



# Committee of the Whole Meeting

April 23, 2014  
Colwood City Hall

## City of Colwood Transportation Master Plan *Refresh Colwood Transportation!*



# Meeting Purpose

- Present **preliminary directions** for the Transportation Master Plan based on public input and technical analysis completed to date.
- **Gather input** so we can refine our options and conduct **more detailed technical analysis** for preferred options.
- Present **findings of today's public consultation**



# Agenda

1. **Study Context**
2. **Summary of Public Input**
3. **Preliminary Directions**
4. **Preliminary Directions – Street Design**



# 1.0

# Study Context



# Study Process



- Build community awareness
- Identify community concerns and aspirations
- Develop a shared vision, goals and targets for transportation in Colwood



- Understand existing conditions for walking, cycling, transit and automobile use
- Identify issues and opportunities
- Confirm what's needed to achieve goals and targets



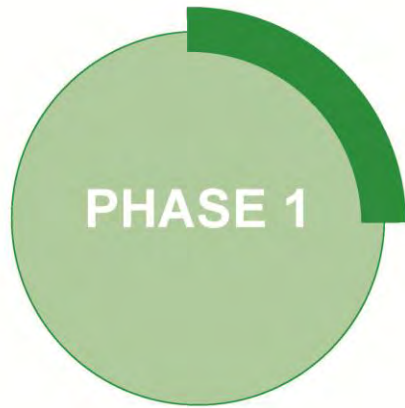
- Forecast growth
- Prepare travel projections
- Identify the gaps for each mode
- Confirm long-term plans



- Assess and prioritize projects
- Prepare cost estimates
- Develop phasing plan
- Create monitoring plan



# Study Process



- Build community awareness
- Identify community concerns and aspirations
- Develop a shared vision, goals and targets for transportation in Colwood



- Understand existing conditions for walking, cycling, transit and automobile use
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- Forecast growth
- Prepare travel projections
- Identify the gaps for each mode
- Confirm long-term plans



- Assess and prioritize projects
- Prepare cost estimates
- Develop phasing plan
- Create monitoring plan



We are here



# Plan Components

What will be included in the plan?

- A long-term transportation **vision** for Colwood
- **Goals and objectives** that support the vision
- **Plans** for each mode of transportation
- Short, medium, and long-term **priorities** for implementation purposes





# Communication & Engagement



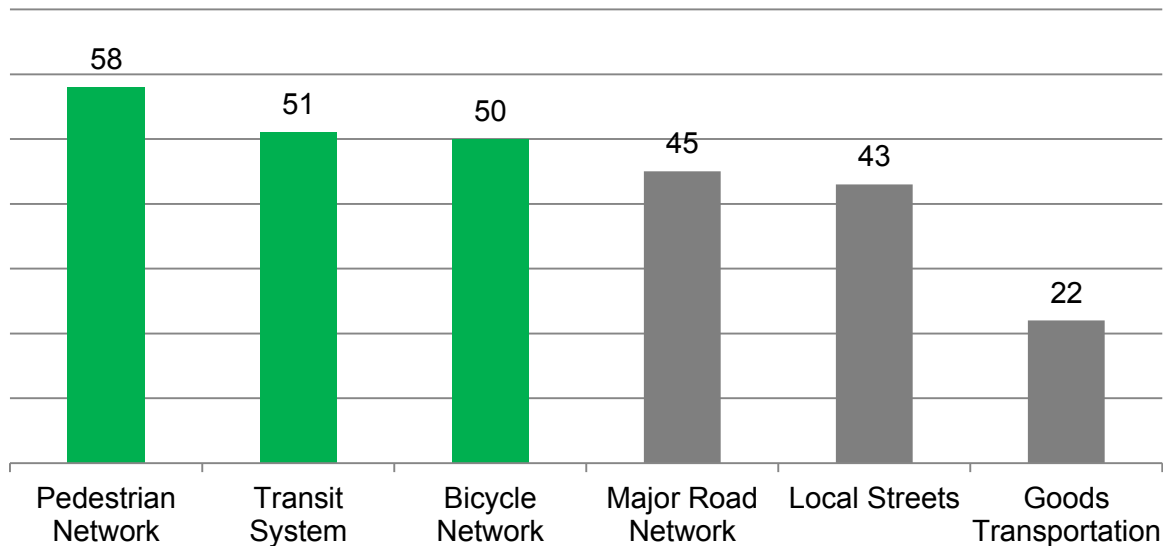


# 2.0

## Summary of Public Input



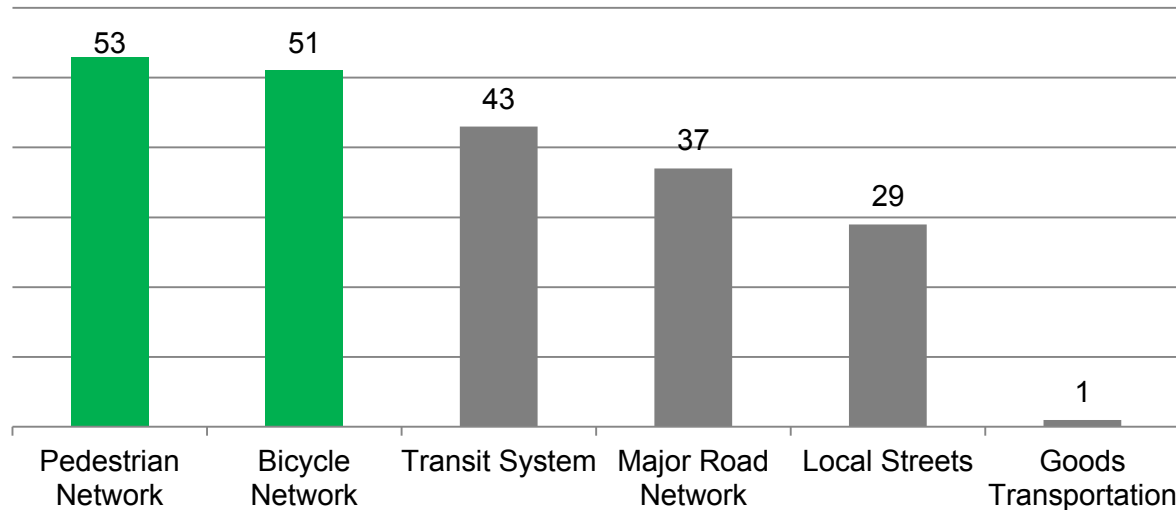
# Transportation Priorities



- Pedestrian network identified as the top priority
- Followed by transit and bicycle network priorities
- Goods movement not identified as high a priority



# Areas for Improvement



- Pedestrian and bicycle network identified as highest areas for improvement



# What We Heard Today

## Today's Open House

- 81 sign-ins
- About 100 estimated attendees
- 67 completed surveys



# 3.0

# Preliminary

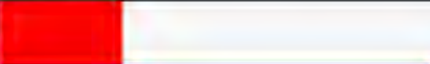

# Directions



# Accommodating Growth

**82% of respondents feel the City should focus on promoting sustainable transportation instead of expanding the road network**

1. How should the City plan to accommodate future travel within the City?

Response	Chart	Percentage	Count
Expand the road network		21.5%	14
Promote Sustainable Transportation		81.5%	53
Total Responses			65

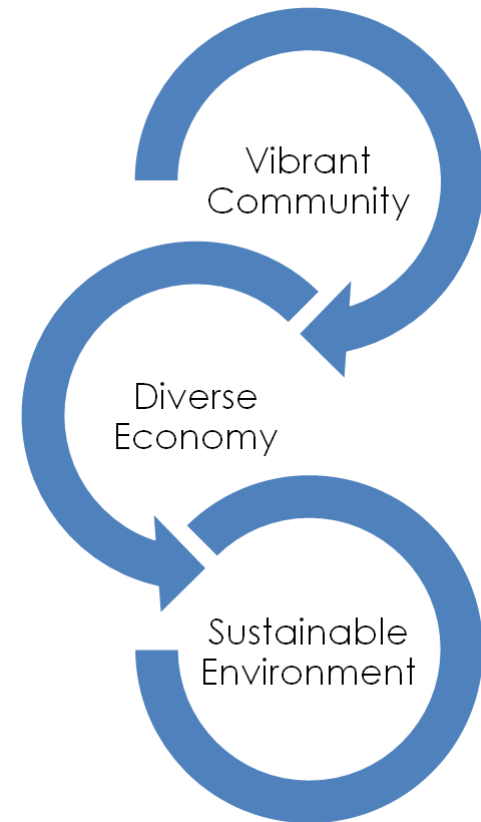


# Transportation Master Plan Vision

The Transportation Master Plan vision is based off of the City's Vision 2020 statement:

*“the City of Colwood is a vibrant community that offers a healthy lifestyle, a strong, diverse economy and a sustainable natural environment”*


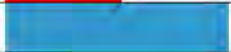



The vision for the Transportation Master Plan focuses on the three pillars of creating a **vibrant community**, fostering a **diverse economy**, and ensuring a **sustainable natural environment**.

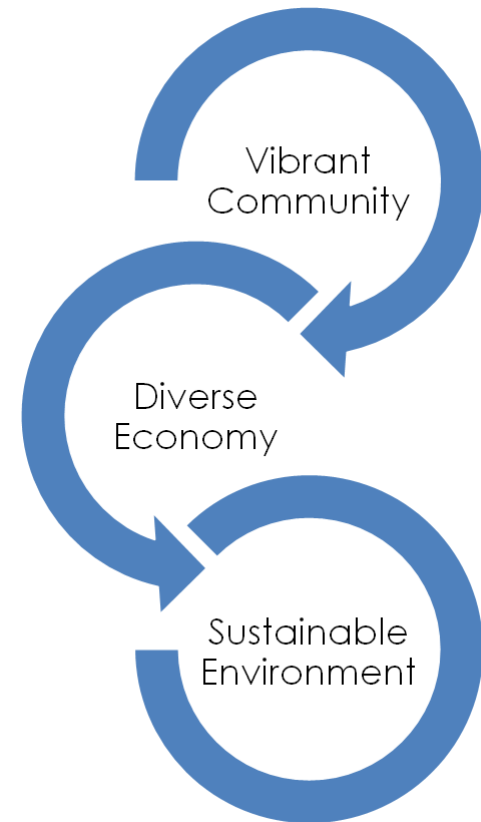


# Transportation Master Plan Vision

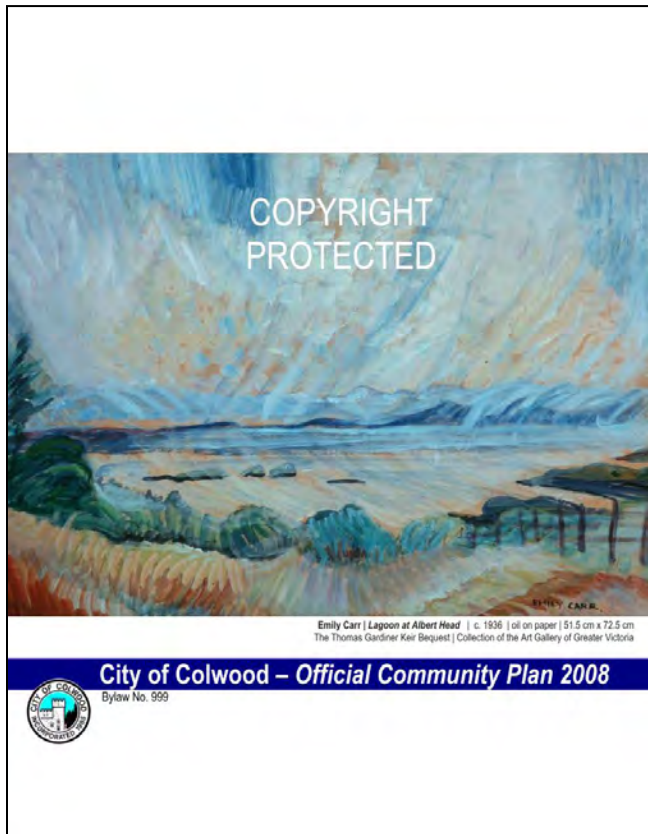
**82% of respondents agree or strongly agree with the vision**

