

McKenzie Interchange Project

Spring 2016 Information Session



Welcome to the McKenzie Interchange Project Information Session!

Purpose of this Information Session

- To show you the selected project design announced on April 26, 2016, including:
 - Transit, cycling and pedestrian connections
 - Environmental mitigation strategies
 - Noise mitigation
 - Anticipated construction schedule and traffic management plans
- To seek feedback regarding any aspect of the project and how you would like to stay informed as the project moves into construction

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 June 10, 2016
- Sending an email to mckenzieinterchange@gov.bc.ca by June 10, 2016



An artist's rendering of the McKenzie Interchange Project

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 at the intersection with Admirals Road and McKenzie Avenue in Saanich.

Project Need and Benefits

The project is needed to improve safety, congestion and reliability

- The intersection has a collision rate almost three times the provincial average
- The number one bottleneck on Vancouver Island
- Unpredictable travel times affect transit service levels and commuters

Project benefits will include:

- Reductions in frequency and severity of crashes
- Substantial travel time savings
- Improved transit facilities, including bus-on-shoulder lanes
- Improved travel time reliability
- 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



Congestion on the Trans-Canada Highway

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.

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Public and Stakeholder Engagement

Spring 2016

353 people attended an open house on February 24, 2016 and nearly 400 pieces of feedback were received.

Summary of Key Feedback:

- Support for Option 2: Partial Cloverleaf
- Support for proposed transit, cycling and pedestrian facilities
- Support for proposed mitigation measures for Cuthbert Holmes Park

Fall 2015

610 people attended an open house on November 17, 2015 and over 1,200 pieces of feedback were received.

Summary of Key Feedback:

- Provide an interchange that operates efficiently
- Address congestion at the McKenzie and Burnside intersection
- Ensure the project accounts for future forecasted traffic
- Improve safety at the intersection
- Ensure good pedestrian and cycling connections
- Ensure the project design accommodates and encourages transit use
- Protect Cuthbert Holmes Park and other environmental values
- Ensure solution incorporates current and future transit needs
- Address neighbourhood issues including short-cutting traffic
- Maintain traffic flow during construction



Take a copy of the Fall 2015 or Spring 2016 Engagement Summary Report or read online at engage.gov.bc.ca/mckenzieinterchange

Selected Project Design: Partial Cloverleaf

The partial cloverleaf option was selected as it:

- Is the safest, most efficient option and best meets the long-term needs of the region
 - Substantial travel time savings
 - Elimination of long queues on Highway 1 and McKenzie, eliminating shortcutting through neighbourhoods
 - Elimination of long queues on Admirals Road northbound, enhancing local access to neighbourhoods
 - Improved transit reliability and connections, encouraging increased transit use
 - Reduced noise for neighbouring residents through lowering of Trans-Canada Highway and addition of noise walls
 - Enhanced enjoyment and safety for Galloping Goose Trail users through grade separation and noise walls
 - Reduced idling and fuel consumption, leading to lower greenhouse gas emissions
- Will reduce the frequency and severity of crashes
 - Providing \$30 million in safety benefits over the first 20 years, \$4 million more than any other option
 - Was the preferred option during Spring 2016 engagement, with 75% of respondents supporting the partial cloverleaf option



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Selected Project Design: Partial Cloverleaf



McKenzie Avenue facing south towards the Trans-Canada Highway

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Selected Project Design: Partial Cloverleaf



Trans-Canada Highway facing east towards Victoria

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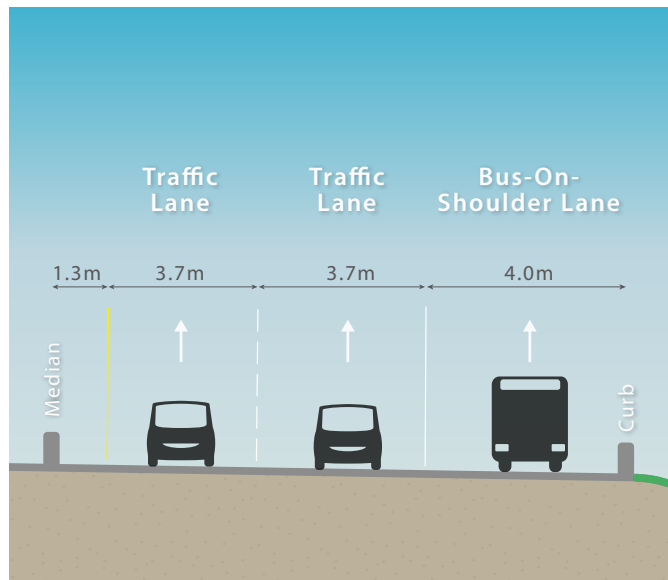


