



**McKenzie Interchange Project**  
**Spring 2016 Engagement**  
February 24 – March 18, 2016

# **Engagement Summary Report**

April 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.



## McKenzie Interchange Project

### Spring 2016 Engagement

February 24 – March 18, 2016

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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. EARLY ENGAGEMENT

Early engagement regarding the McKenzie Interchange Project began in fall 2015 and included informing the public, road users, First Nations and stakeholders 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.

### 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.



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

The Fall 2015 Public Engagement Summary Report can be found at [engage.gov.bc.ca/mckenzieinterchange](http://engage.gov.bc.ca/mckenzieinterchange). The project design options presented in Spring 2016 Public Engagement were refined based on the feedback received in Fall 2015 Public Engagement.

### 4. 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)

During Spring 2016 Public Engagement, the Stakeholder Liaison Group met on February 5, 2016. Key themes from this meeting included:

- Interest in more detailed information regarding pedestrian and cycling facilities, including facility design and connections.
- Request for additional information regarding mitigation measures for environmental impacts and impacts to Cuthbert Holmes Park.
- Request for additional information regarding traffic management during construction.

## 5. MEETING WITH COMMUNITY ASSOCIATION REPRESENTATIVES

The McKenzie Interchange Project team met with representatives of four community associations on February 4, 2016. The purpose of the meeting was to notify community associations about the upcoming open house, discuss the results of Fall 2015 Engagement and receive feedback from the representatives.

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:

- Request for support to address neighborhood issues such as noise, non-local traffic on local roads, headlight glare and safety of residents, through traffic calming measures and signage to remind drivers they are in a lower speed, urban environment.
- Interest in details of the mitigation planned to address the potential impacts to Cuthbert Holmes Park and the relocation of the parking lot.
- Interest in more detailed information regarding pedestrian and cycling facilities, including facility design and connections.
- Interest in storm water management during and after construction, especially as it relates to Cuthbert Holmes Park and Portage Inlet.
- Interest in traffic management during construction.
- Interest in access to adjacent neighborhoods.
- Interest in details of traffic management on Esson and Portage Roads.
- Interest in details of landscaping at the southwest part of the interchange.

## 6. SPRING 2016 PUBLIC ENGAGEMENT: FEBRUARY 24 – MARCH 18, 2016

### 6.1 PURPOSE AND ENGAGEMENT TOPICS

The Ministry of Transportation and Infrastructure conducted Spring 2016 Public Engagement between February 24 and March 18, 2016 to provide information about the project and collect feedback from First Nations, stakeholders and the public regarding:

- Two revised project design options
- Pedestrian, cycling and transit facilities proposed as part of the project
- Mitigation measures for Cuthbert Holmes Park

Engagement materials, including an online feedback form and open house display boards were posted online on February 24, 2016.

### 6.2 ENGAGEMENT PARTICIPATION

There were a total of **744 participant interactions** during the McKenzie Interchange Project Spring 2016 Public Engagement period:

- 353 people attended the public open house
- 373 completed feedback forms were received (288 online and 85 in hardcopy)
- 18 submissions were received through email or mail

### 6.3 NOTIFICATION

Notification of opportunities to participate in engagement included:

- **Newspaper Advertising:** Advertisements ran on the following dates in the following publications:
  - *Times Colonist*: Friday, February 19 and Tuesday, February 23
  - *Goldstream Gazette*: Wednesday, February 24
  - *Saanich News*: Wednesday, February 24
- **Social Media:** 17 tweets were sent from @govTogetherBC (1,038 followers) and 13 tweets were sent from @TranBC (15,800 followers) between February 3 and March 15, 2016 to notify of engagement opportunities and to remind readers to provide feedback.
- **Engagement Website:** All engagement materials were available on the project website on February 24, 2016, on a dedicated engagement website ([engage.gov.bc.ca/mckenzieinterchange](http://engage.gov.bc.ca/mckenzieinterchange)).

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

## 6.4 ENGAGEMENT METHODS

### 6.4.1 ENGAGEMENT MATERIALS AND FEEDBACK FORM

Engagement materials provided information about the need for and benefits of the McKenzie Interchange Project, and how input received during Fall 2015 Public Engagement had been considered in the refined designs under consideration. These materials included plan view maps and a rendering for each highway interchange design option, provided to participants at the open house and online. A feedback form was also provided at the public open house and online.

