



# Welcome!

## Welcome to this Open House for the City's Transportation Master Plan.

**The purpose of this Open House is:**

1. To update you about the Transportation Master Plan process
2. To present an overview of the preliminary directions that have been developed to date
3. To obtain your input & feedback on the direction and design of the City's transportation network



Please review the display boards, and feel free to ask City staff and consultants any questions you have.



As you review the display boards, please complete a questionnaire. Whenever you see this icon, please answer the question on your questionnaire.

More information on the Transportation Master Plan is available at: [www.colwood.ca](http://www.colwood.ca)





# Introduction

The City of Colwood is developing a Transportation Master Plan to improve how community members and visitors travel in and through the city - whether they are driving, walking, cycling, or using transit.

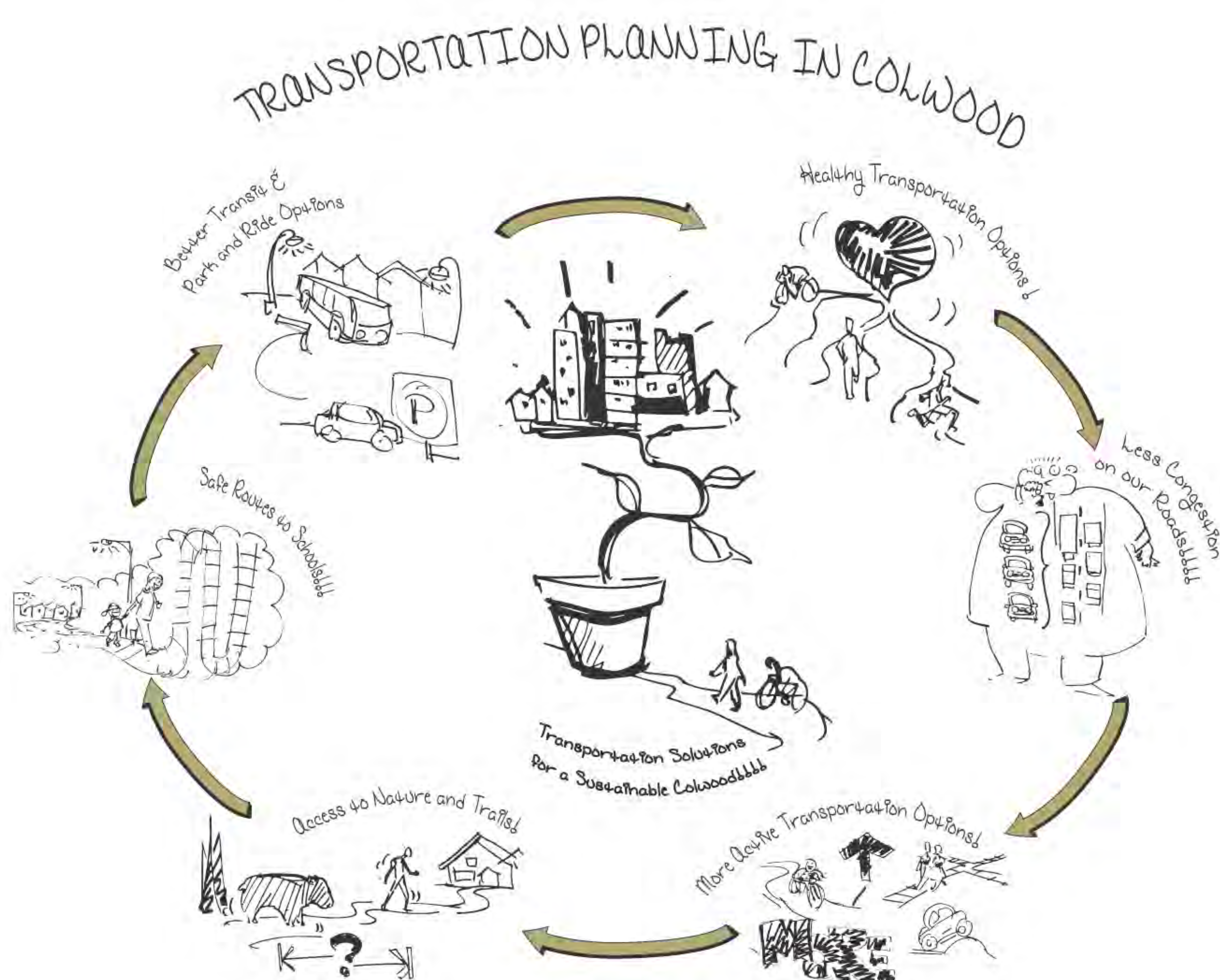
The plan will address more than the way people move around Colwood. It will bring about refreshing changes in Colwood, improving quality of life and sustainability - goals outlined in the City's Official Community Plan.