2. Do you agree with the three pillars for the transportation vision?

Response	Chart	Percentage	Count
Strongly Agree		27.3%	18
Agree		54.5%	36
Neutral		13.6%	9
Disagree		4.5%	3
Strongly Disagree		0.0%	0
Total Responses			66



# Transportation Master Plan Goals



## → Community Sustainability Goals

- |                                                    |                                                                                                                                                       |
|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Ecosystems &amp; Biodiversity</b>               | 1. Maximize the ecological value of natural areas. Where development occurs, maintain ecosystem values.                                               |
| <b>Community Health</b>                            | 2. Develop or enhance environments that enable healthy choices in all areas of living that are safe, secure and welcoming for all.                    |
| <b>Basic Needs</b>                                 | 3. Ensure healthy housing and food is available for all.                                                                                              |
| <b>Personal Health</b>                             | 4. Ensure healthy recreational, educational, emotional, spiritual, artistic and cultural opportunities for all.                                       |
| <b>Sense of Place</b>                              | 5. Ensure community planning and design celebrates the community's unique history and natural setting and embraces diversity.                         |
| <b>Vibrant Local Economy</b>                       | 6. Enhance economic vitality and opportunity. Ensure local employment and business opportunities.                                                     |
| <b>Energy, Climate Protection &amp; Adaptation</b> | 7. Promote energy-use choices that reduce greenhouse gas emissions and contribute to clean air. Plan for climate change adaptation.                   |
| <b>Water, Resources &amp; Wastes</b>               | 8. Promote efficient use and re-use of water and other resources. Reduce the consumption of non-renewable resources in favour of renewable resources. |

# Transportation Master Plan Goals

1

## Ecosystems & Biodiversity

Direct growth, development and infrastructure to areas that minimize disruptions to the natural environment.

2

## Community Health

Ensure that the transportation system is safe, secure, and comfortable and addresses the needs of vulnerable road users.

3

## Basic Needs

Ensure that the transportation system is universally accessible, affordable, and provides mobility choices for people of all ages and abilities.

4

## Personal Health

Promote healthy and active living by encouraging more walking and cycling, less transportation-related pollution, and a safer network for all road users.

# Transportation Master Plan Goals

5

## **Sense of Place**

Support the development of compact community and complete streets, directing density and growth to dense, attractive, mixed used communities that support walking, cycling and transit and promote social interactions.

7

## **Energy, Climate Protection & Adaptation**

Develop a transportation system that enables accessibility and mobility with minimal use of fossil fuels.

6

## **Vibrant Local Economy**

Create a transportation system that supports local business through accessibility by walking, cycling and transit and vehicles.

8









## **Water, Resources, & Waste**

Seek opportunities to integrate sustainable rainwater management practices into transportation infrastructure.

# Plan Goals

The most important goal is **Vibrant Local Economy**, followed by **Basic Needs**, and **Ecosystems Biodiversity**

3. Which of these goals are the most important to you for the Transportation Master Plan?  
(please choose your top 3)

Response	Chart	Percentage	Count
Ecosystems Biodiversity		33.3%	22
Community Health		27.3%	18
Basic Needs		47.0%	31
Personal Health		25.8%	17
Sense of Place		22.7%	15
Vibrant Local Economy		60.6%	40
Energy, Climate, Protection Adaptation		30.3%	20
Water, Resources Waste		21.2%	14
Total Responses			66



# Transportation Master Plan Targets

**Objective 2.1** Achieve the following targets for greenhouse gas (GHG) emission reductions and energy reductions for the target years indicated:

TARGET CRITERIA	TARGET YEAR		
	2020	2030	2050
Per Capita GHG emissions reduction from 2007 levels	50%	75%	93%
Total GHG emissions reduction from 2007 levels	33%	49%	80%
Per Capita Energy reduction from 2007 levels	38%	56%	70%
Total Energy reduction from 2007 levels	14%	22%	12%

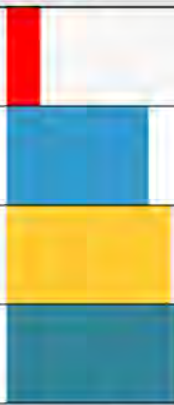
# Transportation Master Plan Targets

- **Business as Usual:** Target of **15%** of trips to work made by walking, cycling and transit
- **Minor Increase:** Target of **20%** of trips to work made by walking, cycling and transit
- **Moderate Increase:** Target of **25%** of trips to work made by walking, cycling and transit
- **Significant Increase:** Target of **30%** of trips to work made by walking, cycling and transit

# Plan Targets

**Two-thirds of respondents want to see either moderate or significant increases for mode share targets (25% to 30% of all trips by walking, cycling, or transit)**

4. What should Colwood's transportation targets be? (please choose 1)

Response	Chart	Percentage	Count
Business as Usual (target of 15% of trips to work by sustainable modes)		4.7%	3
Minor Increase (target of 20% of trips to work by sustainable modes)		28.1%	18
Moderate Increase (target of 25% of trips to work by sustainable modes)		32.8%	21
Significant Increase (30% of trips to work by sustainable modes)		34.4%	22
Total Responses			64

# Plan Framework

1

**Network of  
Economically Vibrant  
Centres**

2

**A Walkable  
Community**

3

**Comfortable Cycling  
Facilities**

4

**Convenient and  
Attractive Transit**

5

**Safe and Connected  
Major Roads**

6

**Livable  
Neighbourhoods**

**What are your highest priorities for the Transportation Master Plan?**

What We Heard:

# Plan Framework

**Highest priorities are: Safe and Connected Major Roads, Walkable Community, and Livable Neighbourhoods**

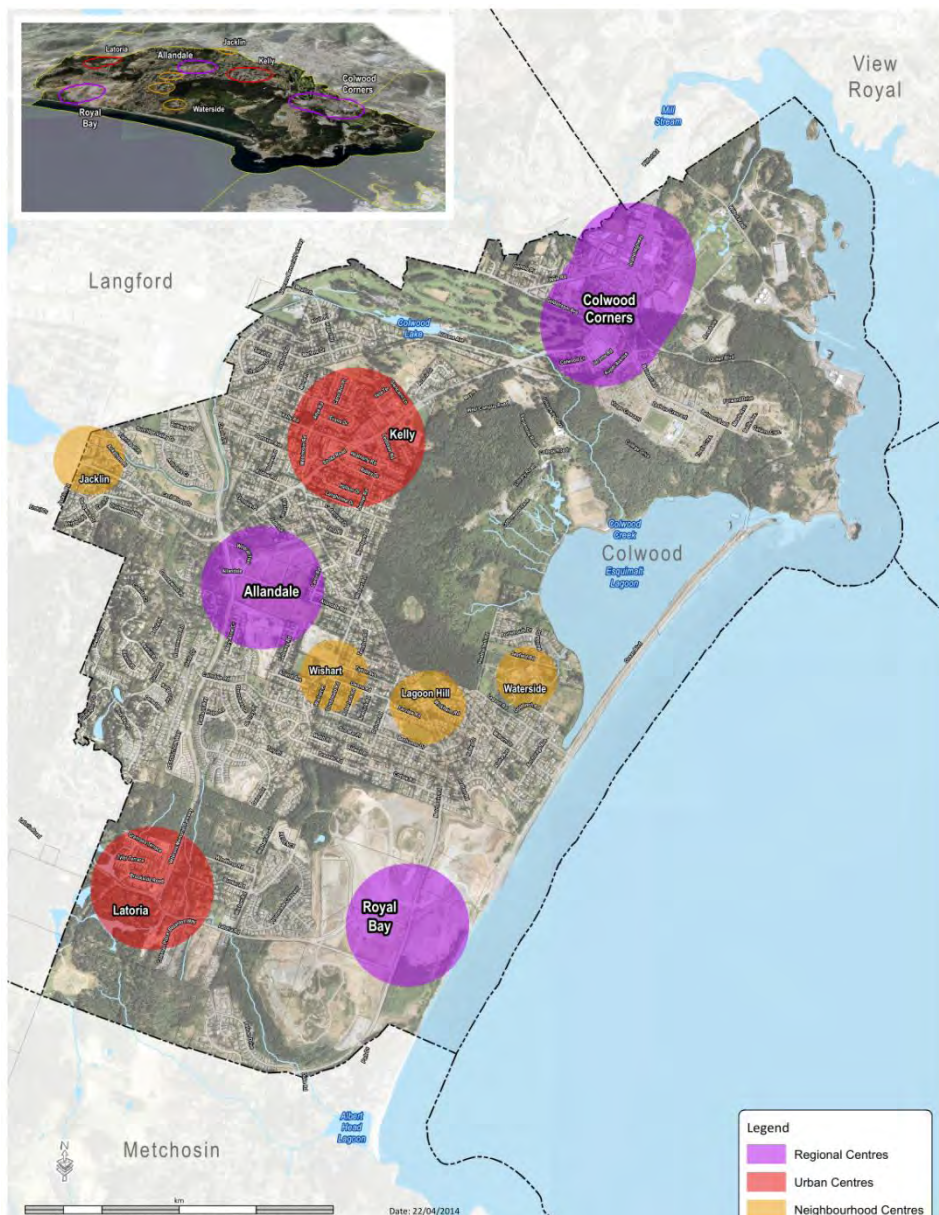


5. What are your highest priorities for the Transportation Master Plan (please choose your top 2)

Response	Chart	Percentage	Count
Network of Economically Vibrant Centres		17.9%	12
A Walkable Community		40.3%	27
Comfortable Cycling Facilities		29.9%	20
Convenient Attractive Transit		26.9%	18
Safe Connected Major Roads		44.8%	30
Livable Neighbourhoods		34.3%	23
Total Responses			67