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

### 6.4.2 ONLINE ENGAGEMENT

All public engagement materials were available on the project website ([engage.gov.bc.ca/mckenzieinterchange](http://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 **1,559 website visits** during the engagement period, and **of the 373 feedback forms received, 288 were received through the online feedback form.**

### 6.4.3 OPEN HOUSE

**353 people attended the public open house held on February 24, 2016.** 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 either complete their feedback forms at the open house in hardcopy or using iPads provided, or to submit their feedback online later in the engagement period. Project team members circulated and engaged attendees in one-on-one and small group discussions.

Two computer-generated simulations were played at the open house showing current traffic patterns and traffic patterns in 2018 for each of the two options for both the morning and the afternoon peak. These video simulations can be found at [engage.gov.bc.ca/mckenzieinterchange/materials](http://engage.gov.bc.ca/mckenzieinterchange/materials).



## 7. ENGAGEMENT RESULTS

### 7.1 FEEDBACK FORMS

The following are results from the **373 feedback forms received** at the open house, online, and by mail.

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

#### Q1a: Please rate your level of agreement with Option 1: Diamond Interchange with Trans-Canada Highway Under McKenzie/Admirals.



*n* = 366

#### Q1b: Please provide your reasons for your level of agreement.

KEY THEMES FROM COMMENTS REGARDING LEVEL OF AGREEMENT	NUMBER OF MENTIONS
1. Concern that the number or location of traffic lights in Option 1: Diamond Interchange would cause traffic backups on the highway, McKenzie/Admirals overpass, or surrounding residential areas, particularly for traffic turning left from the Trans-Canada Highway southbound to McKenzie Avenue eastbound.	128
2. Concern that Option 1: Diamond Interchange would not provide sufficient flow; it would be inefficient, with too much start-stop traffic.	49
3. Concern that Option 1: Diamond Interchange would not adequately address future traffic volumes.	40
4. Option 1: Diamond Interchange would have less impact on Cuthbert Holmes Park, including impact to the wildlife and the parking area.	39
5. Option 1: Diamond Interchange would have less impact on the surrounding community in terms of amount of land used, noise, visual and environmental effects (including impacts to Colquitz Creek).	19
6. Concern that start-stop action could increase pollution, accidents and noise.	18
7. Option 1: Diamond Interchange would cost less.	17

KEY THEMES FROM COMMENTS REGARDING LEVEL OF AGREEMENT (CONTINUED)	NUMBER OF MENTIONS
8. Both options would work; Option 1 provides adequate flow.	11
9. Option 1: Diamond Interchange is a waste of taxpayer dollars; for the small additional cost, Option 2: Partial Cloverleaf is much better and it is cheaper to do it right the first time.	10
10. Option 1: Diamond Interchange does not address the traffic moving from Admirals to McKenzie or to the Trans-Canada Highway, particularly with the stop light.	7
11. Support for the pedestrian/cycling facilities included as part of Option 1: Diamond Interchange.	7
12. Option 1: Diamond Interchange is not as safe or does not provide enough safety savings.	6
13. Request for the use of roundabout(s) (including teardrop roundabouts) to improve traffic flow and travel time (no lights) and lower emissions. Question regarding why roundabouts were not chosen for this interchange.	5
14. Concern regarding the lack of accommodation for transit options (including bus-only lanes or future light rail transit).	5
15. Request for noise or visual mitigation measures to be included in Option 1: Diamond Interchange.	4
16. Option 1: Diamond Interchange has a simpler, more intuitive design than Option 2: Partial Cloverleaf.	4

n= 267

**Q2a: Please rate your level of agreement with Option 2: Partial Cloverleaf with Trans-Canada Highway Under McKenzie/Admirals.**



n= 366

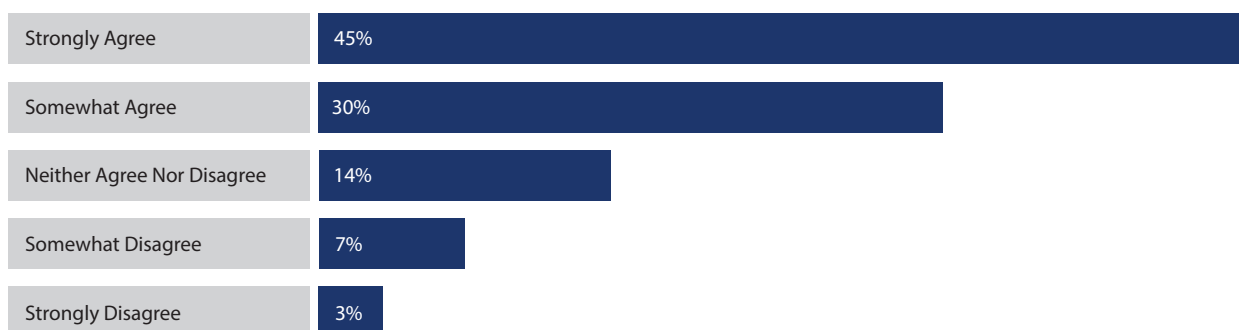
**Q2b: Please provide your reasons for your level of agreement.**