Transit Facilities

- Bus-on-shoulder lanes to provide bus priority
- Transit stop locations, coordinated with cycling and pedestrian facilities
- Retaining a corridor for future LRT
- Alignment with BC Transit's Victoria Regional Transit System Transit Future Plan



Bus stops with shelters will be provided, similar to those at other interchanges along the Trans-Canada Highway



Bus Rapid Transit

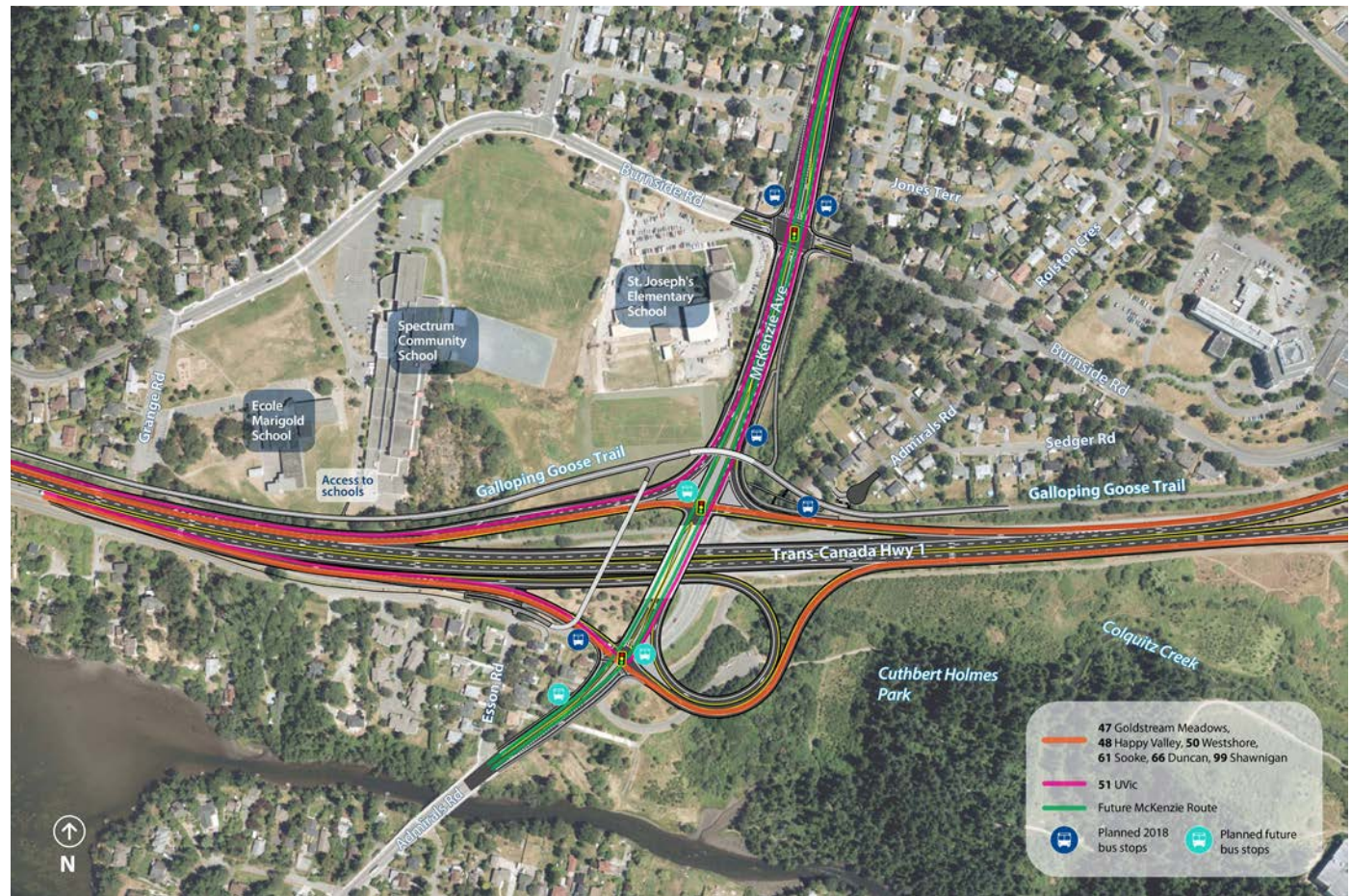
- The Trans-Canada Highway is identified as a future rapid transit corridor serving travel between the West Shore and downtown Victoria and the University of Victoria
- The project will support Bus Rapid Transit (BRT) facilities, as services are increased in the future
- Bus on shoulder lane and queue jumper priority lanes at ramp intersections will allow buses to bypass queues and provide more reliable service
- Attractive and fully accessible pedestrian connections to comfortable bus stops with shelters will be provided