# 1. Network of Vibrant Centres



## Network of Centres

### Regional Centres

- Capital City Centre
- Allendale
- Royal Bay

### Urban Centres

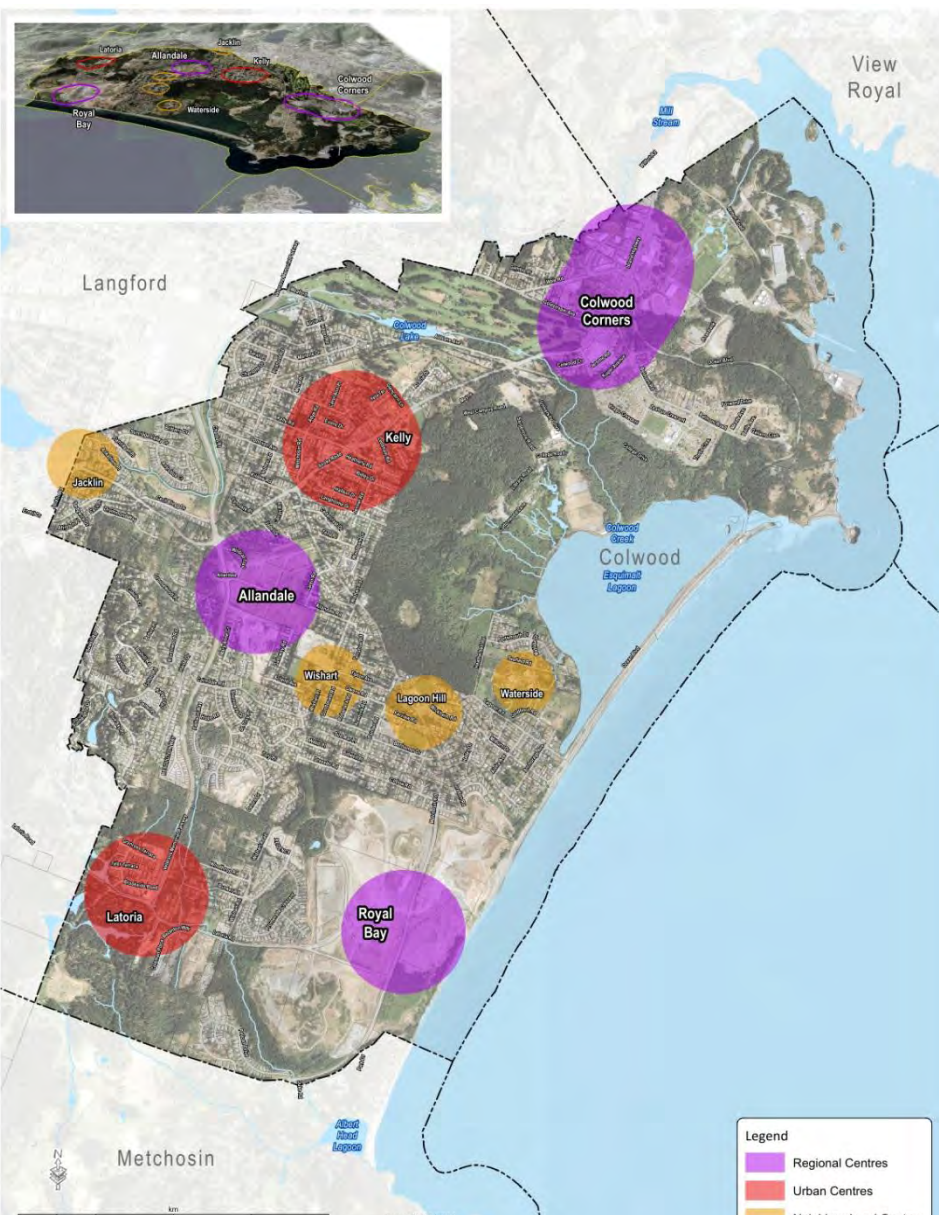
- Latoria
- Kelly

### Neighbourhood Centres

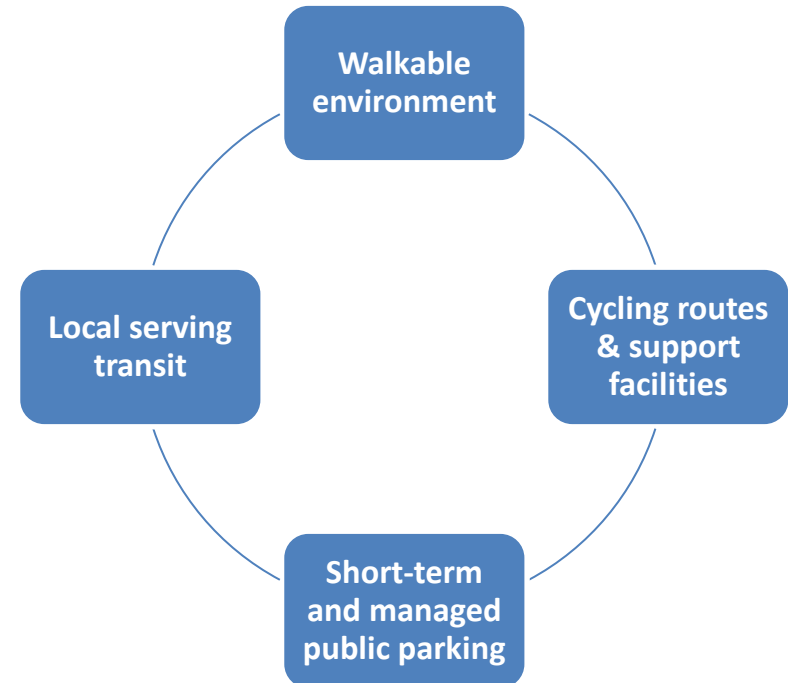
- Jacklin, Wishart, Lagoon Hill, Waterside



