



McKenzie Interchange Project Spring 2016 Comment Period

May 18 – June 10, 2016

Summary Report

August 2016

Prepared by
Kirk & Co. Consulting Ltd.

Kirk&Co.

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 comment period, and therefore do not reflect a random sample.



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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. 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.

2. ENGAGEMENT TO-DATE

Fall 2015

The Ministry of Transportation and Infrastructure conducted Fall 2015 Public Engagement between November 16 and December 11, 2015 to provide information about the project and collect feedback from First Nations, stakeholders and the public regarding conceptual design considerations related to the McKenzie Interchange Project. 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.

Spring 2016

Spring 2016 Public Engagement was held from February 24 to March 18, 2016 to provide information and collect feedback regarding two updated design options, as well as pedestrian, cycling and transit facilities and mitigation measures for Cuthbert Holmes Park. The two design options presented during this engagement period were refined in consideration of feedback received during the Fall 2015 Public Engagement period.

Engagement summary reports from Fall 2015 and Spring 2016 engagement periods can be found at engage.gov.bc.ca/mckenzieinterchange.

HOW INPUT WILL BE USED

Feedback from the public, road users, First Nations and stakeholders 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.

3. 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 has met four times since July 2015, including a meeting on April 26, 2016.

The following are key themes from the April 26 meeting:

- Some participants requested additional information regarding the design and location of sound walls, particularly as they relate to the Galloping Goose Trail.
- Some participants requested additional detail regarding the design and location of pedestrian and cycling connections.
- Some participants requested additional information regarding the anticipated construction timeline.

4. MEETING WITH COMMUNITY ASSOCIATION REPRESENTATIVES

The McKenzie Interchange Project team has met four times with representatives of four community associations, including a meeting on April 26, 2016. The purpose of the April 26 meeting was to notify community associations about the upcoming public information session and share details around the partial cloverleaf design.

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 this meeting included:

- Most participants welcomed the addition of sound walls and were interested in the details of height, materials used, and beginning and end points.
- Participants offered feedback regarding line painting for the multi-use pathways.
- Some participants wanted the project to be visually appealing, perhaps incorporating local artwork.
- Participants offered a wide variety of viewpoints in a discussion around school drop off and pick up at the Esson/Portage Road area.
- Some participants were deeply concerned over potential impacts to Cuthbert Holmes Park and the local neighborhoods; both during construction and ongoing. Participants want the Ministry of Transportation and Infrastructure to follow best practices during construction.
- Some participants had questions around managing traffic during construction as well as how to minimize impacts on the adjacent schools during that period.

5. SPRING 2016 PUBLIC INFORMATION SESSION AND COMMENT PERIOD: MAY 18 – JUNE 10, 2016

5.1 PURPOSE AND OPPORTUNITIES TO COMMENT

On April 26, 2016, it was announced that the partial cloverleaf design had been selected for the McKenzie Interchange Project.

A public information session was held on May 18, 2016, to provide an opportunity for the public to view updated information regarding the selected design and additional details regarding transit, cycling and pedestrian connections, environmental mitigation strategies, noise mitigation, the anticipated construction schedule and traffic management plans. Members of the project team were available to answer questions and receive comments from attendees. The display boards and video animations presented at the public information session were posted and available on the project website (engage.gov.bc.ca/mckenzieinterchange).

A feedback form was provided at the public information session and posted on the project website. The feedback form was open from May 18 to June 10, 2016. The comment period feedback form sought comments regarding any aspect of the McKenzie Interchange Project and asked respondents to indicate how likely they would be to use certain proposed channels for construction and traffic communications.

A copy of the display boards and feedback form can be found in Appendix 1.

5.2 PARTICIPATION

There were a total of **449** participant interactions during the McKenzie Interchange Project Spring 2016 Comment Period:

- **259** people attended the public information session
- **164** completed feedback forms were received (67 hard copy, 97 online)
- **26** submissions were received through email or mail

5.3 NOTIFICATION

The public was notified about opportunities to attend the public information session and provide comments through the following:

- **Newspaper Advertising:** Advertisements were placed in the following publications:
 - *Times Colonist*: Thursday, May 5, Friday May 13 and Tuesday May 17
 - *Saanich News*: Friday, May 6 and Wednesday, May 11
 - *Goldstream Gazette*: Friday, May 6 and Wednesday, May 11
- **Social Media:** During the engagement period, 11 tweets were sent from @TranBC (16.9k followers) and 13 tweets were sent from @govTogetherBC (1k followers) to notify of engagement opportunities and to remind readers to provide feedback
- **Information Bulletin:** An information bulletin was released on May 12 to notify local media about the public information session
- **News Release:** A news release was sent on May 18 to inform local media about the information session details
- **Engagement Website:** All public engagement materials were available on the project website (engage.gov.bc.ca/mckenzieinterchange)