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Transit Facilities

- Transit buses will get priority at the traffic signals, resulting in improved transit travel times
- All stops will be fully accessible
- Stops will be well lit with shelters
- Bus-on-shoulder lanes on the highway
- All changes consistent with Victoria Regional Transit System Transit Future Plan
- Forms part of Transit Future Strategy to have RapidBus from Westshore to downtown Victoria



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Pedestrian and Cycling Facilities



- Mix of sidewalks, multi-use pathways and shoulders
- Pedestrian and cycling connections coordinated with transit facilities



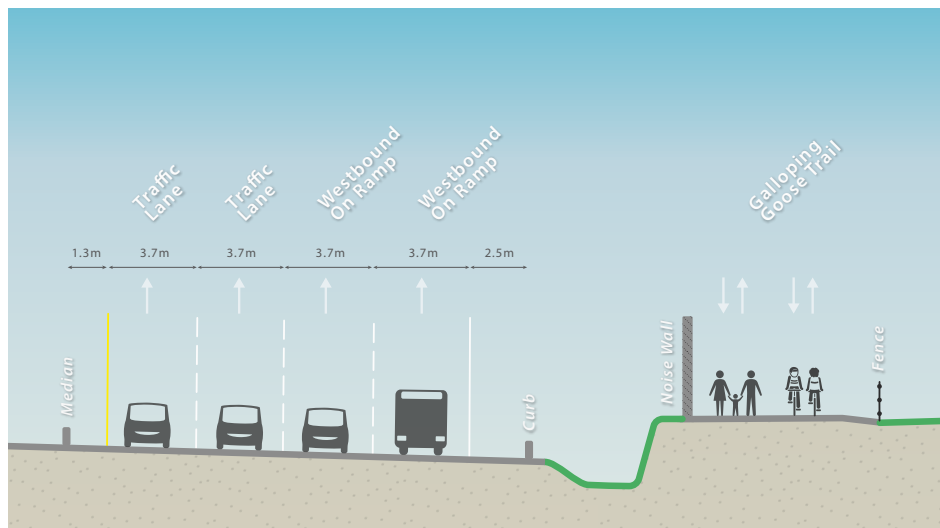
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Pedestrian and Cycling Facilities

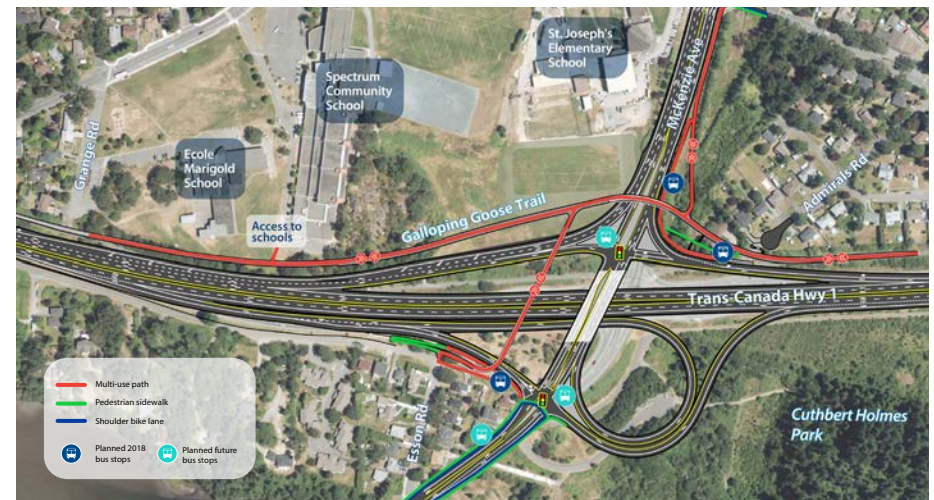
- Galloping Goose Trail will go over McKenzie, providing safe and secure access
- The trail will be widened to 5 metres throughout the project area with some sections widened to 6 metres
- Galloping Goose Trail overpass over McKenzie will be 5.6 metres wide
- New pedestrian and cycling overpass over the highway will be 4.1 metres wide
- Both overpasses will have security screening for safety of all users
- Gentle grades on pedestrian and cycling overpasses, not exceeding 4%
- Pedestrian and cycling facilities will be well lit for safety



