e-mail and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this e-mail and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender.

Please consider the environment before printing this e-mail.

>>> [redacted] 10/8/2015 10:57 AM >>>
Email Received: Thu Oct 8 10:57:35 2015
From User Name: Bev Highton
From User Email: [redacted]

To Saanich Dept: Council
Service Request: none
Response Requested: Yes

POST TO	gen	POSTED	2015 10/13/15
COPY TO	sh		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	bl.m.		

Comments:

The Shelbourne corridor plan appears to have been crafted by idealistic social engineers fueled by a vocal group of bicycle riders. The fact of the matter is that the private passenger vehicle is and will remain the principle mode of transportation for the vast overwhelming percentage of our citizens for the foreseeable future. Transit will continue to be a mode for about 12-14% of the population and the bicycle as a regular daily mode only for a tiny minority of commuters and this very subject to weather conditions on any given day. The bicycle for the majority of riders is used for recreational purposes only. The reducing/restricting of traffic lanes for private passenger vehicles, commercial vehicles and emergency response vehicles is another example of the "tail wagging the dog" method of planning with the consequence that the many will be sacrificed for the few. One only has to drive around the entire region to see the results of bike lanes established on any number of roads to see and experience the reduction of traffic fluidity whilst at the same time seeing very sparse use of the bike lanes. It is also interesting to note that a municipality which restricts private property owner's from removing overgrown shrubs and trees on their own land suggesting the removal of 300 trees for their own not well thought out plan is somewhat hypocritical.

Council - Protected bike lane on Shelbourne

From: Miranda Harvey [redacted]
To: "council@saanich.ca" <council@saanich.ca>, "mayor@saanich.ca" <mayor@saanich.ca>
Date: 10/9/2015 8:52 AM
Subject: Protected bike lane on Shelbourne

Hi there,

I hope I'm not too late in saying so, but I must insist you strongly consider a protected bike lane (or a bike lane of any kind) on Shelbourne!

I was hit on Shelbourne and MacRae on September 15, 2014, and am still dealing with my injuries. My accident wasn't even major – no broken bones or concussion, thankfully – but I'm still left with neck strain and knee pain for which I am seeing a physio therapist. Perhaps the worst part was the fear that came afterwards, even though I knew I was in the right and am a strong cyclist (until I switched jobs in July, I commuted daily to UVic for work for 6 years from my home near Pandora and Cook – now it's only once per day, but I expect more come January when I begin taking classes again). That's slowly becoming better, but anytime a car does something a little bit questionable, my whole body tenses, causing injury or delaying healing in my neck. It is not fun.

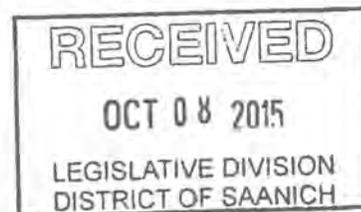
Please consider protecting cyclists. It would be lovely if cars and bikes could just "share the road", but it's like putting a kitten up against a tiger. Cars are just way more powerful, and their small mistakes can mean huge consequences for cyclists.

Thank you,

Miranda Harvey
[redacted]

✓

POST TO	Gen	2015
		POSTED 10.13.15
COPY TO	sh	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION REPORT	<input type="checkbox"/>	
FOR	blmv	
ACKNOWLEDGED	blmv	



2310.20 SVAP

From: Lesley Ewing [redacted]
To: <mayor@saanich.ca>, <council@saanich.ca>
Date: 10/5/2015 4:34 PM
Subject: Shelbourne Valley Action Plan

Dear Mayor and Council.

I am a frequent cycling traveller in the Shelbourne Valley area and urge Council to ensure that new measures to accommodate cyclists include PROTECTED bike lanes.

The volume and speed of motor vehicle traffic on Shelbourne Street is just too fast and great to consider mere painted bike lanes. I guarantee they will not be effectively used by cyclists. What is needed is a protective barrier of some sort from moving traffic. One example is the new raised track used on Cook Street (well done!) or alternately some concrete barriers.

Cycling on Shelbourne is a nightmare now. But the road is the logical (flat, direct) commuting route that both cyclists and motorists prefer. The alternatives, over hill and dale on either side, are an inconvenient burden to cyclists. The route connects UVic and Gordon Head to downtown Victoria and beyond.

