



McKenzie Interchange Project Fall 2015 Engagement

Appendix 2: Engagement Materials and Feedback Form

Welcome to the McKenzie Interchange Project Open House!

Purpose of Open House

To provide you with information regarding the project and for you to have the opportunity to share your input on design concepts.

We Want to Hear From You

Provide us with your feedback by:

- Completing a feedback form and leaving it with our team
- Filling out the online feedback form at engage.gov.bc.ca/mckenzieinterchange by December 11, 2015
- Sending an email to mckenzieinterchange@gov.bc.ca by December 11, 2015

There will be another opportunity for you to provide feedback regarding the McKenzie Interchange Project in spring 2016.



Congestion on the Trans-Canada Highway

The Province of B.C. and the Government of Canada are investing \$85 million in the McKenzie Interchange Project, a new interchange on the Trans-Canada Highway (TCH) at the intersection with Admirals Road and McKenzie Avenue in Saanich.

Why is the Project Needed?

Safety

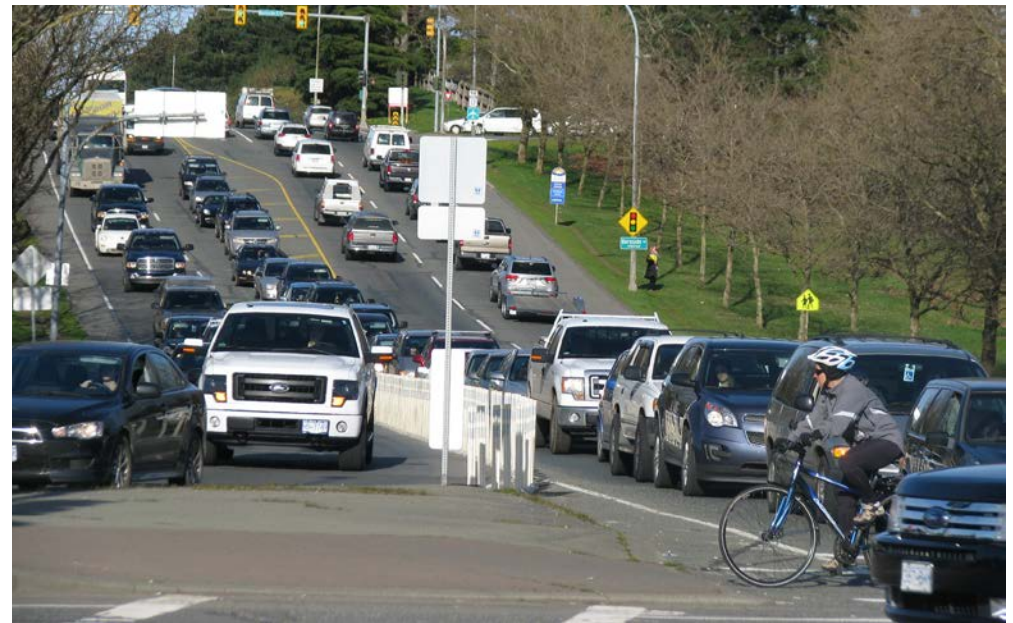
- ICBC collision data from 2006 to 2010 shows that 302 collisions were reported at the McKenzie intersection
- Rear-end collisions make up 75% of all crashes and are typical of intersections with stop-start congestion
- The intersection has a collision rate almost three times the provincial average
- Pedestrians and cyclists at risk

Congestion

- The number one bottleneck on Vancouver Island
- Rush hour is continuing to grow
- Long queues of traffic on municipal roads, as well as the TCH

Reliability

- Unpredictable travel times affect commuters and transit users
- Unreliable travel times affects transit service levels and operating costs