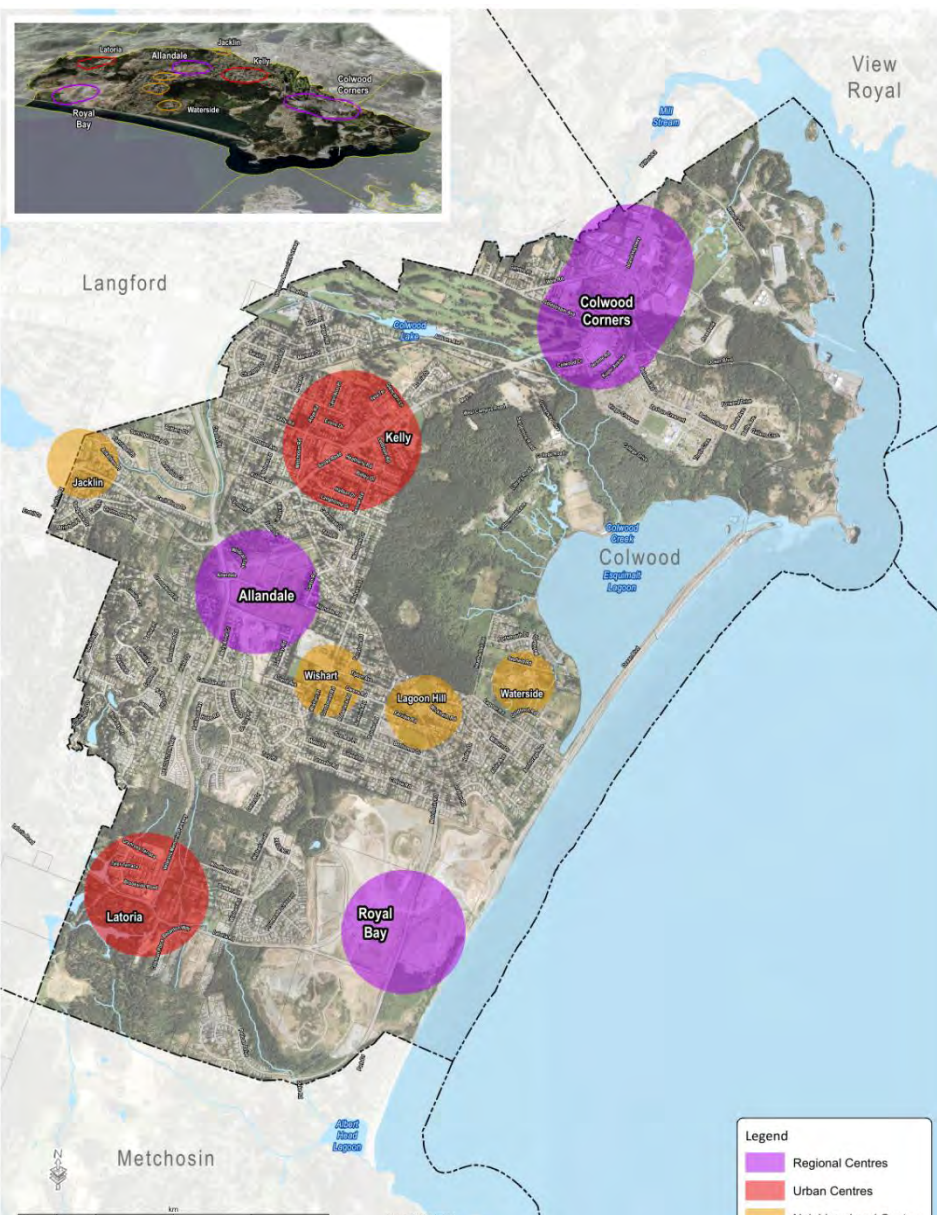
# 1. Network of Vibrant Centres



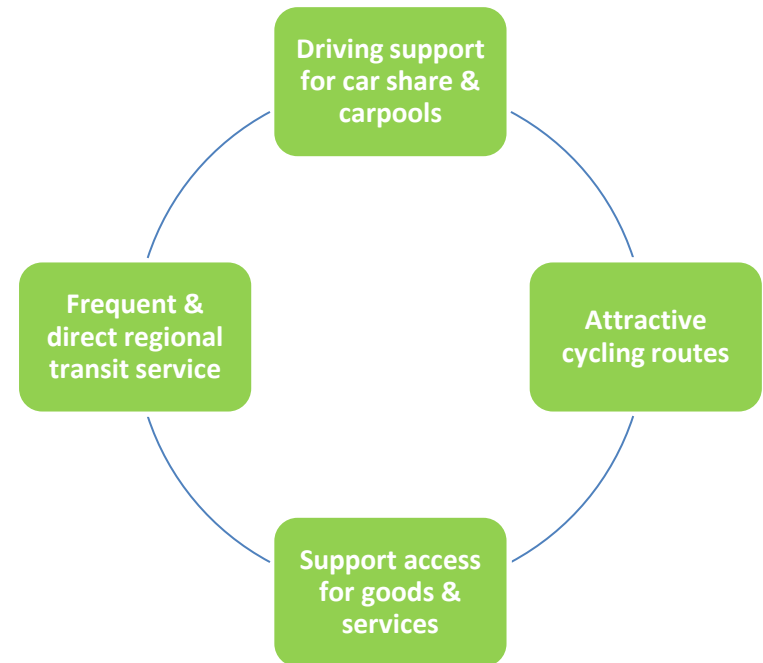
## Priorities within centres



# 1. Network of Vibrant Centres



## Priorities between centres





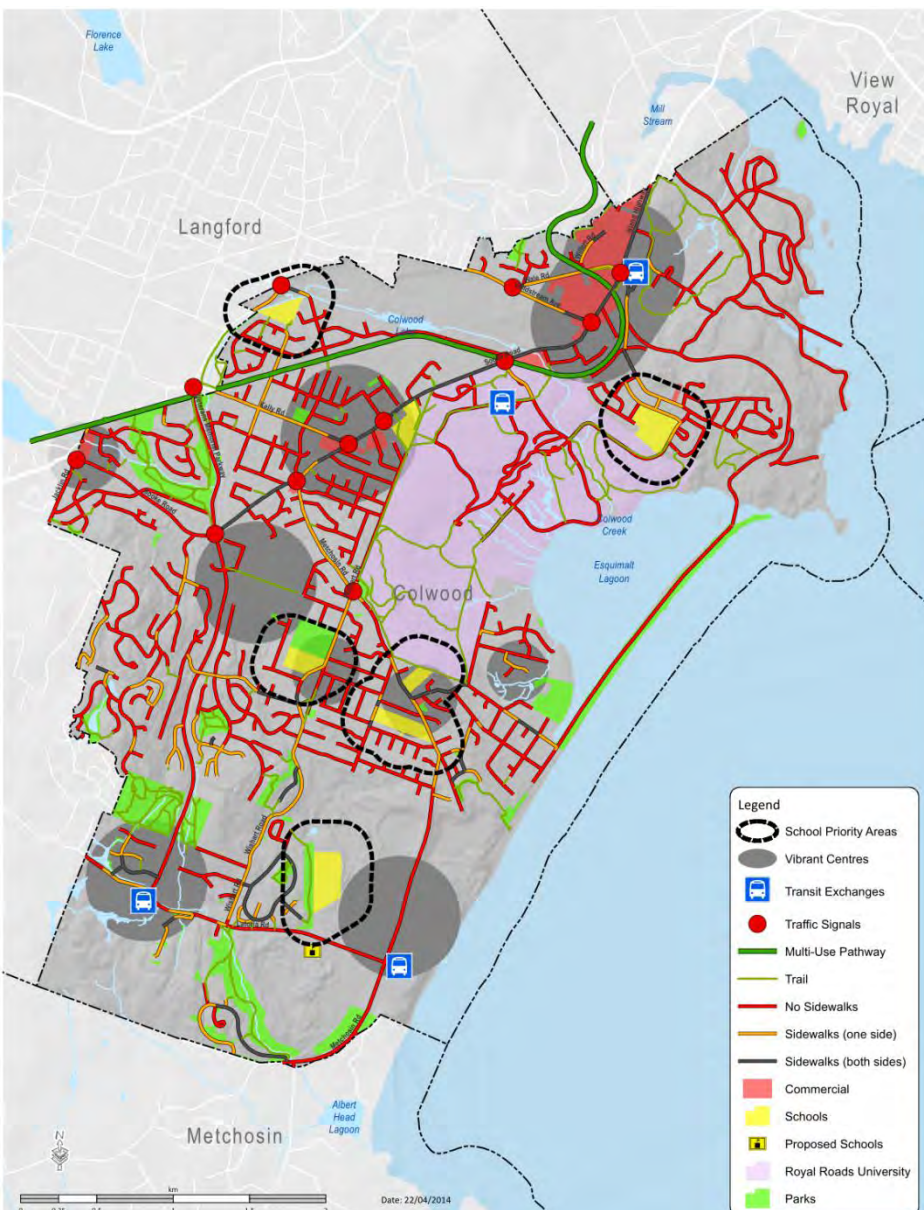
# 2. A Walkable Community



## What We Heard

- **Lack of sidewalk connectivity**, network gaps
- Narrow sidewalks
- Better **connections** needed to trail network
- Safer crossings, grade separated crossings
- **Uncomfortable walking environments** due to high traffic volumes and speeds
- **Lighting** and design features to ensure that pedestrians more visible to other road users
- Streetscape design and features (i.e. street trees, plantings, public art) that would make the pedestrian environment more attractive and inviting
- Challenges with hilly **topography**

# 2. A Walkable Community

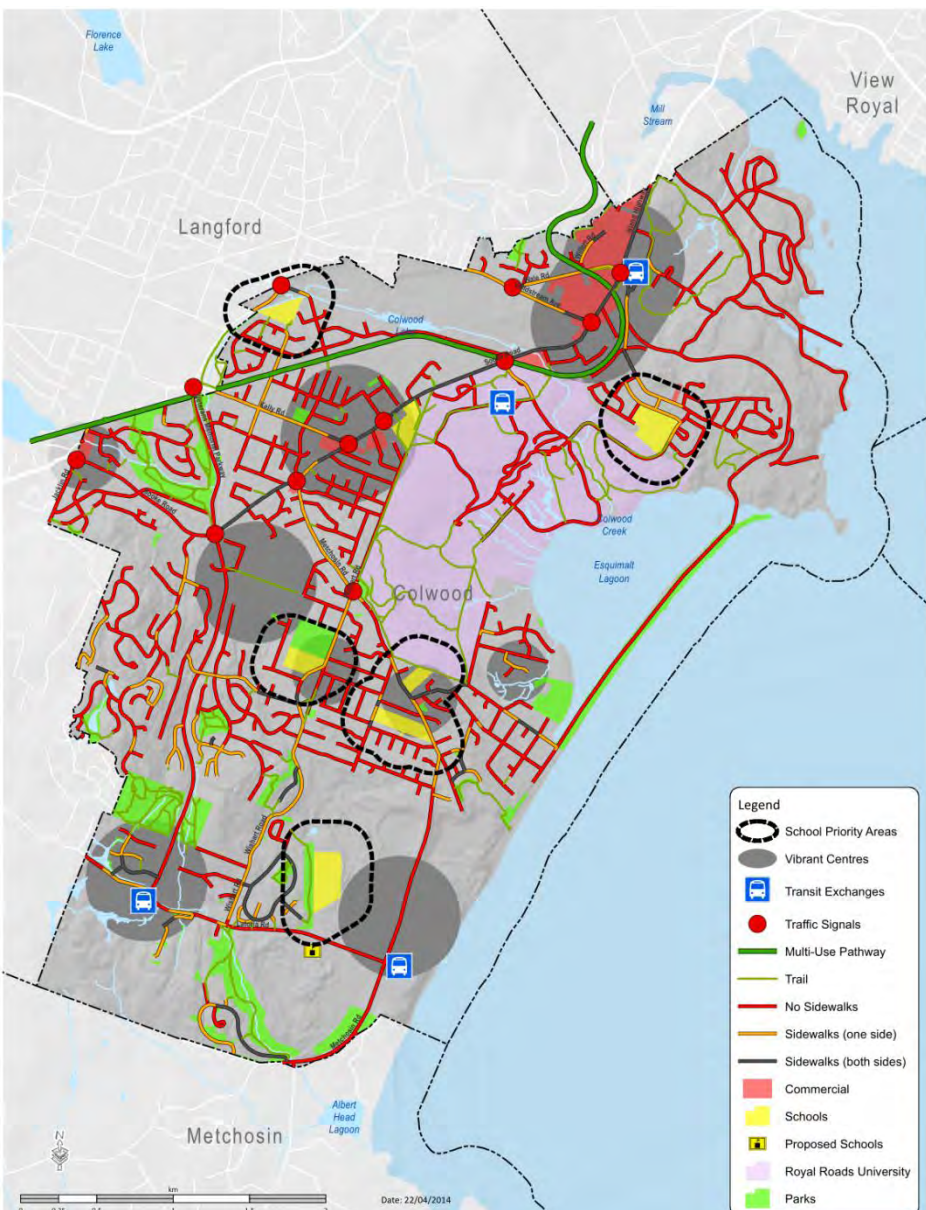


## Preliminary Directions

1. **Enhance the pedestrian network**, including filling in gaps in the sidewalk network and improving sidewalk quality
2. **Create great places and destinations** throughout the City through a range of urban design and place-making treatments such as landscaping, public art, street trees, benches, curb extensions, and street lighting.
3. **Improve pedestrian safety and accessibility** through improved crossing treatments.



# 2. A Walkable Community



**Schools were by far the highest priority for new sidewalks, followed by bus stops and all streets in vibrant centres**

7. Where should the City prioritize new sidewalks? (Check the top three)

Response	Chart	Percentage	Count
In Vibrant Centres (arterial and collector streets only)		29.0%	20
Outside Vibrant Centres (arterial and collector streets only)		13.0%	9
Around schools		69.6%	48
In Vibrant Centres (arterial, collector and local streets)		39.1%	27
Outside Vibrant Centres (arterial, collector and local streets)		30.4%	21
Around parks		30.4%	21
At bus stops and around transit exchanges		39.1%	27
Other, please specify...		5.8%	4
Total Responses			69