The purpose of the Transportation Master Plan is to guide the City's investments and programming in transportation over the next twenty-five years and beyond, and will focus on all modes of transportation.

Through this process, Colwood's transportation networks will become a platform for building **vibrant neighbourhoods**, creating **enjoyable streets** and trails and supporting **economic development** opportunities.

The plan will include several key components, including:

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







# Plan Process

The Transportation Master Plan is being developed over a four phase process that began in September 2013.

We are currently in Phase 3 of the process, which involves preparing and confirming long-term plans for each mode of transportation based on forecast growth and travel patterns.

Based on your input, we will continue to develop and refine the plan through spring of 2014, and will involve developing an implementation strategy that identifies short, medium and long-term priorities.



## Launching - Fall 2013

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



## Discovering - Fall / Winter 2013

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



## Planning- Winter/Spring 2014

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



## Prioritizing - Spring 2014

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





# Communications & Engagement

The Transportation Master Plan is being developed with the broad participation of the Colwood community, in order to ensure that the plan reflects the values and interests of residents, businesses, and key stakeholders.

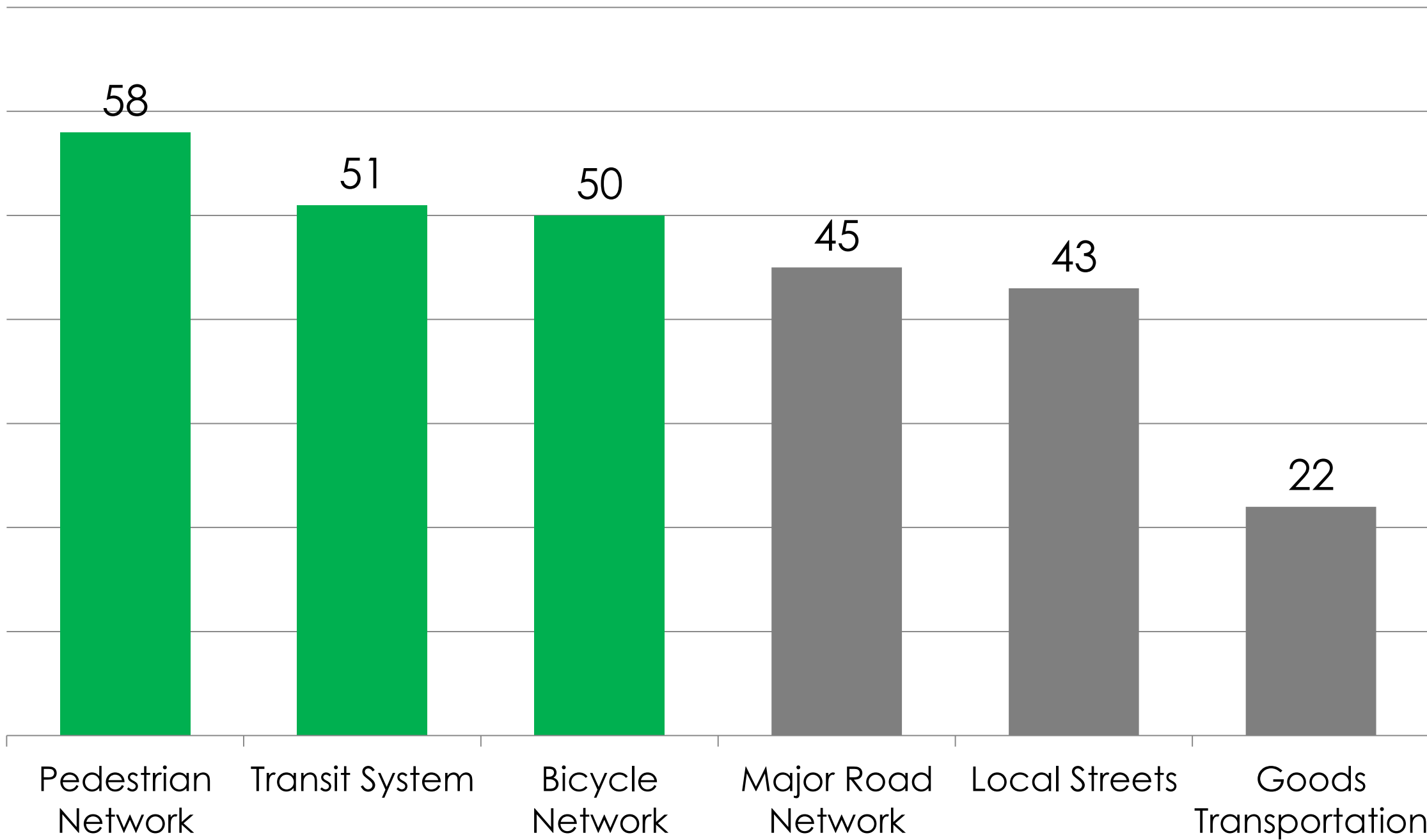
To date, there have been several opportunities for public input through various forums, including two **public workshops** in November 2013 and February 2014, an **on-line survey** which was available between November and December 2013, and today's **open house**.