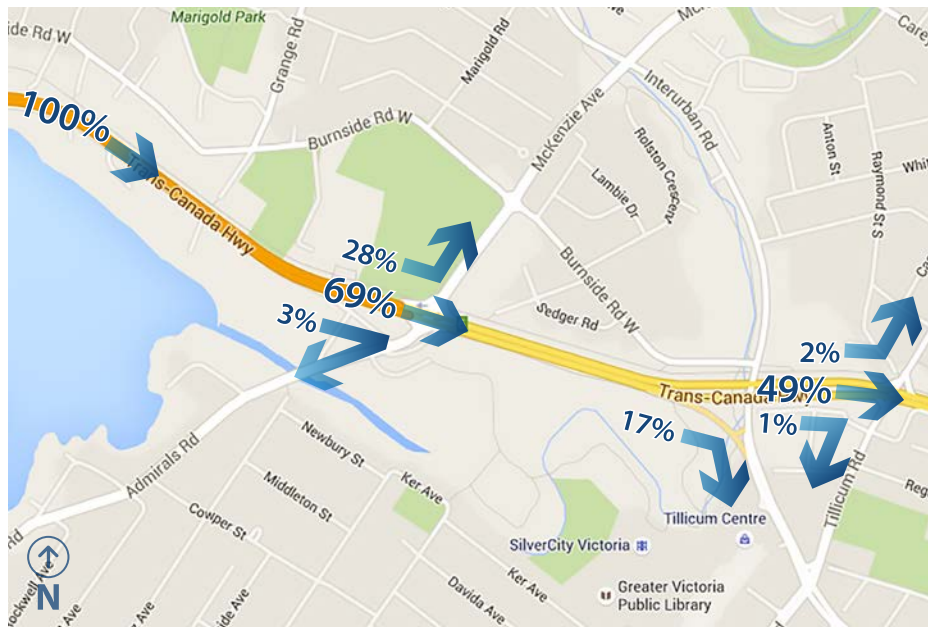


A cyclist crossing at McKenzie Avenue during a congestion period

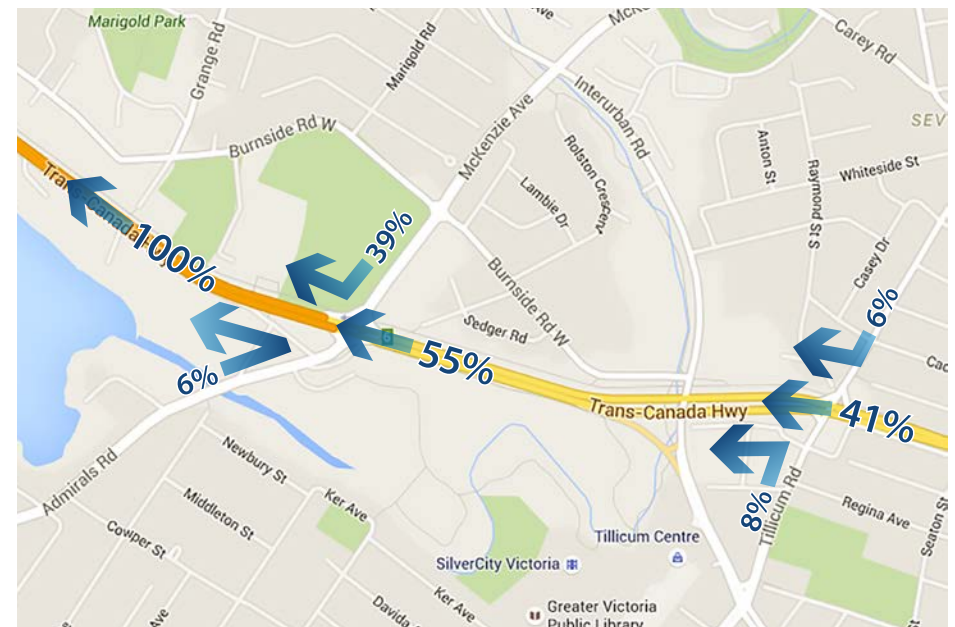
For these reasons, the McKenzie Interchange Project was identified as a priority in B.C. on the Move, the Province of B.C.'s ten-year transportation plan.

Current Traffic Volumes

- West of the McKenzie intersection, the TCH carries an average of 80,000 vehicles per day
- Traffic volumes at the TCH McKenzie/Admirals intersection far exceed capacity
- Only 49% of morning peak traffic goes through to Tillicum
- Only 41% of afternoon peak traffic originates east of Tillicum
- Large turning movements and conflicts at TCH/McKenzie intersection



Inbound traffic destinations



Outbound traffic destinations

Project Benefits

The McKenzie Interchange Project will improve traffic flow of passenger, transit and commercial vehicles and reduce collisions and congestion-related impacts to the economy and the environment.

Project benefits include:

- Substantial travel time savings
- Improved transit facilities, including bus-on-shoulder lanes
- Improved reliability
- Reductions in frequency and severity of crashes
- Reductions in idling and fuel consumption, leading to significantly lower greenhouse gas emissions
- Improved cycling and pedestrian safety, by separating the Galloping Goose Trail from McKenzie Avenue



The project will reduce idling and lower greenhouse gas emissions

Project Considerations

What does the Project need to consider?