Access to Schools – Travel Routes and Ensuring Safety



Existing travel routes for students



Future travel routes for students with the McKenzie Interchange Project

- Safety of students is a priority for the Ministry and we will continue to work closely with schools as the project advances
- New pedestrian and cycling routes will provide significant safety benefits for students as they will no longer need to walk along the shoulder of the Trans-Canada Highway or cross the highway at a traffic signal
- The Galloping Goose Trail will be widened, with lighting for safety; access points to schools will remain
- Routes to/from schools will have direct access to transit stops, as students are frequent transit users
- During construction, all cyclists and pedestrians, including students, will be kept away from construction activities



Students currently walk along the shoulder of the Trans-Canada Highway

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Noise Mitigation

- Noise walls can reduce noise in areas exposed to current or future high noise levels
- Raised portions of the Galloping Goose Trail act as a sound barrier, so no noise walls are required in these locations
- Dropping the Trans-Canada Highway under McKenzie/ Admirals reduces noise through the interchange
- Noise walls will typically be 3 metres high and made of concrete
- Noise walls will be placed on Ministry right-of-way
- Exact lengths, heights and locations will be finalized during detailed design



An example of a noise wall at the Helmcken Interchange

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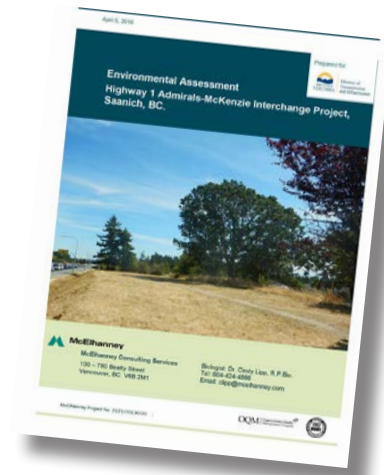


Environmental Management

- The Ministry is committed to mitigating environmental impacts associated with this project
- An independent environmental assessment was undertaken by McElhanney Engineering (available online)

Overview of Environmental Assessment Report:

- A high level overview environmental assessment was undertaken to identify environmentally sensitive features in and around the project footprint, and determine potential impacts, possible mitigation, and regulatory compliance requirements
- The environmental assessment was completed with information obtained from desktop studies, a field site visit and conceptual design drawings
- Potential environmental impacts include: temporary and permanent loss of vegetation and wildlife habitat within the project footprint, direct footprint impacts to a portion of a red-listed Garry Oak Arbutus ecosystem, and temporary disturbance of sensitive life stages (breeding) of wildlife and birds due to construction activities
- The report recommends the following mitigation, as described on other display boards:
 - Implementation of standard construction best management practices to protect nearby water resources, fish and fish habitat
 - Scheduling of particularly noisy construction activities outside the bird breeding season, in compliance with the *Wildlife Act* and the *Migratory Birds Convention Act*.
 - Habitat offsetting through a 1:1 land area transfer to ensure no net loss of habitat area and amenities within Cuthbert Holmes Park
 - Offsetting for loss of Garry Oak Arbutus ecosystem
- Construction mitigation strategies will be addressed in a project specific Construction Environment Management Plan developed by the contractor (see display board related to Construction Environment Management Plan)

