



McKenzie Interchange Project
Fall 2015 Engagement
November 16 – December 11, 2015

Engagement Summary Report

February 2, 2016

Prepared by
Kirk & Co. Consulting Ltd.

**About Kirk & Co. Consulting Ltd.**

Kirk & Co. is a recognized industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. independently analyzes and reports on public and stakeholder input.

The views represented in this public engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the McKenzie Interchange Project engagement, and therefore do not reflect a random sample.



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Appendix 1 – Notification Materials

Appendix 2 – Engagement Materials and Feedback Form

1. BACKGROUND

On July 22, 2015, the Province of British Columbia and the Government of Canada announced a partnership to fund the construction of the \$85 million McKenzie Interchange Project – a grade-separated interchange on the Trans-Canada Highway at the intersection with Admirals Road and McKenzie Avenue in Saanich, British Columbia. The intersection is the number one bottleneck in the province outside of the Lower Mainland.

The project will improve traffic flow of passenger, transit and goods movement vehicles and reduce collisions and congestion-related impacts to the economy, environment and public health. Safety of pedestrians and cyclists will also be enhanced as part of the project.

It is anticipated that the project would result in overall travel time savings, significantly reducing the commuting time between the Western communities, downtown Victoria and the University of Victoria, for passenger vehicles and transit.

More information about the project can be found at engage.gov.bc.ca/mckenzieinterchange.

HOW INPUT WILL BE USED

Feedback from the public and First Nations, local governments and stakeholder groups throughout project development and engagement will be considered, along with technical and financial information, as the project team refines project design and develops mitigation measures.

2. FALL 2015 ENGAGEMENT WITH FIRST NATIONS, LOCAL GOVERNMENTS AND STAKEHOLDER GROUPS

2.1 EARLY ENGAGEMENT

Early engagement regarding the McKenzie Interchange Project involved informing the public and First Nations, local governments and stakeholder groups about the project, particularly the need for and benefits of the interchange. It also involved communicating to these groups that there would be upcoming engagement opportunities for the project, and communicating about field work. During early engagement, meetings were held with representatives of Community Associations and a Stakeholder Liaison Group was formed. The Stakeholder Liaison Group is an information sharing forum to discuss developments, identify concerns, provide suggestions, and facilitate discussion regarding considerations related to the development of the project.

2.2 STAKEHOLDER LIAISON GROUP

The McKenzie Interchange Project Stakeholder Liaison Group was created to provide a forum for key stakeholders to discuss considerations and concerns related to the project with the project team. It includes representation from:

- BC Transit
- First Nations (Esquimalt Nation and Songhees Nation)
- First Responders (Saanich Fire Department, Saanich Police Department, BC Ambulance)
- Greater Victoria Chamber of Commerce
- Greater Victoria Cycling Coalition
- Greater Victoria School District No. 61
- ICBC
- Local government staff (Capital Regional District, District of Saanich, City of Victoria, Township of Esquimalt, Town of View Royal, City of Langford, City of Colwood)
- Provincial elected officials (Saanich South and Victoria – Swan Lake MLAs)

The Stakeholder Liaison Group met on November 9 and November 25, 2015. Key themes from the meetings include:

- Support for robust transit, pedestrian and cycling facilities in the final project design (including accommodations for future light rail transit)
- Support for improving the efficiency of southbound traffic on McKenzie merging onto the Trans-Canada Highway westbound by adding an additional turning lane
- Interest in the integration of the intersection of Burnside Road and McKenzie Avenue into the project scope
- Interest in receiving further detailed information on anticipated impacts and mitigation measures for Cuthbert Holmes Park
- Interest in traffic counts and other technical information informing project design and modelling
- Interest in construction impact management and construction communications

2.3 MEETINGS WITH COMMUNITY ASSOCIATION REPRESENTATIVES

The McKenzie Interchange Project team met with representatives of four community associations on October 15 and November 24, 2015. The purpose of the first meeting was to introduce the project team and to notify community associations about the upcoming open house. The second meeting was held one week following the open house to allow community associations to gather input from their members.