- Parks and green spaces
- Schools and athletic fields
- Existing communities and access to these areas
- Impacts to neighbouring communities
- Pedestrian and cycling facilities
- Adjacent property owners
- Environmentally-sensitive areas including Colquitz Creek and Portage Inlet

We Want to Hear From You

Are there other considerations you think we should be aware of?



Interchange Design Options

The Ministry of Transportation and Infrastructure has thoroughly assessed a wide range of interchange options, including partial interchange options which were considered in the mid-1990s.

Three options were determined to meet the key drivers behind this project: increasing **safety**, reducing **congestion** and improving **reliability**.

All three of the design options have different considerations, as described on the following three boards.

The project team is interested in your feedback regarding the three options, including whether there are additional considerations that you would like the project team to be aware of prior to finalizing a design option.



*Option 1: Diamond interchange with TCH
UNDER McKenzie/Admirals*



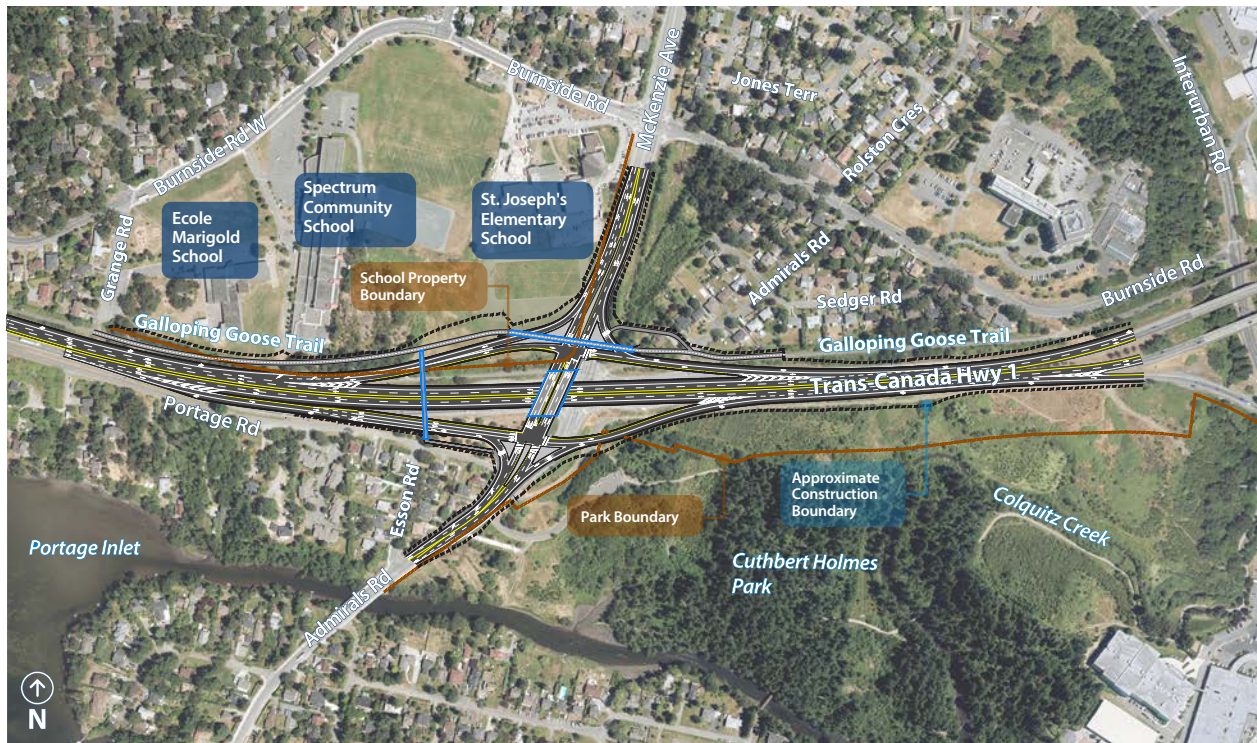
*Option 2: Partial cloverleaf with TCH
UNDER McKenzie/Admirals*



*Option 3: Diamond interchange with TCH
OVER McKenzie/Admirals*

Option 1: Diamond Interchange With TCH Under McKenzie/Admirals

In this option, McKenzie and Admirals stay at their existing elevation and the highway is lowered to pass underneath.