# 3. Comfortable Cycling Facilities

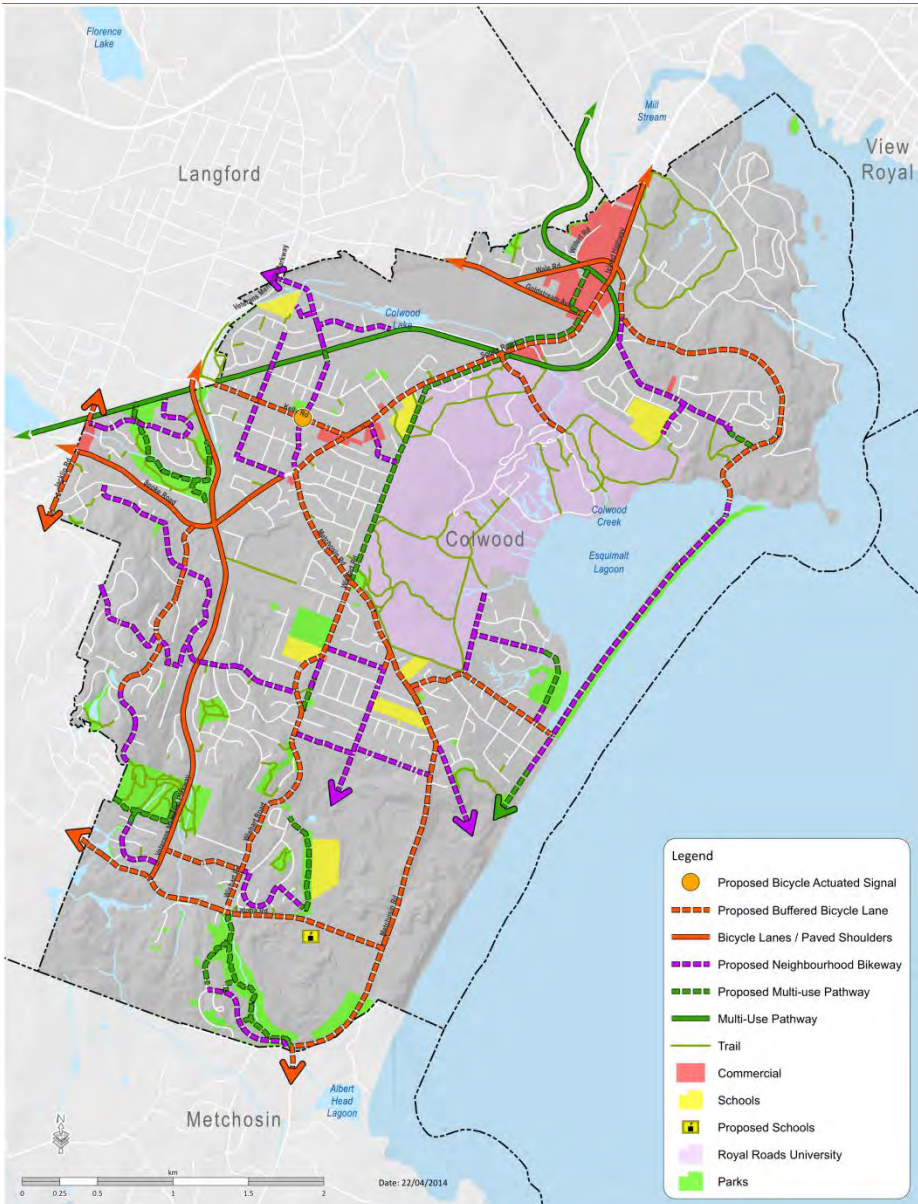


## What We Heard

- **Lack of safety** when riding in traffic
- Lack of designated safe routes and infrastructure
- **Major destinations** too far apart and not accessible by bicycle
- **Need more bike lanes / pathways,**
  - Sooke Road
  - Veterans Memorial Parkway,
  - Kelly Road
  - Neighbourhood streets
- Safer **crossings**
- Need better **connectivity to key destinations**
  - Neighbourhoods
  - Parks and trails
  - Royal Roads University
- More complete and connected **trail network**



# 3. Comfortable Cycling Facilities



## Preliminary Directions

1. Expand and enhance the cycling network,
2. Improved crossings, and
3. Support programs and facilities.

# 3. Comfortable Cycling Facilities

More Comfortable

Less Comfortable

Multi-Use Pathways



Buffered Bicycle Lane



Local Street Bikeway



Bicycle Lane



Shoulder Bikeway



Shared Use Lane



# 3. Comfortable Cycling Facilities

**Bicycle lanes, buffered bicycle lanes and multi-use pathways are the most preferred types of facilities**



8. What type of bicycle facility do you prefer? (check the top three)

Response	Chart	Percentage	Count
Multi-use pathway		46.9%	30
Buffered bicycle lane		51.6%	33
Local street bikeway		28.1%	18
Bicycle lane		51.6%	33
Shoulder bikeway		26.6%	17
Shared Use Lane		9.4%	6
Total Responses			64



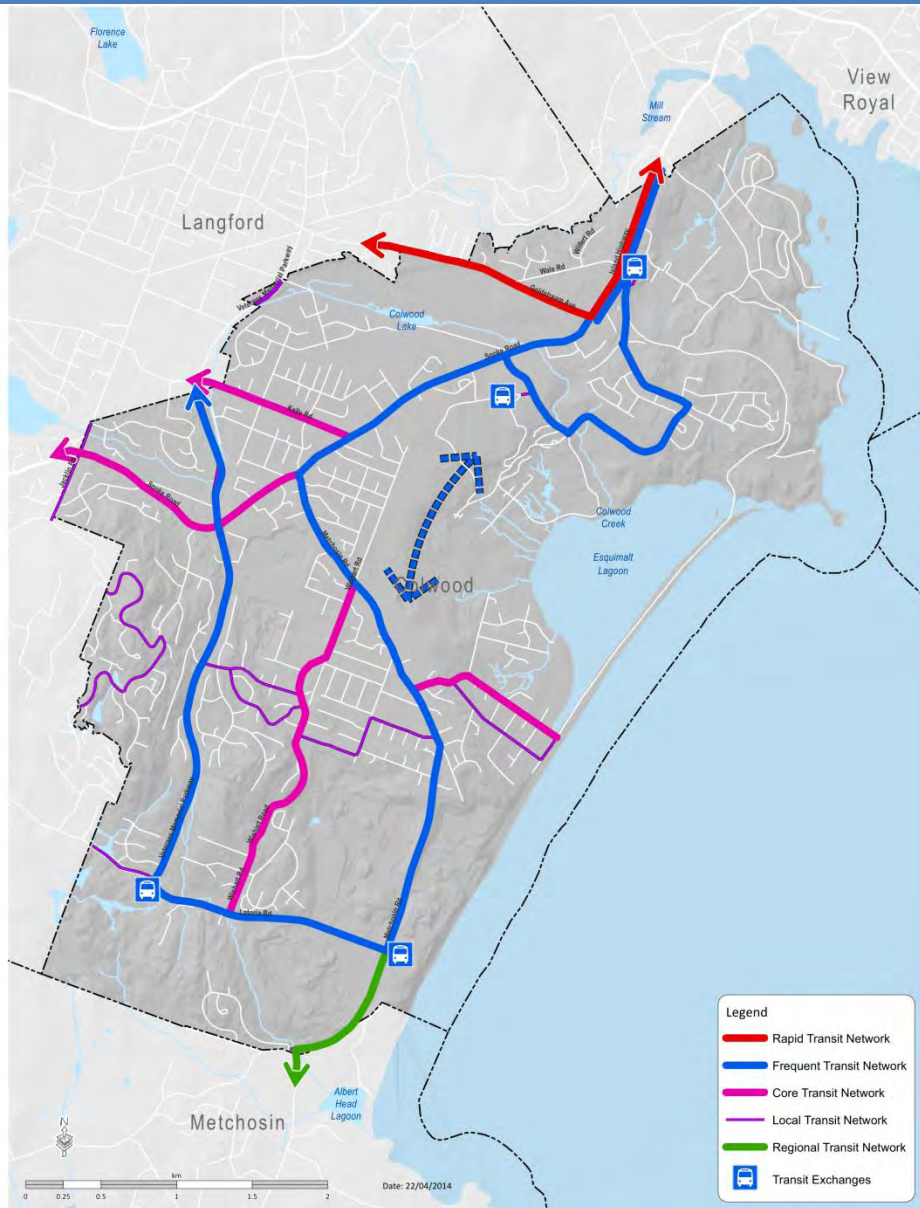
# 4. Convenient & Attractive Transit



## What We Heard

- **Infrequent transit** service
- **Service frequency** on local routes
- Lack of transit service in non-peak hours (evenings, weekends)
- **Transit service to regional destinations, including** lack of an efficient connection to and from Victoria;
- **Network connectivity** to key destinations
  - University of Victoria,
  - Saanich,
  - ferry terminals,
  - the airport,
  - Royal Roads
  - Downtown Victoria
- More **rapid transit** options, including LRT, commuter rail or ferry.

# 4. Convenient & Attractive Transit

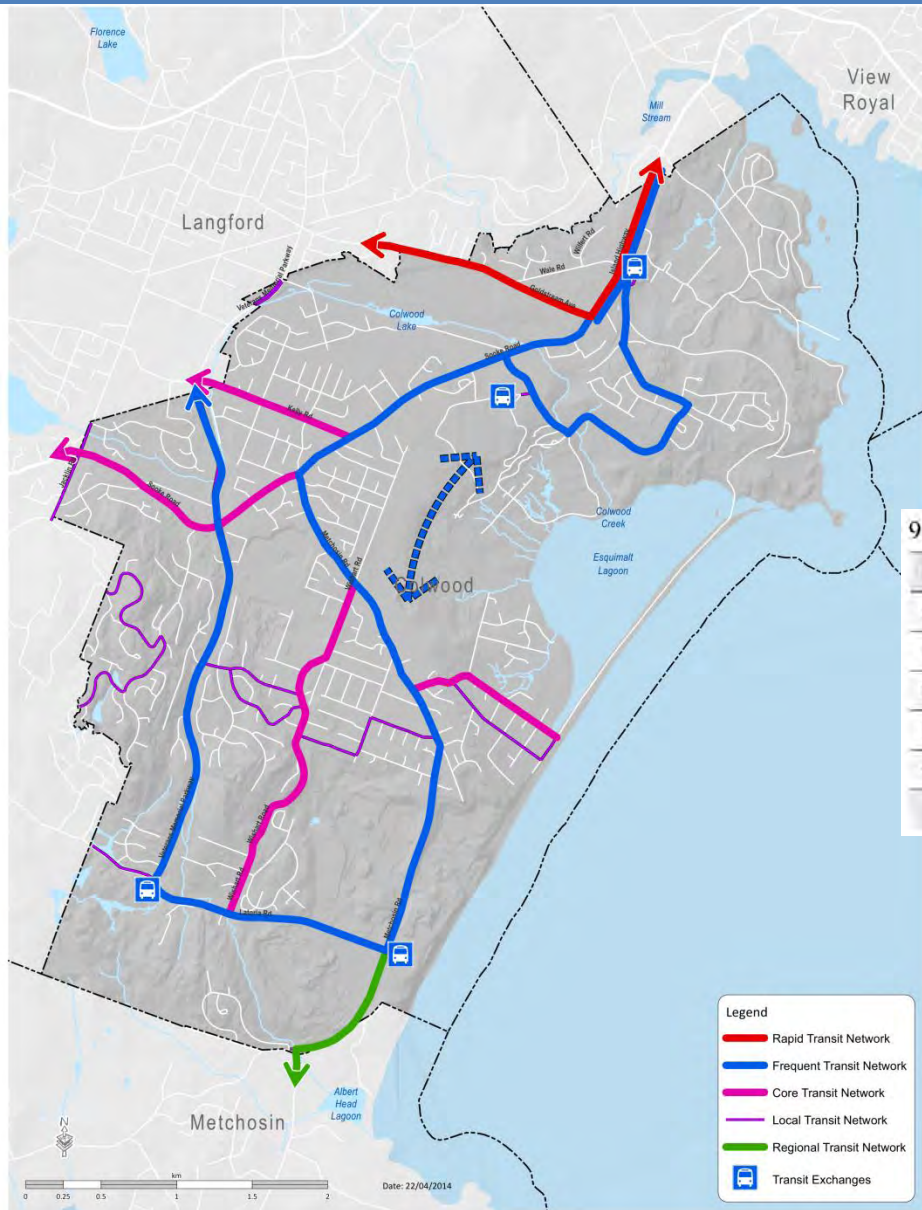


## Preliminary Directions

1. Transit priority measures
2. Improved service frequency
3. Improved coverage
4. Supportive local transit services.



# 4. Convenient & Attractive Transit



**Divided response on whether the City should fund transit service improvements**

9. BC Transit funds transit service improvements. Should the City also invest in transit?

Response	Chart	Percentage	Count
Strongly agree		16.4%	11
Agree		26.9%	18
Neutral		17.9%	12
Disagree		19.4%	13
Strongly Disagree		19.4%	13
Total Responses			67