The four community associations represented were:

- Gorge Tillicum Community Association
- Portage Inlet Sanctuary Colquitz Estuary Society (PISCES)
- Residents Association of Strawberry Vale, Marigold and Glanford
- Mount View Colquitz Community Association

Key themes from these meetings include:

- Support for efforts to manage traffic growth through traffic demand management, cycling investment and significant transit improvements, including requests for light rail transit (LRT)
- Support to address neighborhood issues such as noise, non-local traffic on local roads, headlight glare and safety of residents through traffic calming and signage to remind drivers they are in a lower speed, urban environment
- Support for reducing the long traffic queues on Admirals Road and McKenzie Avenue caused by the existing signalized intersection
- Interest in understanding the environmental and health benefits of the project
- Interest in understanding what other options are possible beyond the three interchange options put forward by the Ministry of Transportation and Infrastructure
- Interest in the mitigation planned to address the potential impacts to Cuthbert Holmes Park
- Interest in expected growth on the Trans-Canada Highway especially from ongoing growth in the Western Communities
- Interest in better connections for cyclists and pedestrians to get to the Galloping Goose Trail from the Admirals Road area
- Interest in how storm water, during and after construction, will be managed especially as it relates to the park and Portage Inlet
- Interest in how traffic will be managed on residential streets during construction
- Interest in how the adjacent neighborhoods will be accessed
- Interest in how water main relocation will drive costs of the various interchange options

3. FALL 2015 PUBLIC ENGAGEMENT: NOVEMBER 16 – DECEMBER 11, 2015

3.1 PURPOSE

The Ministry of Transportation and Infrastructure conducted public engagement regarding the McKenzie Interchange Project between November 16 and December 11, 2015 to provide information about the project and gather feedback from First Nations, stakeholders and the public. In addition, this round of engagement informed the public, road users, First Nations and stakeholders about the need for and benefits of the McKenzie Interchange Project and communicated how feedback will be used by the McKenzie Interchange project team in developing and refining the project design.

The engagement was launched with an announcement by Minister of Transportation and Infrastructure Todd Stone on November 16, 2015. Engagement materials, including the online feedback form and materials for the public open house, were posted online on November 17, 2015.

3.2 PUBLIC ENGAGEMENT PARTICIPATION

There were a total of **1,808** participant interactions during the McKenzie Interchange Project Fall 2015 Engagement period:

- **610** people attended a public open house on November 17, 2015
- **1,059** completed feedback forms were received (899 online and 160 in hardcopy)
- **139** submissions were received through email or phone

3.3 PUBLIC ENGAGEMENT TOPICS

Engagement materials provided information on the three highway interchange design options presented by the Ministry of Transportation of Infrastructure:

- **Option 1:** Diamond Interchange With Trans-Canada Highway Under McKenzie/Admirals
- **Option 2:** Partial Cloverleaf With Trans-Canada Highway Under McKenzie/Admirals
- **Option 3:** Diamond Interchange With Trans-Canada Highway Over McKenzie/Admirals

Engagement participants were asked to provide feedback regarding considerations related to the three interchange design options, including:

- Parks and green spaces
- Schools and athletic fields
- Existing communities and access to these areas
- Adjacent property impacts
- Environmentally-sensitive areas including Colquitz Creek and Portage Inlet

Participants were also asked to provide feedback regarding their priorities regarding the development of the project, their current use of the intersection of Highway 1 and Admirals Road/McKenzie Avenue, and their preferred methods to find out more and provide input on the McKenzie Interchange Project.