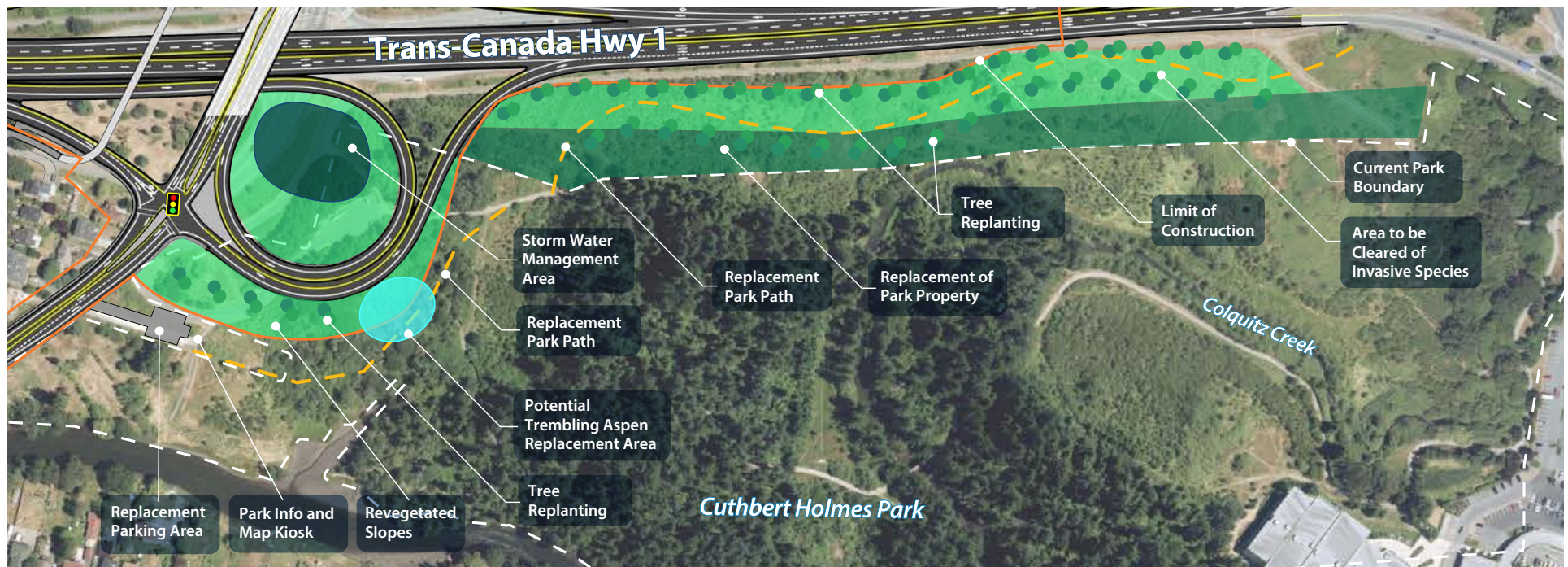
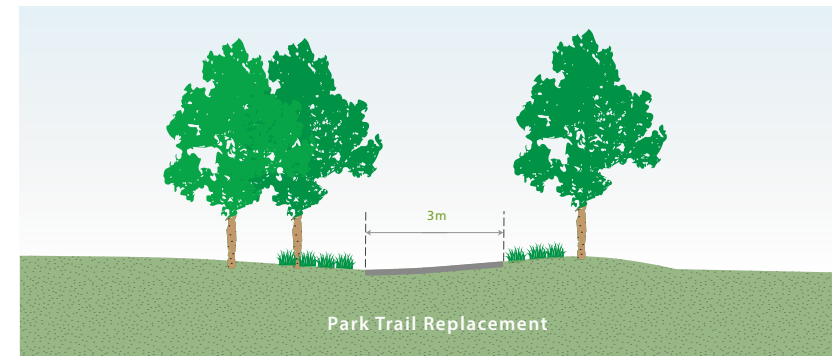


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Environmental Management Plan – Cuthbert Holmes Park

The Ministry is working collaboratively with District of Saanich to mitigate impacts to Cuthbert Holmes Park and ensure consistency with the approved Cuthbert Holmes/Tillicum Park Management Plan