KEY THEMES FROM COMMENTS REGARDING LEVEL OF AGREEMENT	NUMBER OF MENTIONS
1. Option 2: Partial Cloverleaf would provide better and more efficient flow than Option 1: Diamond Interchange or the existing intersection, and alleviate congestion in the area.	99
2. Option 2: Partial Cloverleaf, with fewer traffic lights, would address flow and traffic backups on the highway, McKenzie/Admirals, or surrounding residential areas, particularly for traffic turning left from the Trans-Canada Highway southbound to McKenzie Avenue eastbound.	91
3. Option 2: Partial Cloverleaf would have greater impact on Cuthbert Holmes Park, including impact to the wildlife and the parking area, and the proposed mitigation measures are not adequate.	39
4. Option 2: Partial Cloverleaf would better address future traffic volumes.	29
5. Option 2: Partial Cloverleaf would work and is the best of the two options presented.	27
6. Concern that traffic moving from the Trans-Canada Highway to McKenzie Avenue would still have to go through a traffic light at the northern end of the overpass and requests for a design with no traffic lights.	22
7. Concern that flow at the McKenzie-Burnside intersection would not be sufficiently addressed and requests for additional improvements (e.g., an overpass or underpass).	21
8. Less start-stop action would decrease pollution, accidents and noise.	16
9. A full cloverleaf would be the best design.	16
10. Option 2: Partial Cloverleaf would have greater impact on the surrounding community in terms of amount of land used, noise, visual and environmental effects (including impacts to Colquitz Creek).	15
11. Option 2: Partial Cloverleaf is safer; the increased safety savings over time will offset the additional impacts or costs.	15
12. Option 2: Partial Cloverleaf is too large and it takes up too much land; such a large structure is not needed for only 28% of traffic turning left from the Trans-Canada Highway onto McKenzie.	14
13. Option 2: Partial Cloverleaf would provide more capacity for queues of traffic turning from the Trans-Canada Highway to McKenzie.	13
14. It is worth the extra cost and impacts to the park in Option 2: Partial Cloverleaf to get improved traffic flow.	12
15. Option 2: Partial Cloverleaf would cost more.	10

KEY THEMES FROM COMMENTS REGARDING LEVEL OF AGREEMENT (CONTINUED)	NUMBER OF MENTIONS
16. Support for two right turn lanes from McKenzie Avenue to the Trans-Canada Highway.	7
17. Concern that Option 2: Partial Cloverleaf would not adequately address future traffic volumes (e.g., because increasing road capacity leads to more volume).	6
18. Support for the pedestrian/cycling facilities (particularly the overpass) in Option 2: Partial Cloverleaf.	6
19. Concern regarding the lack of accommodation for transit options (including bus-only lanes or future LRT).	6

*n* = 294

**Q3a: Please rate your level of agreement with the pedestrian and cycling facilities proposed as part of the McKenzie Interchange Project.**



*n* = 361

**Q3b: Please provide any comments you may have regarding the pedestrian and cycling facilities.**

KEY THEMES FROM COMMENTS REGARDING PEDESTRIAN AND CYCLING FACILITIES	NUMBER OF MENTIONS
1. Support for grade-separation of pedestrian/cycling facilities from the Trans-Canada Highway – the overpass is safer, eliminates the need for crosswalks across the Trans-Canada Highway and keeps everyone moving.	55
2. The proposed facilities are satisfactory and meet pedestrian/cycling needs.	41
3. The proposed facilities will be safe for pedestrians and cyclists.	18
4. Concern regarding the accessibility of pedestrian/cycling facilities for cyclists and persons with disabilities, particularly with a 4% grade or the proposed stairs on the northeast corner of the interchange.	14