3.4 NOTIFICATION

Notification of opportunities to participate in engagement included:

- **Minister's Announcement:** The engagement was launched with an announcement of the engagement period by the Minister of Transportation and Infrastructure Todd Stone on November 16, 2015.
- **Newspaper Advertising:** Advertisements ran on the following dates in the following publications:
 - *Times Colonist*: Tuesday, November 10
 - *Goldstream Gazette*: Wednesday, November 11 and Friday, November 13
 - *Saanich News*: Wednesday, November 11 and Friday, November 13
- **Social Media:** 31 tweets were sent from @TranBC (14.9K followers) between October 29 and December 11, 2015, to notify of engagement opportunities and to remind readers to provide feedback.
- **Engagement Website:** All engagement materials were available on the project website (engage.gov.bc.ca/mckenzieinterchange) on November 17, 2015.

A copy of the notification materials can be found in Appendix 1.

3.5 PUBLIC ENGAGEMENT METHODS

3.5.1 ENGAGEMENT MATERIALS AND FEEDBACK FORM

Engagement materials provided information about the need for and benefits of the McKenzie Interchange Project and presented the three conceptual interchange designs. These materials included a project rendering for each highway interchange design option and were provided to participants at the open house and on the project website. A feedback form to gather input was also provided at the public open house and on the project website.

A copy of the engagement materials and feedback form can be found in Appendix 2.

3.5.2 ONLINE ENGAGEMENT

All public engagement materials were available on the website engage.gov.bc.ca/mckenzieinterchange, including electronic copies of the open house display boards, detailed information related to the McKenzie Interchange Project, and an online feedback form that could be submitted electronically. There were 12,399 website visits during the engagement period, and of the 1,059 feedback forms received, 899 were received through the online feedback form.

3.5.3 OPEN HOUSE

610 people attended a public open house held on November 17, 2015. Engagement materials and feedback forms were provided to attendees at the open house and display boards summarizing the engagement materials were set up around the room. Participants were encouraged to complete their feedback forms in hardcopy or online. Project team members circulated and engaged attendees in one-on-one and small group discussions.

Two computer-generated simulations of the traffic patterns with and without the project were played at the open house. These video simulations can be found at engage.gov.bc.ca/mckenzieinterchange/materials.