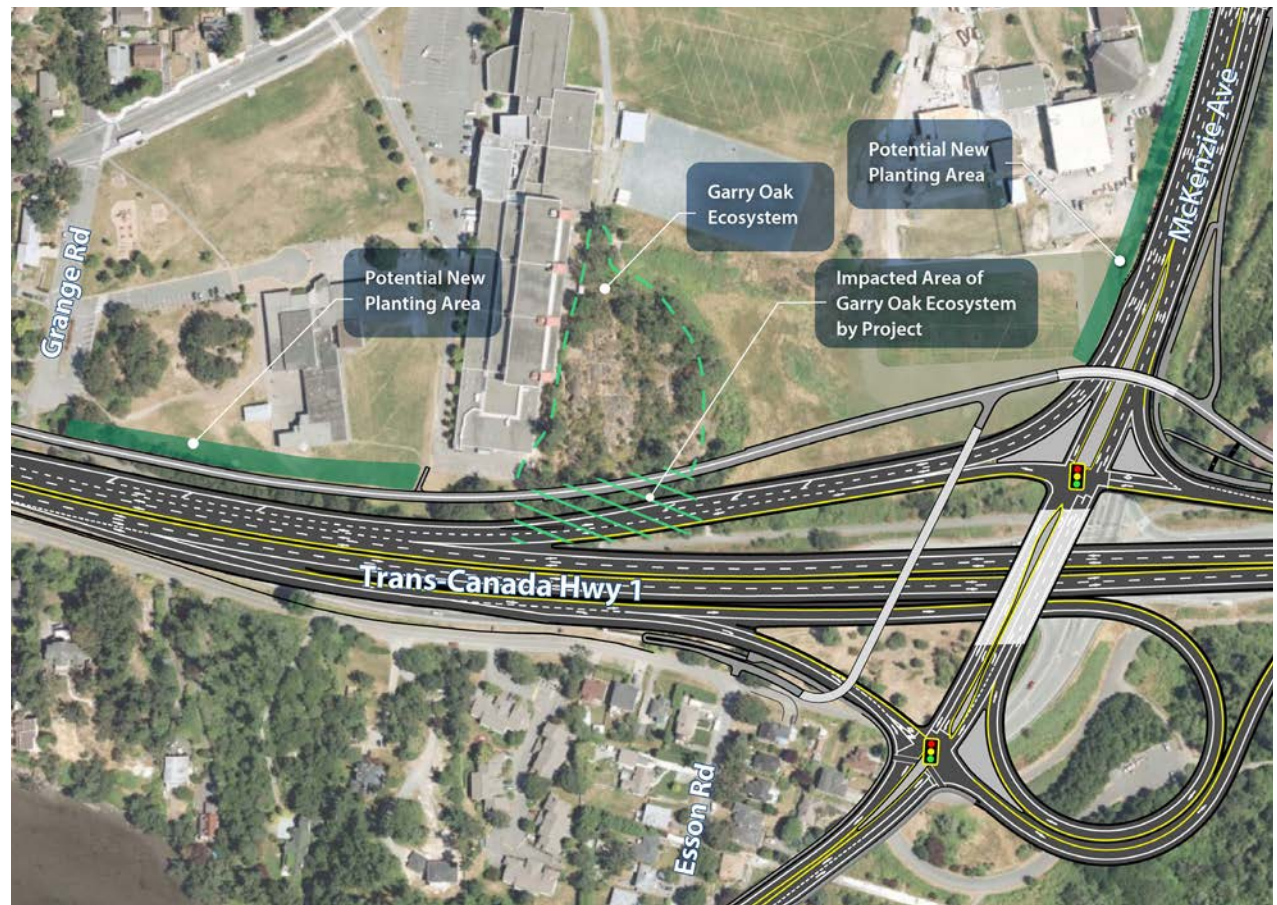
Environmental Management Plan – Garry Oak Ecosystem and School Properties

Mitigation Measures – Garry Oak Ecosystem:

- The Ministry of Transportation and Infrastructure is working with the Garry Oak Ecosystems Recovery Team to develop a mitigation plan to offset project impacts

Mitigation Measures – School Plantings:

- The Ministry of Transportation and Infrastructure is working with the schools and Habitat Acquisition Trust to establish new planting areas along the school properties