Considerations

- Lowering highway reduces noise and visual impacts
- Smallest footprint: minimizes impacts to private properties, schools and Cuthbert Holmes Park
- Least costly option
- Left turning traffic from TCH onto McKenzie Avenue still makes left turn at a traffic signal
- Shortest construction period

Option 1: Diamond Interchange With Trans-Canada Highway Under McKenzie/Admirals



Option 2: Partial Cloverleaf With TCH Under McKenzie/Admirals

Similar to Option 1, in this option, McKenzie and Admirals stay at their existing elevation and the highway is lowered to pass underneath.



Considerations

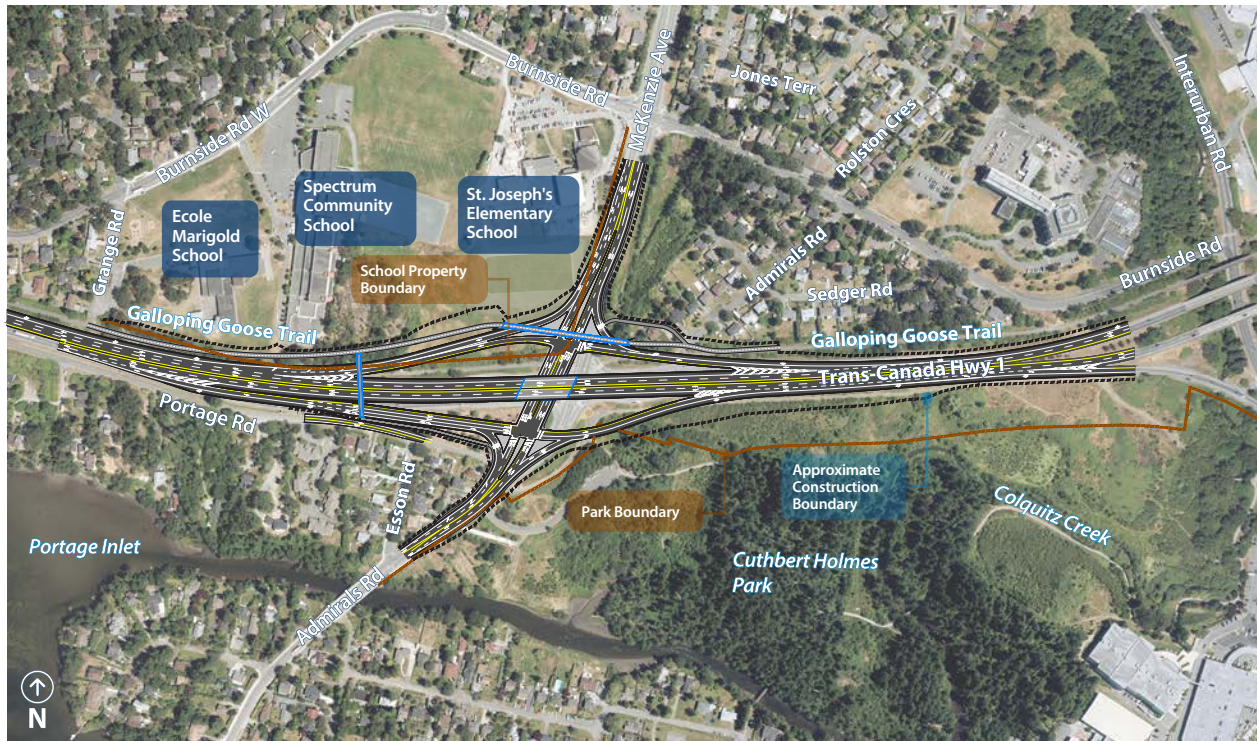
- Lowering highway reduces noise and visual impacts
- Largest footprint: greater impact into Cuthbert Holmes Park due to partial cloverleaf design
- Second most affordable option
- Eastbound TCH loop means one less traffic signal for left turners onto McKenzie Avenue
- Poor soils under loop will require preload – longer construction period
- More difficult to manage traffic during construction

Option 2: Partial Cloverleaf With Trans-Canada Highway Under McKenzie/Admirals



Option 3: Diamond Interchange With TCH Over McKenzie/Admirals

In this option, McKenzie and Admirals stay at their existing elevation and the highway is elevated to pass above.






