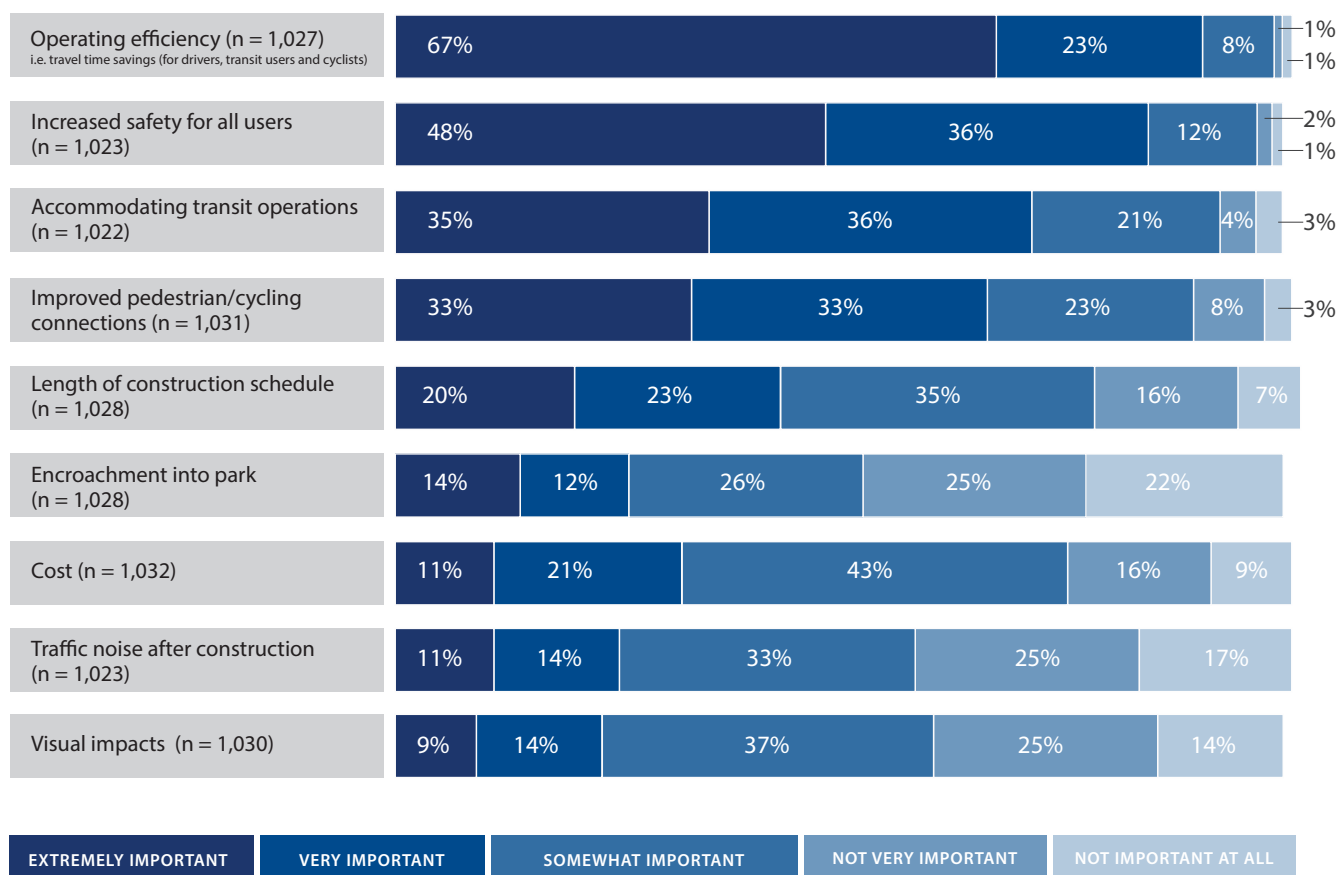
4. PUBLIC ENGAGEMENT RESULTS

4.1 FEEDBACK FORMS

The following are results from the **1,059 feedback forms received** at the open house, online, and by mail.

Some totals may not add to 100% due to rounding.

Q1: How important are each of the following considerations to you as the Ministry of Transportation and Infrastructure designs the McKenzie Interchange Project?



Q2: How often do you travel through the intersection of Highway 1 and Admirals Road/McKenzie Avenue?