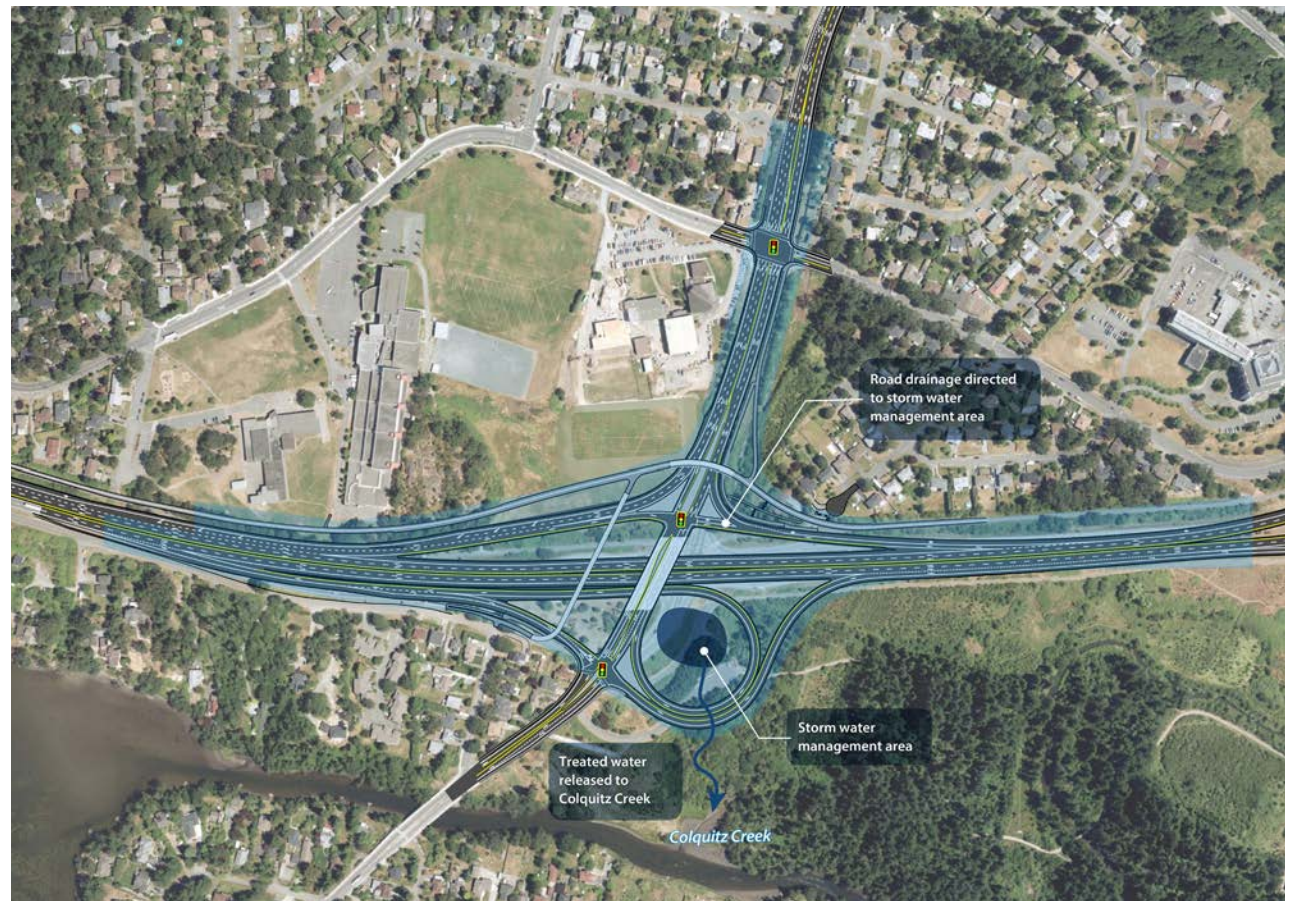


Stormwater Management Plan

- All road drainage within the project boundaries will be directed to the stormwater management pond
- Stormwater will go through a biofiltration process prior to release into Colquitz Creek
- Non-invasive plants will break down oil and grease and absorb heavy metals