# 5. Safe Major Roads

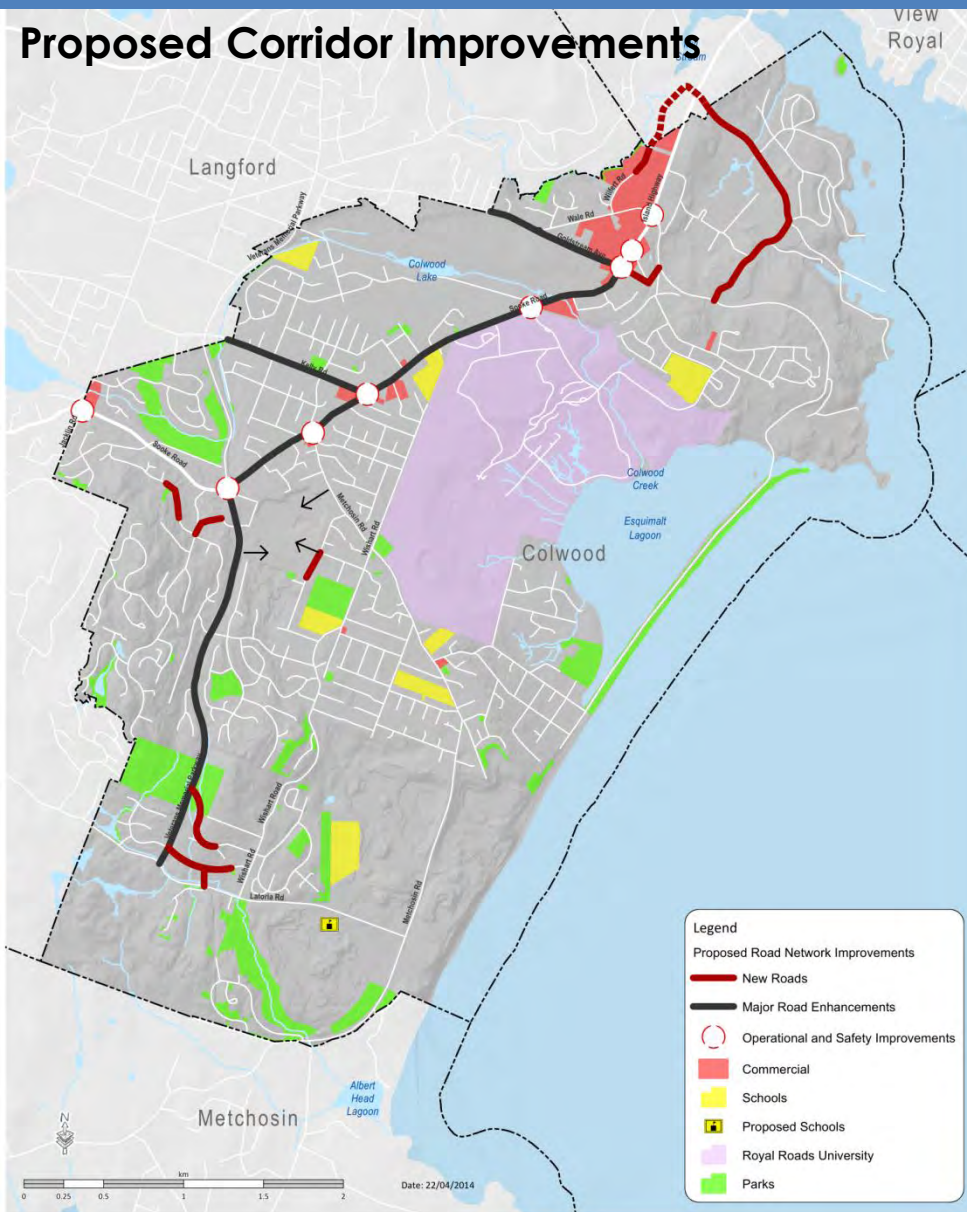


## What We Heard

- **Major roads and intersections congested at peak travel times**, need better signal timing, truck restrictions, carpool lanes, traffic diversion to Veterans Memorial Parkways and alternate routes
- **Speeding problems** on neighbourhood streets, school and park zones
- Need for **traffic calming** measures
- **Intersection safety**, particularly at high volume locations such as Island Hwy, Veterans Memorial Parkway, Latoria Rd
- **Many local roads** planned largely around vehicles, and generally do not make walking and transit convenient.
- Neighbourhood road connectivity and access



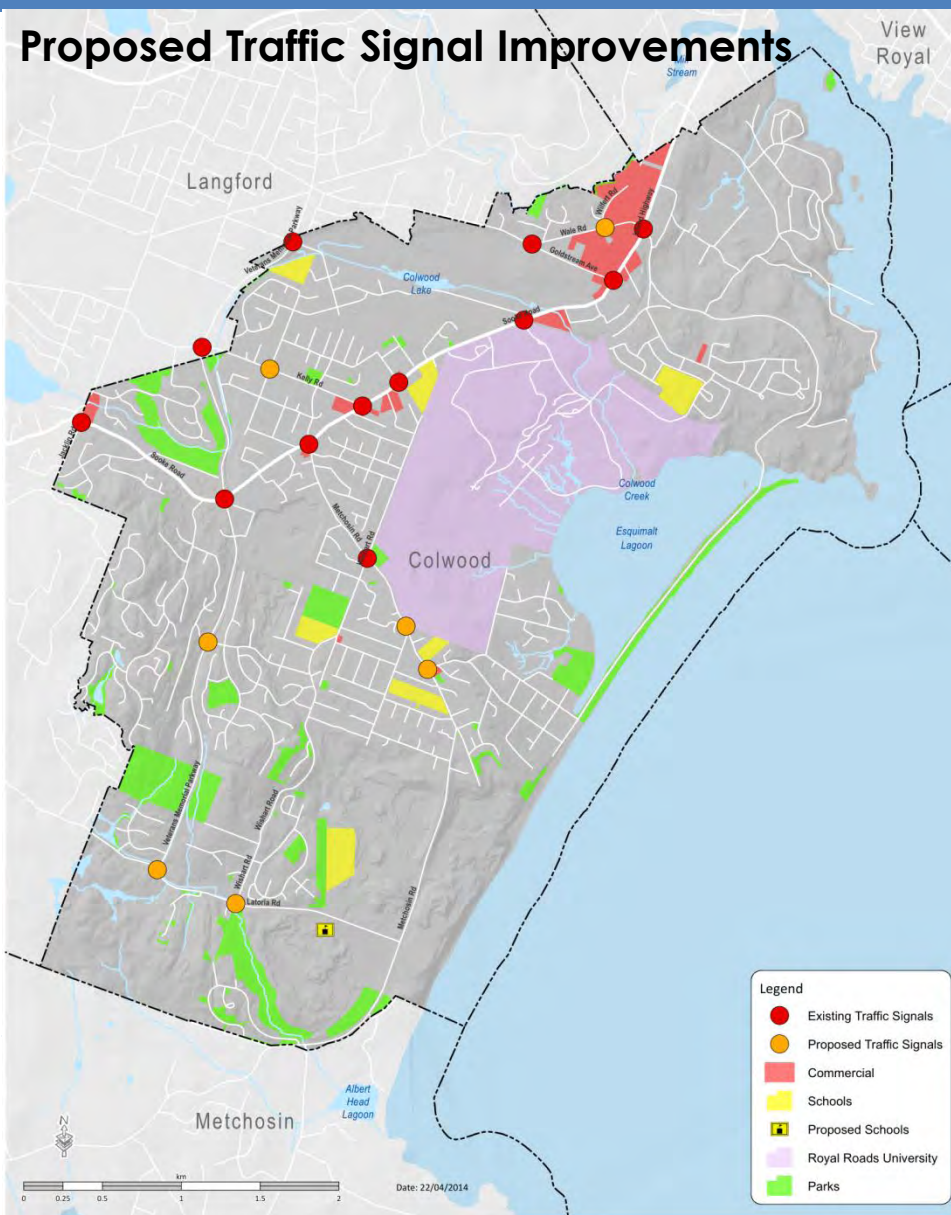
# 5. Safe Major Roads



## Preliminary Directions:

1. **Improve network connectivity**
2. **Improve intersections**, including new traffic signals to accommodate projected traffic volumes, and
3. **Implement minor intersection** safety and operational improvements.