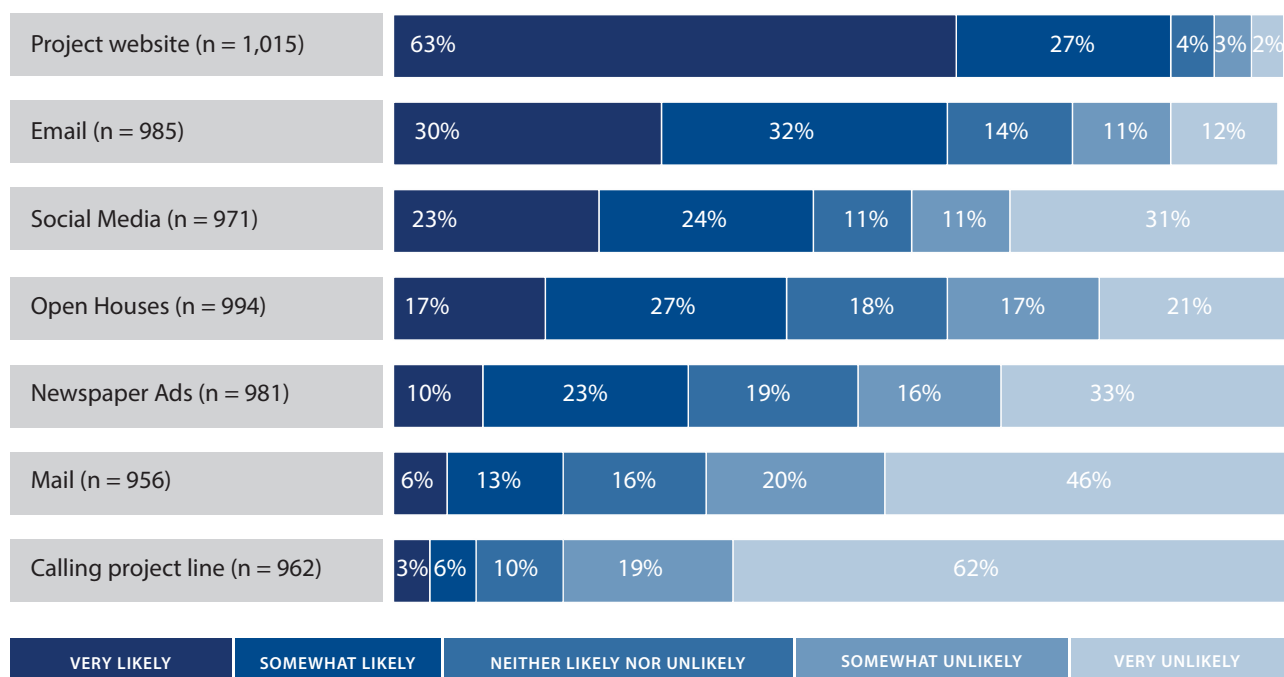
n = 1,037

Q3: How do you currently use the intersection of Highway 1 and Admirals Road/McKenzie Avenue? (select all that apply)



n = 1,034

Q4: How likely would you be to use each of the following methods to find out more and provide your input regarding the McKenzie Interchange Project?



Q5: Please provide any comments you may have regarding the interchange design options or the project in general.

The following are the most frequently mentioned themes from the 932 comments received through the feedback forms. It should be noted that a comment may contain more than one theme.

THEMES FROM ADDITIONAL COMMENTS	NUMBER OF MENTIONS
1. Support for Option 2: Partial Cloverleaf with Trans-Canada Highway Under McKenzie/ Admirals	259
2. Eliminate or reduce the number of traffic lights at the interchange	124
3. Support for Option 1: Diamond Interchange with Trans-Canada Highway Under McKenzie/Admirals	110
4. The project should be expanded in scope to include a solution to congestion at the McKenzie and Burnside intersection	86
5. The Ministry of Transportation and Infrastructure should include light rail transit (LRT) or heavy rail (e.g., reinstating the E&N) as part of or instead of the project	70
6. Concern regarding the effects of the project on Cuthbert Holmes Park and request that the project minimize encroachment into the park	67
7. Additional investment should be made in transit, including suggestions of increased bus service and park-and-ride facilities	46
8. The Ministry of Transportation and Infrastructure should not invest in a project that supports increased vehicle use but rather provide infrastructure for transit, cycling and pedestrians first	37
9. Support for grade-separated pedestrian and cycling amenities	37
10. Ensure that there is enough room for vehicles, including suggestions of having two lanes merging on/off the Trans-Canada Highway	31
11. The Ministry of Transportation and Infrastructure should consider an option with a full cloverleaf or similar design that would allow for full movements in all directions without traffic lights	30
12. The Ministry of Transportation and Infrastructure should build enough road capacity for forecasted traffic, not just to alleviate existing congestion	30
13. Concern that addressing McKenzie/Admirals would move the bottleneck to Tillicum, and a suggestion that the Ministry of Transportation and Infrastructure expand the scope of the project to include a solution at Tillicum	29
14. Support for Option 3: Diamond Interchange with Trans-Canada Highway Over McKenzie/Admirals	27
15. An interchange at McKenzie/Admirals is long overdue and should have been completed long ago	26