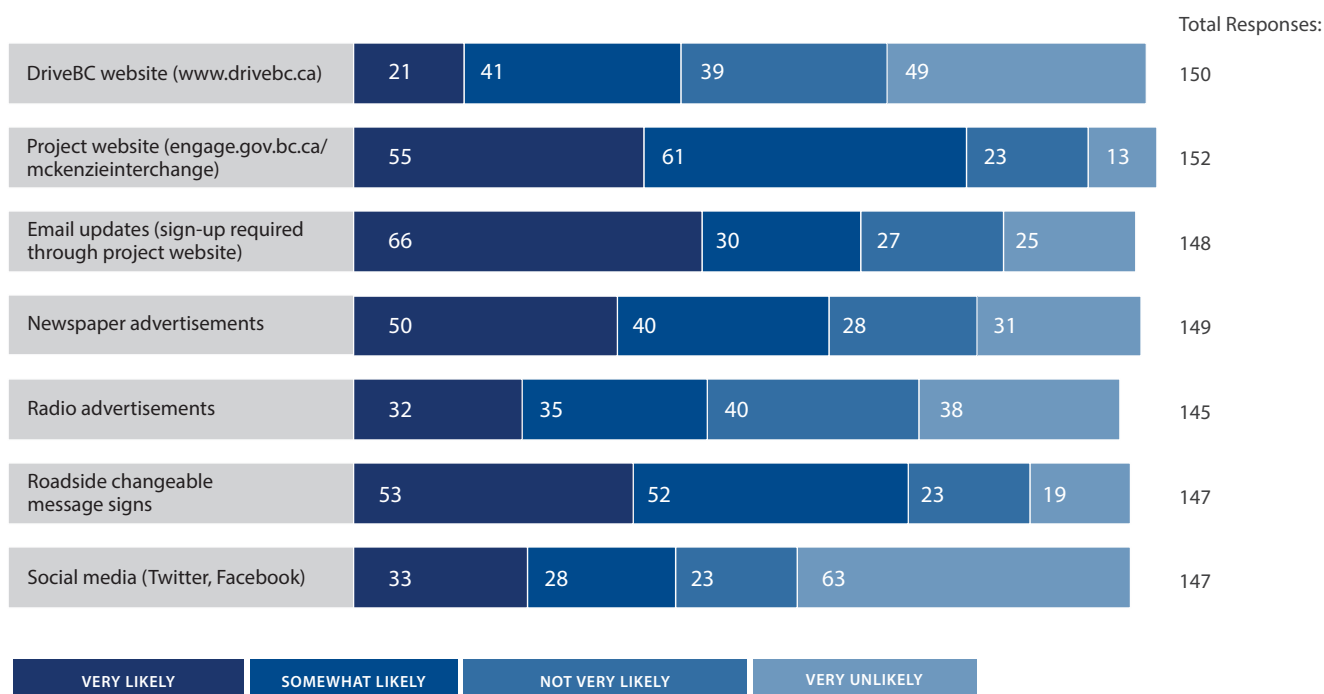
A copy of the notification materials can be found in Appendix 2.

6. COMMENT PERIOD RESULTS

6.1 FEEDBACK FORMS

The following are results from the **164 feedback forms received** at the public information session, online, and by mail.

Q1: Please indicate how likely you would be to use each of the following channels to get updates about construction activities and traffic pattern changes for the McKenzie Interchange Project:



Q2: Please provide any additional comments you may have regarding any aspect of the McKenzie Interchange Project:

THEMES FROM ADDITIONAL COMMENTS (145 RESPONSES)	NUMBER OF MENTIONS
1. General concern regarding the proposed plan, stating that it will not improve the current traffic problems, that it is a waste of money, not well thought out or short-sighted.	40
2. There will still be congestion resulting from the lights at Burnside and Tillicum, including comments that there should be an advanced left turn lane at Burnside to allow easier access for residents and to decrease congestion.	40
3. Concerns regarding negative impacts to the environment, requests for additional consideration of environmental risks through undertaking of a more rigorous environmental assessment process or minimizing the impact through planting more trees.	27
4. General support for the chosen design.	27
5. The project currently favours cars, while it should put more emphasis on alternate transit options such as light rail and ensure that busses are provided efficient routes.	26
6. Importance of implementing proper sound and visual barriers, including some suggestions for designs on noise walls.	24
7. Concerns regarding negative impacts to Cuthbert Holmes Park.	24
8. Focus on improving pedestrian and cycling facilities for safety and efficiency.	19
9. There was not enough time or opportunity to provide feedback regarding the project.	9
10. Concerns regarding traffic congestion as a result of construction, with some suggestions that nighttime construction would decrease traffic impacts.	8
11. Comments regarding the importance of protection to Garry Oaks on both sides of Portage Road.	8
12. The impact to Cuthbert Holmes Park will be minimal/support for park improvement measures.	7
13. Concerns regarding disruption to children attending nearby schools.	7
14. Request for leaving room for future 2-4 lanes in each direction on McKenzie and through the interchange.	7
15. Concerns regarding construction impacts including requests for notification of blasting and concerns of disruption due to night blasting.	6
16. Positive comments regarding the consultation process.	5

7. OPEN ENDED SUBMISSIONS

7.1 EMAIL SUBMISSIONS

THEMES FROM 26 OPEN ENDED SUBMISSIONS	NUMBER OF MENTIONS
1. Concerns regarding negative impacts to the environment, requests for additional consideration of environmental risks through undertaking of a more rigorous environmental assessment process, or minimizing the impact through planting more trees.	8
2. General concern regarding the proposed plan, stating that it will not improve the current traffic problems, that it is a waste of money, not well thought out or short-sighted.	8
3. Concerns regarding impacts to Cuthbert Holmes Park.	7
4. Requests for a focus on improving pedestrian and cycling facilities for safety and efficiency, with concern regarding safe access and egress for Arlene Place residents.	7
5. General support for the chosen design.	4
6. Request for the transfer of provincially-held Ministry of Transportation and Infrastructure lands along the north edge of Cuthbert Holmes Park to the District of Saanich.	4
7. Comments regarding the importance of protection to Garry Oaks on both sides of Portage Road.	3
8. There was not enough time or opportunity to provide feedback regarding the project.	3

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