KEY THEMES FROM COMMENTS REGARDING PEDESTRIAN AND CYCLING FACILITIES (CONTINUED)	NUMBER OF MENTIONS
5. Do not personally walk or cycle so it is not a priority. The priority should be to get traffic moving.	13
6. Request for access to the overpass from the northwest corner of the interchange (e.g., access from St. Joseph's), particularly because school children may look for a short cut, which may not be safe. Suggestion to observe pedestrian flows to determine on which side of McKenzie people walk.	13
7. Concern regarding pedestrian/cycling access between Admirals and McKenzie or the Galloping Goose Trail, and access to Cuthbert Holmes Park.	13
8. Support for ensuring walking safety, given the presence of bicycles (e.g., building the overpass to an appropriate width, and separating or marking the bicycle lane).	10
9. Request to keep pedestrian and cycle access (e.g., a bike lane) to the McKenzie/Admirals overpass and concern regarding safety of cyclists should they choose to take the McKenzie/Admirals overpass instead of using the cycling route.	9
10. Request to ensure good lighting along the proposed pedestrian/cycling route.	8
11. These are important improvements, particularly because active transportation should be encouraged and more people are walking and cycling now.	6
12. It is important to have safe pedestrian and cycling facilities; support for ensuring safe pedestrian and cycle access to nearby schools and facilities.	6
13. Concern that the pedestrian/cyclist commute will be lengthened or made more difficult in order to increase traffic flow for passenger vehicles.	6
14. Concern regarding the safety of Esson Road: it is too steep and the intersection with Admirals is unsafe.	6
15. The grade of the proposed pedestrian/cycling route is appropriate.	6
16. Request to separate the cycle lane/pedestrian facilities from traffic (e.g., on Esson Road).	5
17. The current pedestrian and cycling facilities are damaged and dangerous.	5
18. Concern that the pedestrian/cycling overpass will be unpleasant (e.g., in terms of the view and fumes from highway) and requests to weatherproof and make it more aesthetically pleasing (e.g., with planting or public art).	5

n= 200

**Q4: Please provide any comments you may have regarding transit facilities proposed as part of the McKenzie Interchange Project.**

KEY THEMES FROM COMMENTS REGARDING TRANSIT FACILITIES	NUMBER OF MENTIONS
1. Support for the proposed transit facilities; they are sufficient and will keep buses moving.	40
2. Future transit options are an important consideration; maintain right-of-way for light rail or bus rapid transit.	31
3. Support for bus-on-shoulder lanes, as they reduce congestion, are important to maintain schedules and make transit more attractive. Ensure that there is enough room for buses to pull over without blocking traffic.	20
4. Request to ensure that bus stops are safe (e.g., in a safe location, well-lit and in clear view) and covered.	14
5. Do not personally use transit or there are not enough people who use transit for it to be a priority.	14
6. Support for the accommodation of future transit options, as proposed in engagement materials.	14
7. The proposed transit facilities fall short of what is needed, particularly in terms of accommodating future growth.	10
8. Request for dedicated bus lanes, and for longer stretches of bus lanes.	9
9. Transit is an important consideration; it is important to shift people towards transit.	8
10. Request for additional bus routes in the area (e.g., along Admirals-McKenzie, or from Langford to downtown Victoria or the university).	7
11. Request for improvements for drivers, pedestrians and cyclists at the McKenzie-Burnside intersection.	6
12. Concern regarding the proposed location of some of the bus stops (e.g., requests to move the Langford-bound bus stops closer to the school, move the bus stop for westbound service on McKenzie so that it does not block traffic and concern that location of bus stops on Admirals will cause visibility issues for drivers on Admirals).	6
13. Minimize delays at traffic lights; transit vehicles should have priority.	5
14. Support for free flowing traffic with no stop lights, such as U.S. designed freeways.	4
15. Request for another Park and Ride.	4

*n* = 211



**Q5: Are there any specific mitigation measures for Cuthbert Holmes Park that you would like the Ministry of Transportation and Infrastructure to consider?**