THEMES FROM ADDITIONAL COMMENTS (CONTINUED)	NUMBER OF MENTIONS
16. Support for the option with the shortest implementation timeline	24
17. Concerns regarding the impacts of construction on commuters' travel times during rush hour, neighbouring communities and requests to maximize construction activities at night	23
18. The portion of Cuthbert Holmes Park that would be impacted by Option 2 is underutilized, could be compensated for in another section of the park, or encroachment would be justified to reduce emissions from congestion on the Trans-Canada Highway	22
19. The project team should consider utilizing large roundabouts like those found in Europe and Australia	22
20. Support for high occupancy vehicle (HOV) and transit priority/queue jumper lanes as part of the project	22
21. General support for the construction of an interchange to replace the existing intersection	22
22. The project team should consider noise impacts on neighbourhoods, schools and wildlife and that noise walls or native plantings be installed to reduce noise during and after construction	20
23. Appreciation for the opportunity to participate in the engagement process and optimism that input will be considered	20
24. Requests to keep cycling and pedestrian facilities as flat as possible	19
25. Opposition to Option 2: Partial Cloverleaf with Trans-Canada Highway Under McKenzie/Admirals	18
26. Concerns regarding effects of the project on the neighbouring ecosystem and wildlife, including herons, tree species, water quality and the salmon-bearing Colquitz River	17
27. Support for all three interchange options presented	14
28. The priority should be to keep traffic moving	13
29. None of the three interchange options presented would alleviate the congestion issues	12
30. The Ministry of Transportation and Infrastructure should include more of the cloverleaf in the project design (i.e., additional partial cloverleaf in other sections of the interchange)	11
31. Request that the project team reduce the speed and volume of traffic shortcutting through neighbourhoods	9
32. The Ministry of Transportation and Infrastructure should consider the option put forward by the Gorge Tillicum Community Association	9

4.2 SUBMISSIONS

During Fall 2015 Engagement, **139 open ended submissions were received** through email and phone. The following is a summary of themes from these submissions.

It should be noted that several of the submissions include very detailed suggestions and diagrams for alternate designs for consideration by the Ministry of Transportation and Infrastructure. While they are not individually summarized in this report, the thought and effort put into the submissions is evident, and the original submissions have been provided to the project team for their review and consideration.

THEMES FROM SUBMISSIONS	NUMBER OF MENTIONS
1. Reduce or eliminate the number of traffic lights at the interchange	20
2. Consider large roundabouts or traffic circles as found in Europe and Australia	18
3. Support for grade-separated cycling and pedestrian routes	16
4. Prioritize transit through increased investment, transit-only lanes, better stop placement	14
5. Minimize intrusion into Cuthbert Holmes Park	12
6. Support for Option 2: Partial Cloverleaf with Trans-Canada Highway Under McKenzie/ Admirals	12
7. Consider a full cloverleaf interchange	12
8. Consider LRT as part of or instead of the project	12
9. Expand the scope of the project to include a solution at the McKenzie/Burnside intersection	12
10. Alternate interchange designs for consideration by the project team	10
11. The Ministry of Transportation and Infrastructure should not build infrastructure for cars, but rather promote alternative modes of transportation, such as transit, cycling and walking	8
12. Provide additional merging lanes onto or off Trans-Canada Highway	8
13. Do not build/design the project like the McTavish Interchange	7
14. Concern that the project will move the bottleneck to Tillicum, and suggestion that a solution be provided at Tillicum at the same time	7

THEMES FROM SUBMISSIONS (CONTINUED)	NUMBER OF MENTIONS
15. Concern regarding effects of the project on wildlife and vegetation, including herons and salmon	6
16. An interchange at McKenzie/Admirals is long overdue	5
17. Support for dedicated high occupancy vehicle (HOV) or transit queue jumper lanes	5
18. Support for Option 1: Diamond Interchange with Trans-Canada Highway Under McKenzie/Admirals	5
19. Support for an overpass for cyclists and pedestrians, noting that it would be safer than a tunnel/culvert	5
20. Priority should be to get traffic moving	5

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