When I ride up on the empty sidewalk on my bike, it is not with disrespect to the by-laws, but rather a measured decision I need to make: Do I feel lucky today? Do I have to risk becoming a quadriplegic, or death?

I look forward to an ultimate progressive design for this road that puts people, not cars, first.

Regards,
Lesley Ewing

POST TO	gen	2015	POSTED
COPY TO	shv	10-05	SO
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED			

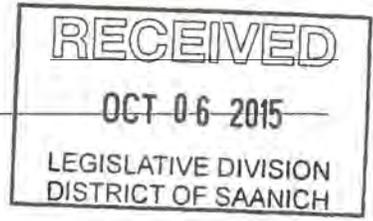
RECEIVED
OCT 06 2015
 LEGISLATIVE DIVISION
 DISTRICT OF SAANICH

2310.20 SVAP
1790.20

ClerkSec - Governance review report and next steps for the SVAP

POST TO	Gen	POSTED	2015 10-06
COPY TO	SVAP		\$0.
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT FOR			
ACKNOWLEDGED	b.l.m.		

From: Rebecca Mersereau [REDACTED]
To: <susan.brice@saanich.ca>, <mayor@saanich.ca>, <dean.murdock@saanich.ca>, <vic.berman@saanich.ca>, <leif.wergeland@saanich.ca>, <judy.brownoff@saanich.ca>, <vicki.sanders@saanich.ca>, <colin.plant@saanich.ca>, <fred.haynes@saanich.ca>
Date: 10/5/2015 2:29 PM
Subject: Governance review report and next steps for the SVAP



To Mayor and Council:

Unfortunately I cannot attend this evening's important Council and Committee of the Whole Meetings, but I wish to provide comment on two of the items you will be discussing, for your consideration.

Next Steps for the Governance Review

I was one of the ten volunteers convened to provide advice on the formation of an advisory committee to guide the public consultation aspects of the review. As a group we were informed by the consultants that we would receive an opportunity to review a draft report reflecting outcomes of our meeting prior to its consideration by Council, which was not forthcoming. In contrast with the process outlined in your report in section 1.2.6, the volunteers were united in expressing that the selection of committee members for this citizen-led process be objective and apolitical. We favoured the use of appropriately-qualified Saanich human resources staff to short-list applicants, and the engagement of an independent *ad hoc* committee —such as the one convened for this exercise— to make final selections of committee members.

Shelbourne Valley Action Plan

I was very encouraged to see the inclusion of mobility option 2, and thought the report was very effective in laying out the anticipated benefits and trade-offs of all options. I believe option 2 is best aligned with the long-term priorities identified for the Shelbourne Valley as well as Saanich's near-term priority to encourage shifts away from single passenger vehicles, in order to transition to more productive, livable and people-centred communities. Process option D — in which Council moves forward with a public hearing on the SVAP and subsequently consults with the public specifically on mobility option 2— appears to provide an appropriate balance between providing guidance for development proposals in the near term, and ensuring the public is behind the project.

Thank you for your time and ongoing service.

2310 20 SVAP

From: Andrea [REDACTED]
To: <council@saanich.ca>
Date: 10/6/2015 9:09 AM
Subject: Shelbourne Bike Lanes

Hi there,

I'm sure you're getting inundated with emails about adding bike lanes to Shelbourne, but I thought I would add my voice to that crowd (it's so easy to send an email after all).

As a frequent cyclist, who bikes all around Saanich and the CRD, in my opinion this section of road should definitely be highest priority. Part of the reason I feel so strongly about this section is that I have seen cyclists (including myself) frequently having close calls with vehicles (getting knocked off their bike, having doors opened on them), and some sections are just plain treacherous navigating large cracks in the road while cars try to sneak by when there is clearly not enough room.

Even though Cedar Hill goes parallel to Shelbourne for some sections (and has bike lanes) it's impractical to expect cyclists to use it over Shelbourne. Even though many cyclists know Shelbourne is unsafe they continue to use it because it's the fastest and most energy-effective route to get around Saanich and Victoria.

Thanks for taking the time to read my email. I hope this can be brought into effect so that cars and cyclists feel safer sharing the space.

-Andrea

POST TO	Gen	POSTED	295 10-06 30
COPY TO	sh		
INFORMATION	<input checked="" type="checkbox"/>		
REPLY TO WRITER	<input type="checkbox"/>		
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>		
REPORT	<input type="checkbox"/>		
FOR			
ACKNOWLEDGED	bim		