KEY THEMES FROM COMMENTS REGARDING MITIGATION MEASURES	NUMBER OF MENTIONS
1. The proposed mitigation measures are sufficient.	74
2. The cost of impacts to the park is worth it to build a good interchange; the area is not that big, well-used or environmentally significant and the Ministry of Transportation and Infrastructure should take what land it needs to complete the project.	48
3. Request for a noise buffer (e.g., a sound fence and/or vegetation).	37
4. Request for landscaping, replanting or planting native trees.	28
5. Request to minimize impacts and the amount of land used.	23
6. Request for a visual buffer or aesthetic improvements (e.g., green walls or public art).	15
7. Concern regarding potential impacts to wildlife or the ecological preserve, including a salmon bearing stream, in Cuthbert Holmes Park.	13
8. Requests not to change Cuthbert Holmes Park at all; do not want to lose any of it and even a small impact to green space should be carefully considered.	11
9. Support for the reinstatement or improvement of trails in Cuthbert Holmes Park and requests to build a trail along the north side of the park.	11
10. Prefer Option 1: Diamond Interchange as it has less impact on park space.	11
11. The District of Saanich should be compensated for park land lost.	9
12. Support for storm water management, particularly to protect Colquitz Creek.	9
13. The parking should not be replaced; it could be used as a Park and Ride or added to the park. The left turn from the parking lot onto Admirals is unsafe.	8
14. Option 2: Partial Cloverleaf has too great a negative impact on the park and the proposed mitigation measures are insufficient.	8
15. There should be a cleanup or a full restoration of the park, including removal of invasive plants, remediation of Colquitz Creek and reinvestment in the fish fence area.	7
16. Parking for Cuthbert Holmes Park could be moved to Tillicum Mall or another location.	5
17. Ensure access to Cuthbert Holmes Park (e.g., maintain pedestrian and vehicle access, including to the parking lot and add an extension to the pedestrian/cycling overpass from the Galloping Goose to the park).	5
18. Concern that Cuthbert Holmes Park is a blue heron and bird sanctuary and request to protect heron sanctuary.	5

n= 241

**Q6: Please provide any additional comments you may have regarding the McKenzie Interchange Project.**

KEY THEMES FROM ADDITIONAL COMMENTS	NUMBER OF MENTIONS
1. Concern regarding safety and congestion at the McKenzie-Burnside intersection, particularly with left turns from Burnside to McKenzie in both directions and requests for improvements at the McKenzie-Burnside intersection (e.g., a flyover, an underpass or a third lane northbound).	43
2. Request to get project construction moving quickly.	34
3. General support for the project.	22
4. Request to minimize or mitigate noise, light and pollution from the highway in the park area or bird sanctuary, or other areas near the interchange, particularly for local residents (e.g., along Portage Road or in the Admirals-Sedger Area).	21
5. Concern and questions regarding construction-related traffic delays, including requests to do construction during night-time or off-peak hours. Concern regarding disruptive night-time construction.	20
6. This project will not solve congestion in the area and may just shift the problem to on Tillicum, Burnside Road, Carey Road, Helmcken and other feeder streets or intersections; these issues also need to be resolved.	20
7. The project should accommodate future growth; the Ministry of Transportation and Infrastructure should work with Saanich to develop a long-term vision with more than a 20-year time frame.	19
8. Support for Option 2: Partial Cloverleaf; it is better than Option 1: Diamond Interchange and has fewer traffic lights and will reduce delays.	17
9. Support for provisions for light rail transit (LRT) in the future, including the maintenance of right-of-way and requests to move quickly on LRT planning.	12
10. A major priority should be transit, carpooling, and cycling and pedestrian infrastructure, particularly because more road capacity leads to more volume and prioritizing transit will make it more attractive to potential riders.	11
11. Appreciation for the opportunity to provide feedback, the consultation process and the open house.	10
12. Request for the merge lane from McKenzie to the Trans-Canada Highway to be longer to allow more time to merge and to include merge signage.	10
13. Request to ensure the smooth flow of traffic by adopting a freeway approach, removing traffic lights or using priority timing.	10

KEY THEMES FROM ADDITIONAL COMMENTS (CONTINUED)	NUMBER OF MENTIONS
14. Request to address congestion in residential areas, keep highway traffic on the highway and deter drivers from short cutting through residential neighbourhoods.	10
15. Support for the proposed improvements at the McKenzie-Burnside intersection.	8
16. Request to increase traffic flow or keep traffic moving.	8
17. Build it right the first time.	8
18. Careful attention should be paid to the impact of the project in the surrounding neighbourhoods of Gorge, Tillicum and Carey Road.	8
19. Request for additional plantings/trees/green areas around the interchange to increase safety or improve aesthetics.	7
20. Concern regarding congestion along Burnside Road and requests for a "Burnside connector" or improvements to Burnside Road between Interurban and McKenzie Avenue.	7
21. Concern regarding congestion on Admirals, particularly the left turn onto the Trans-Canada Highway northbound; there should be no lights on Admirals to keep traffic flowing.	7

*n*= 257

## 7.2 SUBMISSIONS

During Spring 2016 Public Engagement, **18 open ended submissions were received** through email. The following is a summary of themes from these submissions.