Considerations





- Elevated TCH increases noise and visual impacts
- Higher fills increase project footprint
- Greater impact on Portage Road may require additional property
- Highest cost option
- Left turning traffic from TCH onto McKenzie Avenue still makes left turn at a traffic signal
- Longest construction period due to extensive preload requirements


Option 3: Diamond Interchange With Trans-Canada Highway Over McKenzie/Admirals



Option Considerations

Considerations	Option 1: Diamond With TCH Under McKenzie / Admirals	Option 2: Partial Cloverleaf With TCH Under McKenzie/Admirals	Option 3: Diamond With TCH Over McKenzie / Admirals
Operating Efficiency			
Safety			
Construction Schedule			
Traffic Noise			
Visual Impacts			
Park Encroachment			
Cost			
Transit Operations			
Pedestrian / Cycling			

Most Effective





Least Effective


Traffic Simulations

These screens show computer-generated simulations of the traffic patterns near the TCH/McKenzie interchange.

- The left screen shows the morning peak-hour traffic for current conditions and then with the McKenzie Interchange Project
- The right screen shows the afternoon peak-hour traffic for current conditions and then with the McKenzie Interchange Project

As an example only, the new interchange is shown as Option 1: Diamond Interchange with TCH under McKenzie/Admirals. Options 2 and 3 would have similar traffic patterns.

Please speak with a member of the team if you have questions.

McKenzie Interchange Project

Integrating Transit into the Project

The Ministry of Transportation and Infrastructure is working with BC Transit to accommodate longer-term plans for rapid transit within the McKenzie Interchange Project. For more information about the *Transit Future Plan for Victoria Region*, please visit:

bctransit.com/victoria/transit-future.

Bus Rapid Transit Services

- The TCH is identified as a future rapid transit corridor serving travel between the West Shore and downtown Victoria and the University of Victoria
- The project will be designed to support Bus Rapid Transit (BRT) facilities as services are increased in the future

Bus Priority Treatments

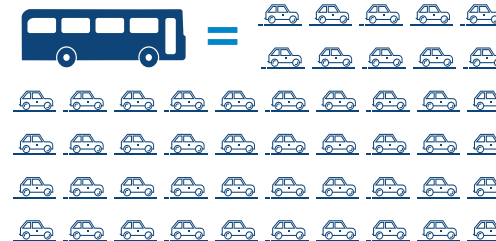
- Bus on shoulders and queue jumpers at ramp intersections will provide more reliable service and better customer experience
- Attractive and fully accessible pedestrian connections to comfortable bus stops with shelters will be provided

Potential Future Light Rail Transit (LRT)

- The project will not preclude future light rail transit on this corridor



Each full bus takes up to
50 cars off the road



Bus-on-shoulder operations on Highway 99

Pedestrian and Cycling Considerations

- Provide safe and convenient pedestrian and cycling facilities
- Galloping Goose Trail over or under McKenzie
- Replace pedestrian overpass west of McKenzie
- Connect pedestrian paths to bus stops
- Separate vehicles and pedestrians as much as possible



Cyclists crossing the Galloping Goose Trail at McKenzie Avenue

Technical Studies

Technical engineering and environmental studies have and will continue to be undertaken to support to development of the project.

Work underway includes:

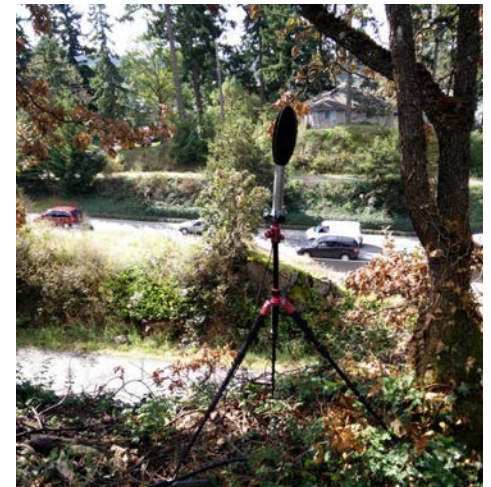
- Geotechnical investigations to determine the depth, type and consistency of the soils under the proposed interchange
- Updated traffic counts to confirm traffic volumes and assist in designing the interchange and connections
- Noise monitoring adjacent to the TCH to assist in developing noise mitigation options
- Environmental work to identify potentially sensitive ecosystems and species at risk

Additional work to be undertaken includes:

- Ongoing environmental work to determine specific mitigation strategies
- Archeological fieldwork, working with First Nations, to identify any possible archaeological sites
- Ground surveys to confirm the existing topography



Geotechnical testing along TCH



Noise monitoring beside TCH

Traffic Management During Construction

Objectives:

- Maintain existing traffic flow as reliably and predictably as possible
- Maintain existing travel times for commuters during peak hours
- No increase in short-cutting traffic through neighbourhoods
- Minimize disruption to traffic flow

Strategies:

- Build ramps first and use them as detours
- Screening to separate construction activities and traffic
- Provide regular construction updates and advance notification for specific construction activities utilizing social media, DriveBC website www.drivebc.ca and Changeable Message Signs



Construction screening along TCH



Changeable Message Sign in operation

Next Steps

- Consider input from this engagement period and from other stakeholder groups and First Nations
- Select preferred interchange design option
- Complete functional design of selected option to determine:
 - Details of roadways and structures
 - Locations of transit stops
 - Design of pedestrian facilities crossing TCH and McKenzie Avenue
 - Potential property and environmental effects and appropriate mitigation measures
- Provide opportunity for public input on functional design in spring 2016

Thank You for Coming!

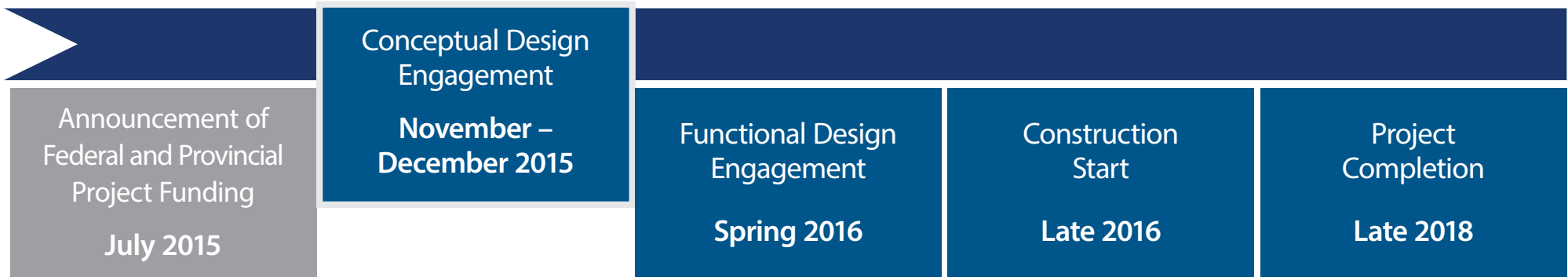
Please remember to provide us with your feedback by:

Completing a feedback form and leaving it with our team

Filling out the online feedback form at engage.gov.bc.ca/mckenzieinterchange by December 11, 2015

Sending an email to mckenzieinterchange@gov.bc.ca by December 11, 2015

WE ARE HERE



McKenzie Interchange Project

Introduction

Thank you for your input!

The Province of B.C. and the Government of Canada are investing \$85 million in the development and construction of the McKenzie Interchange Project, a new interchange on the Trans-Canada Highway at the intersection with Admirals Road and McKenzie Avenue in Saanich, B.C. This intersection is the #1 bottleneck on Vancouver Island. This project will improve safety for all users, while reducing congestion and increasing reliability.

There will be many opportunities for you to provide feedback throughout the project. This phase of consultation gives you the opportunity to share your input on design concepts and important considerations to be taken into account.

All questions are optional.

Questions

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

	Not important at all	Not very important	Somewhat important	Very important	Extremely important
Increased safety for all users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encroachment into park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic noise after construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved pedestrian/cycling connections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodating transit operations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Operating efficiency i.e. travel time savings (for drivers, transit users and cyclists)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visual impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction schedule	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there any additional considerations that you would like to provide us as we develop the McKenzie Interchange Project?

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

- ☐ 4 or more times per week
- ☐ 1-3 times per week
- ☐ Fewer than 3 times per month

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

- ☐ Car
- ☐ Bike
- ☐ As a pedestrian (walking, wheelchair, electric scooter, etc...)
- ☐ Transit

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?

	Very unlikely	Somewhat unlikely	Neither likely nor unlikely	Somewhat likely	Very likely
Project website (engage.gov.bc.ca/mckenzieinterchange)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Email	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Newspaper Ads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open Houses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social Media (Facebook, Twitter, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Calling the project phone line at 250 387-8700	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