An example of a stormwater management pond



Construction Environmental Management Plan

- The Ministry will require the successful contractor to develop and implement a Construction Environmental Management Plan
- The plan will be prepared by a qualified professional and will:
 - Describe the approach the contractor will take to address the environmental issues associated with construction of the project
 - Address protection of key resources such as air quality, cultural resources, fish and fish habitat, environmentally sensitive areas, rare and endangered flora or fauna, soil handling, vegetation, water quality and quantity, and wildlife
 - Outline management practices to minimize noise and vibration, including selection, operation and maintenance of equipment, contractor training, timing of activities, communications and complaint management

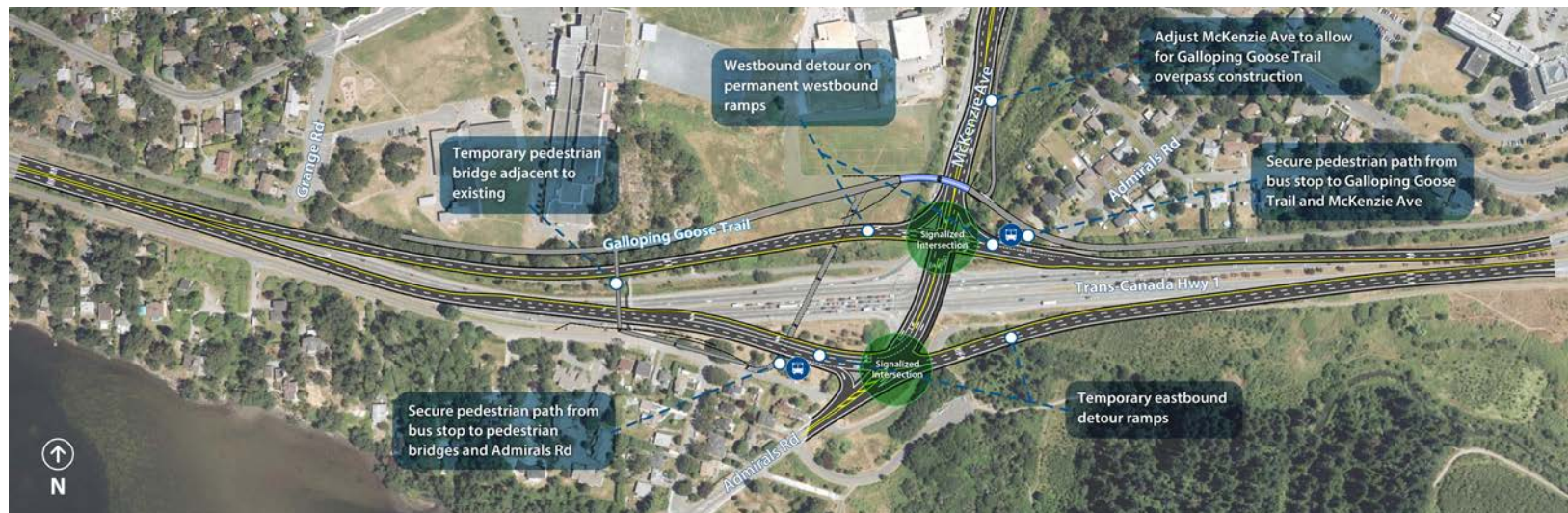


Cuthbert Holmes Park

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Minimizing Travel Delays During Construction



Activity	Anticipated Timing
Construction of relocated Galloping Goose Trail prior to any change in vehicle traffic patterns	Late 2016/Spring 2017
Construction of ramps to carry all Trans-Canada Highway traffic and shift McKenzie; relocation of traffic to ramps and shifted McKenzie	Spring/Summer 2017
Excavation of Trans-Canada Highway and construction of overpass and highway	Late 2017/Spring 2018
Construct new north-south pedestrian overpass and decommission existing pedestrian overpass	Spring/Summer 2018

No traffic detours are expected until Spring 2017

The Ministry of Transportation and Infrastructure provides regular construction updates and advance notification of specific construction activities. Notification would be provided through social media, DriveBC website (www.drivebc.ca) and changeable message signs.

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Next Steps

- Finalize partial cloverleaf design details considering input from this engagement period and from other stakeholder groups and First Nations
- Prepare and tender first construction contract this summer which will include relocation of the Galloping Goose Trail, preloading and relocation of the Capital Regional District water main
- Prepare and tender second construction contract in Spring 2017 which includes all remaining works

Thank You for Coming!

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