# 5. Safe Major Roads

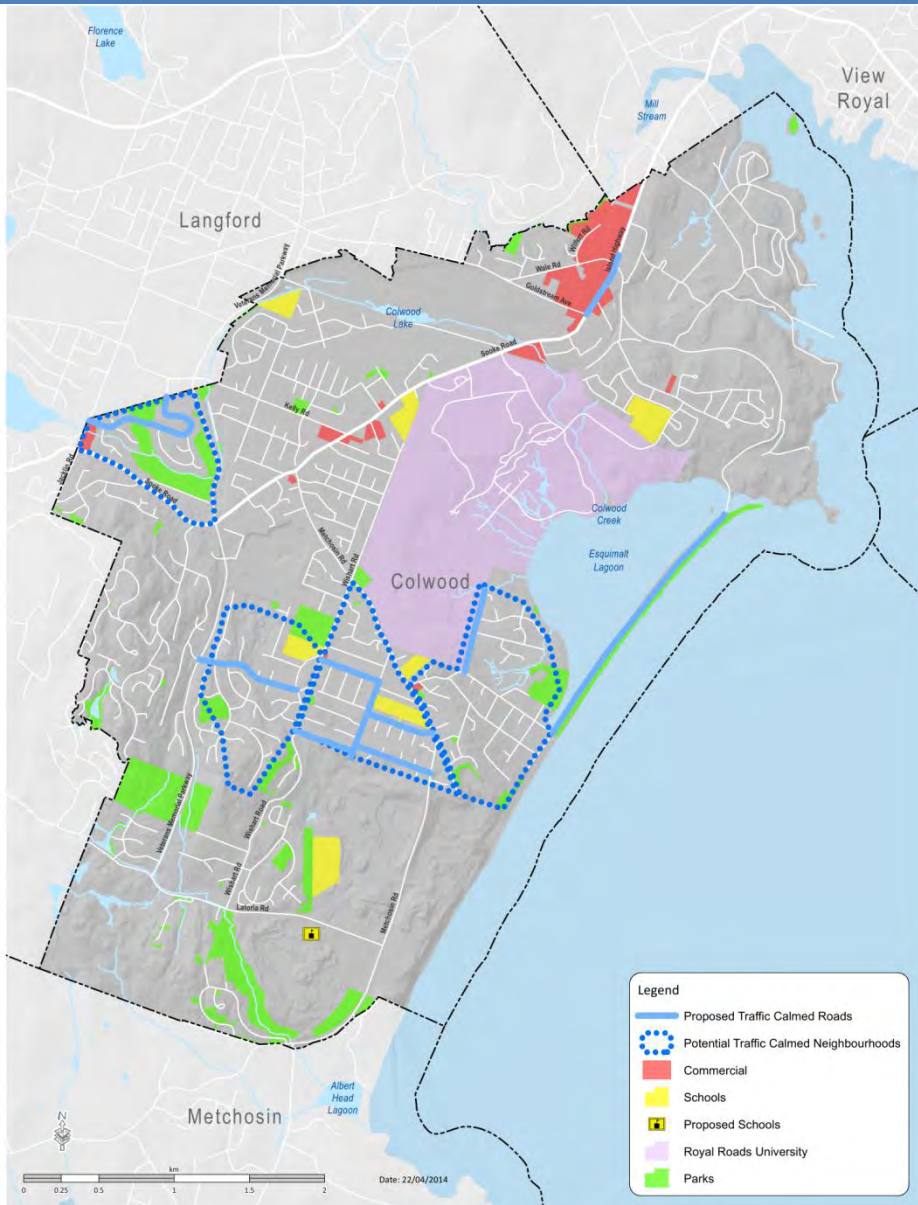


## Preliminary Directions:

1. Improve network connectivity
2. Improve intersections, including new traffic signals to accommodate projected traffic volumes, and
3. Implement minor intersection safety and operational improvements.



# 6. Liveable Neighbourhoods



**Over 70% of respondents agree or strongly agree with traffic calming in identified areas**

10. Do you support traffic calming in the identified areas?

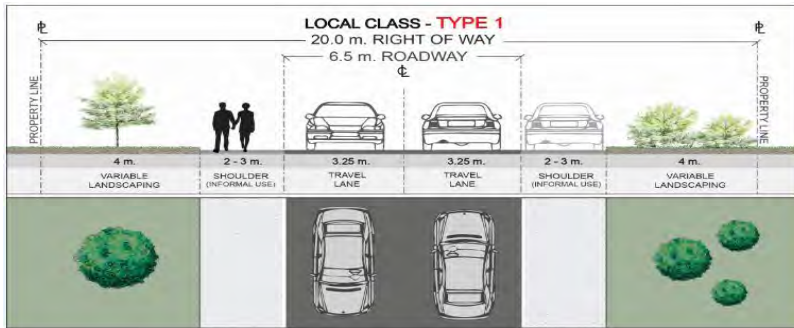
Response	Chart	Percentage	Count
Strongly agree		27.3%	18
Agree		43.9%	29
Neutral		19.7%	13
Disagree		4.5%	3
Strongly Disagree		4.5%	3
Total Responses			66

# 4.0

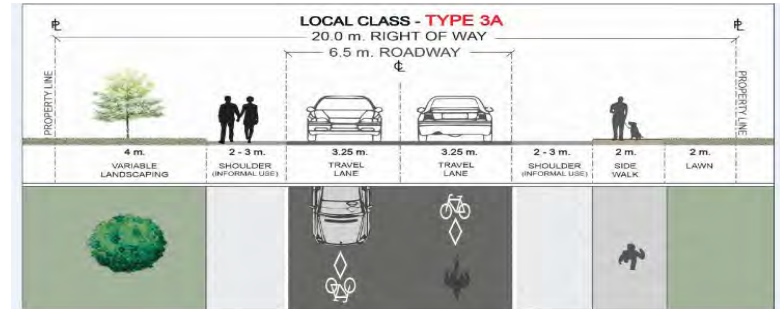
## Preliminary Directions – Street Design



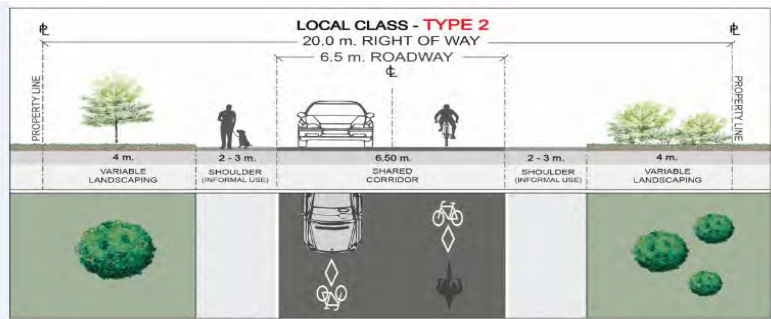
# The Future of Local Streets



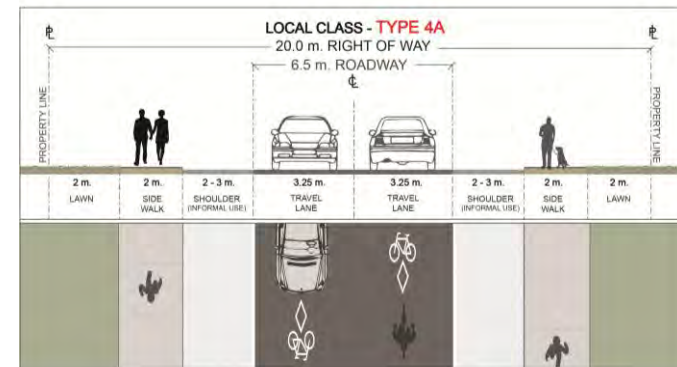
**Option #1** Local road with no sidewalk or bicycle facilities



**Option #3** Local road with a sidewalk on one side, bikeway facilities

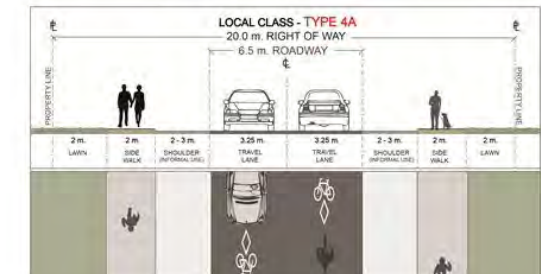
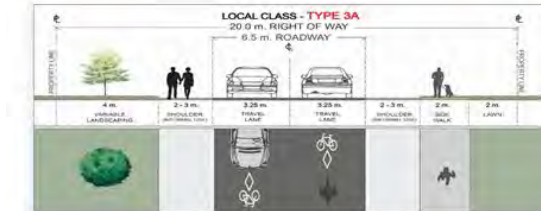
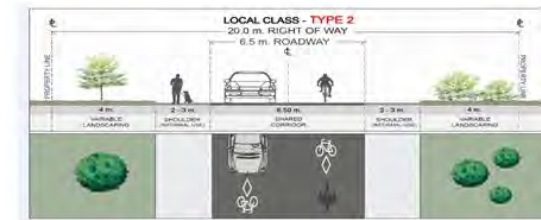
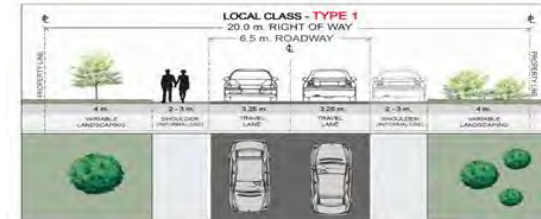
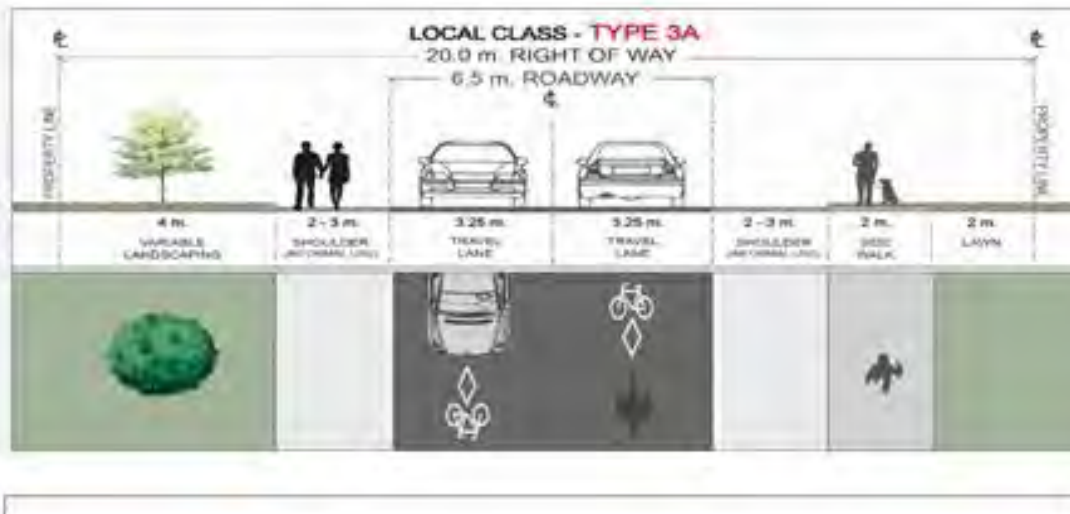