KEY THEMES FROM SUBMISSIONS	NUMBER OF MENTIONS
1. Support for Option 2: Partial Cloverleaf.	3
2. The two options presented do not solve the problem of traffic at the Admirals intersection (e.g., turning from Admirals north towards Langford), particularly with traffic lights controlling this flow. Recommendation to use a cloverleaf to address this problem.	3
3. Option 1: Diamond Interchange would be the least invasive but leaves many problems unresolved, including the left turn onto McKenzie.	2
4. Concern regarding delays during the construction period and questions regarding how traffic will be handled during this time, including request to limit construction to off-peak hours.	2
5. A design with traffic lights will not solve the problems; request for a design without traffic lights (e.g., stop north-south traffic and allow east-west traffic only by merging).	2
6. Concern regarding garbage along the Trans-Canada Highway and request for a plan to control litter.	2
7. Concern regarding noise impacts from traffic and construction; minimize construction noise and vibration and warn residents of anticipated high noise output.	2
8. Request for a road barrier to stop vehicles accidentally swerving off the Trans-Canada Highway or garbage drifting onto Portage Road.	2
9. Request for improvements to the McKenzie-Burnside intersection to eliminate traffic lights (e.g., an overpass, underpass, or incorporating the intersection into the new interchange).	2
10. Planners should factor in the traffic volume at and after the project completion date, as volume will have grown by then, particularly because volume will grow as congestion is reduced.	2
11. Concern regarding the comfort and safety of the pedestrian/cycling connection on Esson Road, with the steep grade and heavy school vehicle traffic and request for a separated multi-use trail on either side of Esson Road from Admirals to Portage, along with light-controlled crossing at Admirals.	1
12. Concern that cyclists will not use the multi-use overpass and request to ensure there are continuous on-road bike lanes throughout the interchange, from Burnside Road to Esson Road.	1

KEY THEMES FROM SUBMISSIONS (CONTINUED)	NUMBER OF MENTIONS
13. Support for the inclusion of adequate lighting and wayfinding on all pedestrian and cycling routes throughout the interchange.	1
14. Question regarding the status of the procurement and design processes.	1
15. Money will be wasted if there is still a bottleneck.	1
16. Concern regarding the clarity of the project renderings used in engagement materials (e.g., it looks like there is a dip in the Trans-Canada Highway, which would slow traffic, Admirals appears higher than McKenzie although it is actually lower, and one rendering shows a large tree in front of Admirals while the other shows Admirals Road drawn on top of it.)	1
17. The northwest corner and north side of Cuthbert Holmes Park are already provincial property.	1
18. There needs to be a well thought-out plan for the overpass and an understanding of the pedestrian traffic in the area. Currently kids walk along the Trans-Canada Highway, down the middle of Portage Inlet road and up Esson road, and parents drop off and pick up kids at the Portage Inlet-Esson intersection.	1
19. Concern regarding dust control (particularly, brake dust) along the Trans-Canada Highway, which will be aggravated by construction.	1
20. Concern regarding light pollution from the Trans-Canada Highway along Portage Road.	1
21. Request to consider adding light rail transit (LRT) right-of way at the McKenzie interchange so that LRT could be built without tearing up the new interchange.	1
22. Since the project is in an earthquake zone, steel will be needed – get it right the first time.	1
23. Concern regarding impacts to Cuthbert Holmes Park, particularly to the wildlife.	1
24. Question regarding the details of costs and funding of the project.	1
25. General support for the project.	1
26. Request for a horticultural assessment as the project area includes dense heritage vegetation and heritage plant diversity is a growing concern.	1
27. Support for the double merge lanes from McKenzie to the Trans-Canada Highway.	1

KEY THEMES FROM SUBMISSIONS (CONTINUED)	NUMBER OF MENTIONS
28. Concern that the off-/on-ramps will be used to queue jump, as is evident at Helmcken; suggest restricting this to transit only.	1
29. Question regarding how a second lane right-turn lane on McKenzie will impact residents who live at the McKenzie-Burnside intersection.	1
30. Appreciation for open houses and the opportunity to provide feedback.	1
31. Request for improvements at the Tillicum intersection to improve congestion (e.g., facilitate left turns from Tillicum to the Trans-Canada Highway northbound).	1
32. Request for improvements on Burnside (e.g., at Interurban, add a left turn lane that allows traffic to move directly onto the Trans-Canada Highway).	1





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