**Option #2** Local road with a neighbourhood bikeway and no sidewalk facilities



**Option #4** Local road with sidewalks on both sides

# The Future of Local Streets

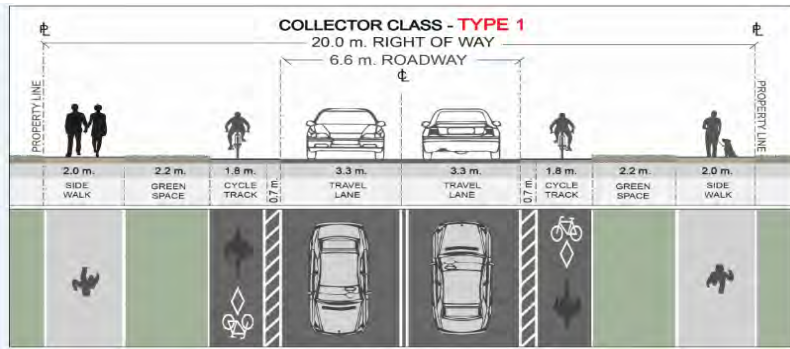


11. What ideal design do you prefer for local streets? (please choose one)

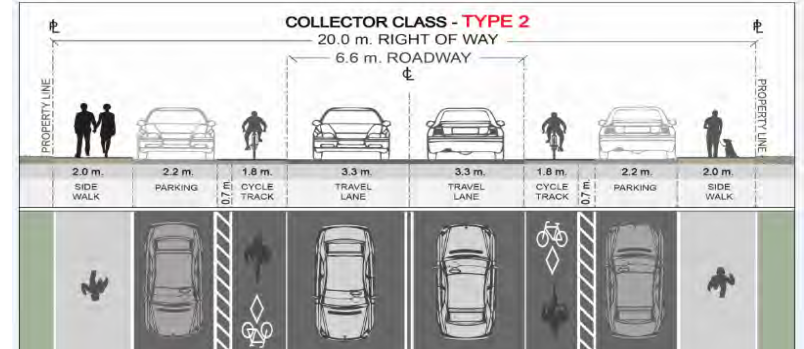
Response	Chart	Percentage	Count
Option 1		12.7%	8
Option 2		15.9%	10
Option 3		46.0%	29
Option 4		25.4%	16
Total Responses			63



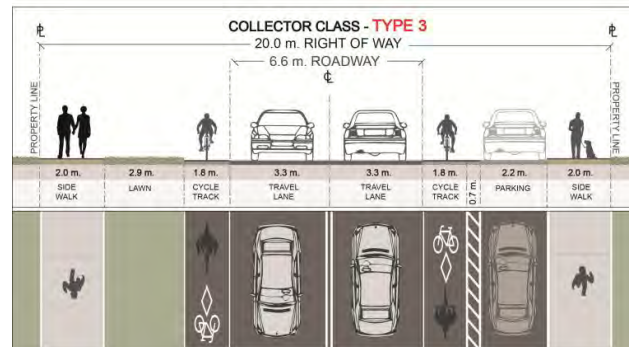
# The Future of Collector Streets



**Option #1** Collector with sidewalk facilities on both sides, and a curbside buffered bicycle lane. No parking lanes available.



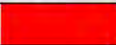


**Option #2** Collector with sidewalk facilities on both sides, two parking lanes, and a buffered bicycle lane on both sides

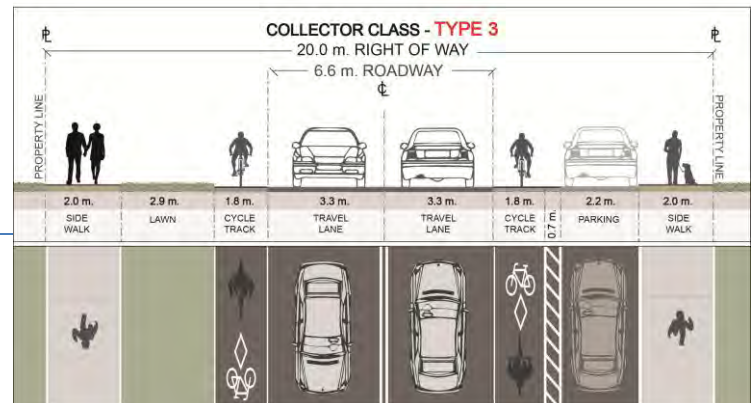
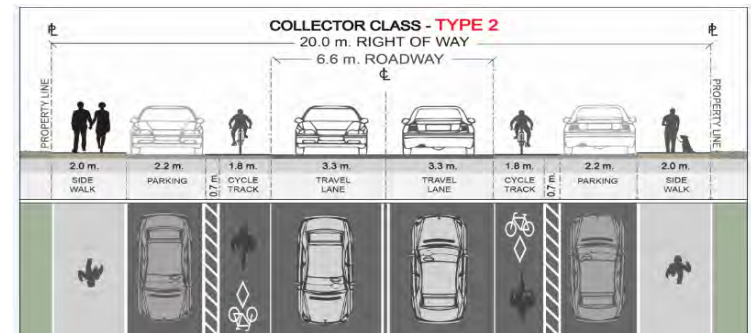
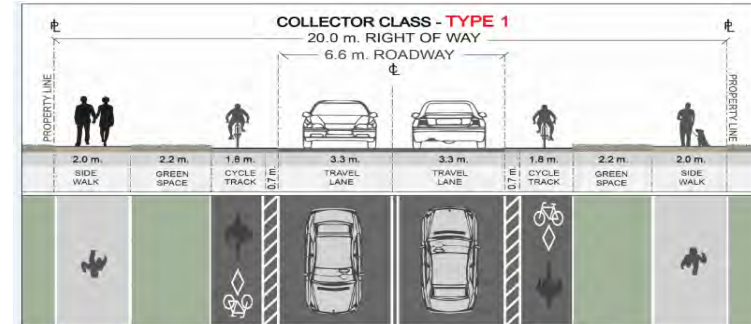


**Option #3** Collector with sidewalk facilities on both sides, bicycle facilities on two sides, and parking on one side

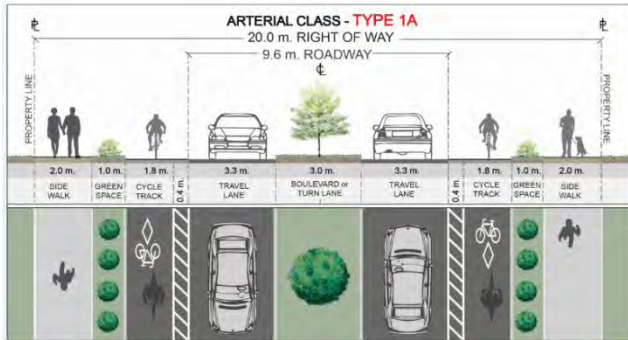
# The Future of Collector Streets

12. What ideal design do you prefer for collector streets? (please choose one)

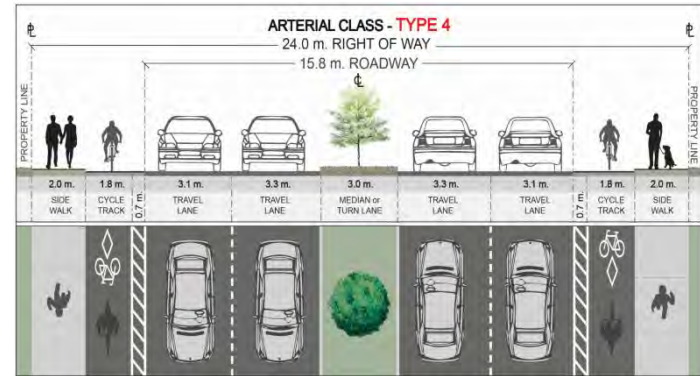
Response	Chart	Percentage	Count
Option 1		33.9%	21
Option 2		30.6%	19
Option 3		35.5%	22
Total Responses			62



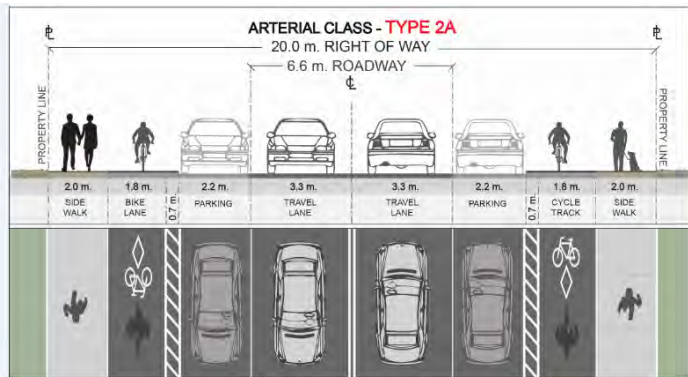
# The Future of Arterial Streets



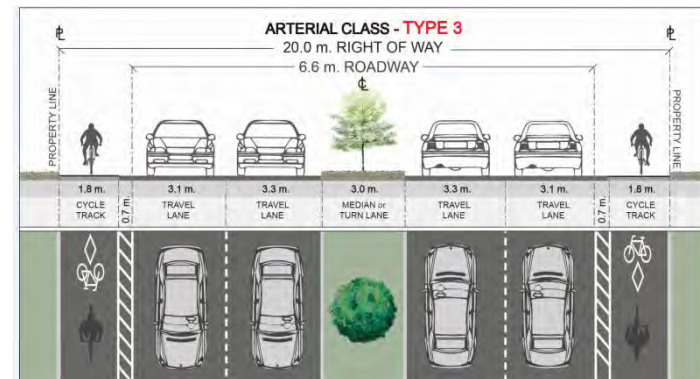
**Option #1** Two-lane arterial, with median, buffered cycling facilities, and no parking



**Option #3** Four-lane arterial, with median, sidewalk and buffered bicycle lanes on both sides



**Option #2** Two-lane arterial without median, sidewalk and parking-protected bicycle facilities on both sides, and parking lanes on both sides of the street



**Option #4** Four-lane arterial road with median, buffered bicycle lane, and no sidewalk facilities



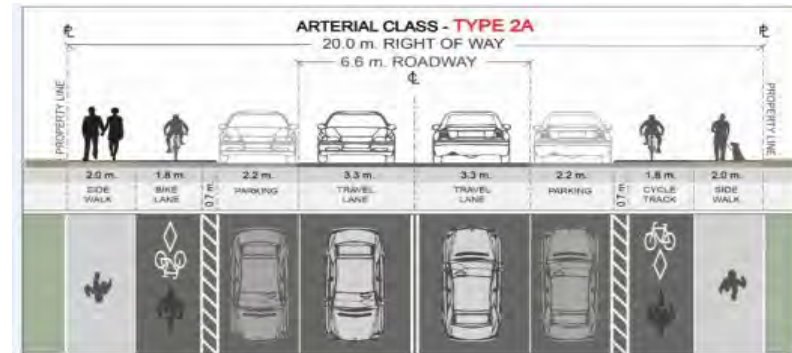
# The Future of Arterial Streets

2 lane arterials – prefer no median with parking option

4 lane arterials – prefer sidewalk option

13. What ideal design do you prefer for arterial streets? (please choose one)

Response	Chart	Percentage	Count
Option 1		23.3%	14
Option 2		36.7%	22
Option 3		33.3%	20
Option 4		6.7%	4
Total Responses			60



# Discussion

1. Do you agree with the **vision and goals**? Which goals are most important?
2. What should Colwood's mode share **targets** be?
3. What should Colwood's **transportation priorities** be?
4. What do you want your **local, collector and arterial** streets to look like?
5. In order to accommodate **future growth in Royal Bay** – should vehicle access be considered through Bunker Road or Painter Road?



# Committee of the Whole Meeting

April 23, 2014  
Colwood City Hall

## Thank You!