There is also a **Stakeholder Advisory Committee** guiding the Transportation Master Plan, made up of residents, businesses, community members, City staff and other public and agency stakeholders.

Through these forums, the City has been able to get feedback and comments from hundreds of citizens. Through this feedback, we have heard that walking, transit and cycling are the top priorities of many community members.



*When asked to rank transportation priorities in Colwood, survey respondent identified walking, transit, and cycling as top priorities*







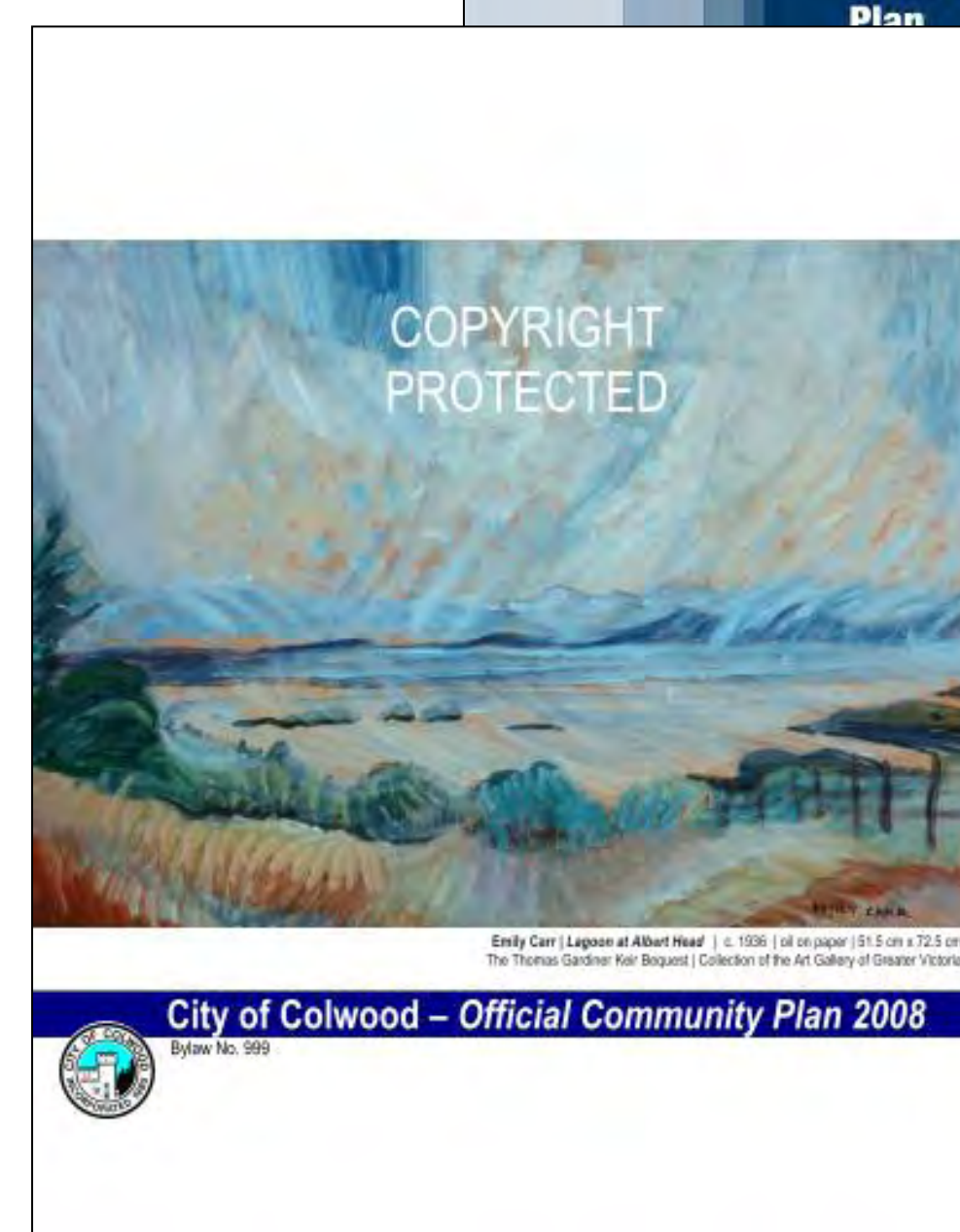
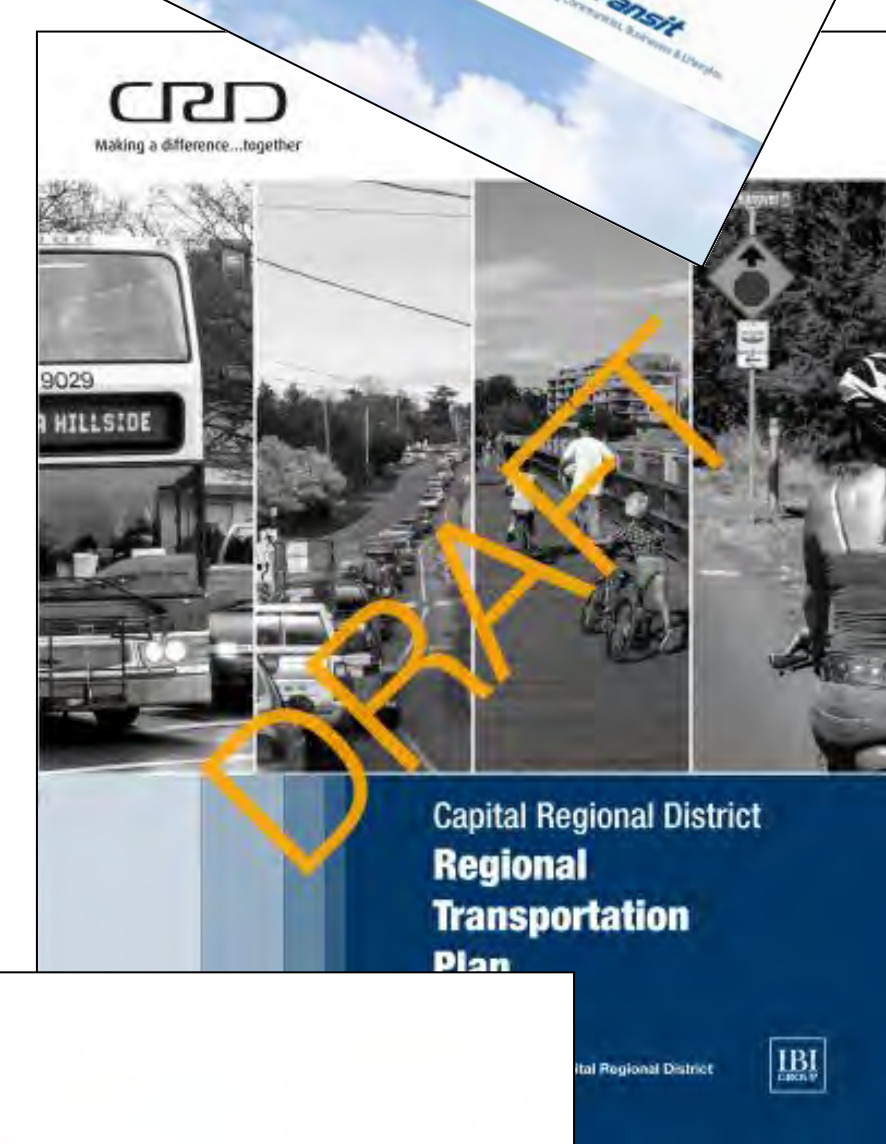
# Relationship to Other Plans

The City of Colwood has recently made significant commitments to livability and sustainability through a variety of initiatives, including through the Official Community Plan.

The Transportation Master Plan represents a significant opportunity for the City, as it will play a key role in achieving the City's goals for transportation, but will also help to achieve the City's broader community aspirations.

The Transportation Master Plan is being guided and shaped by several overarching plans and studies, including municipal initiatives and those of other agencies.

- Colwood's 2020 Vision
- Official Community Plan
- Economic Development Plan
- CRD Regional Transportation Strategy
- CRD Pedestrian and Cycling Master Plan
- BC Transit Victoria Transit Future Plan



Developing the transportation plan and economic development strategy concurrently ensures the plans work together to support land use decisions that will attract investment, workers and homeowners to Colwood.

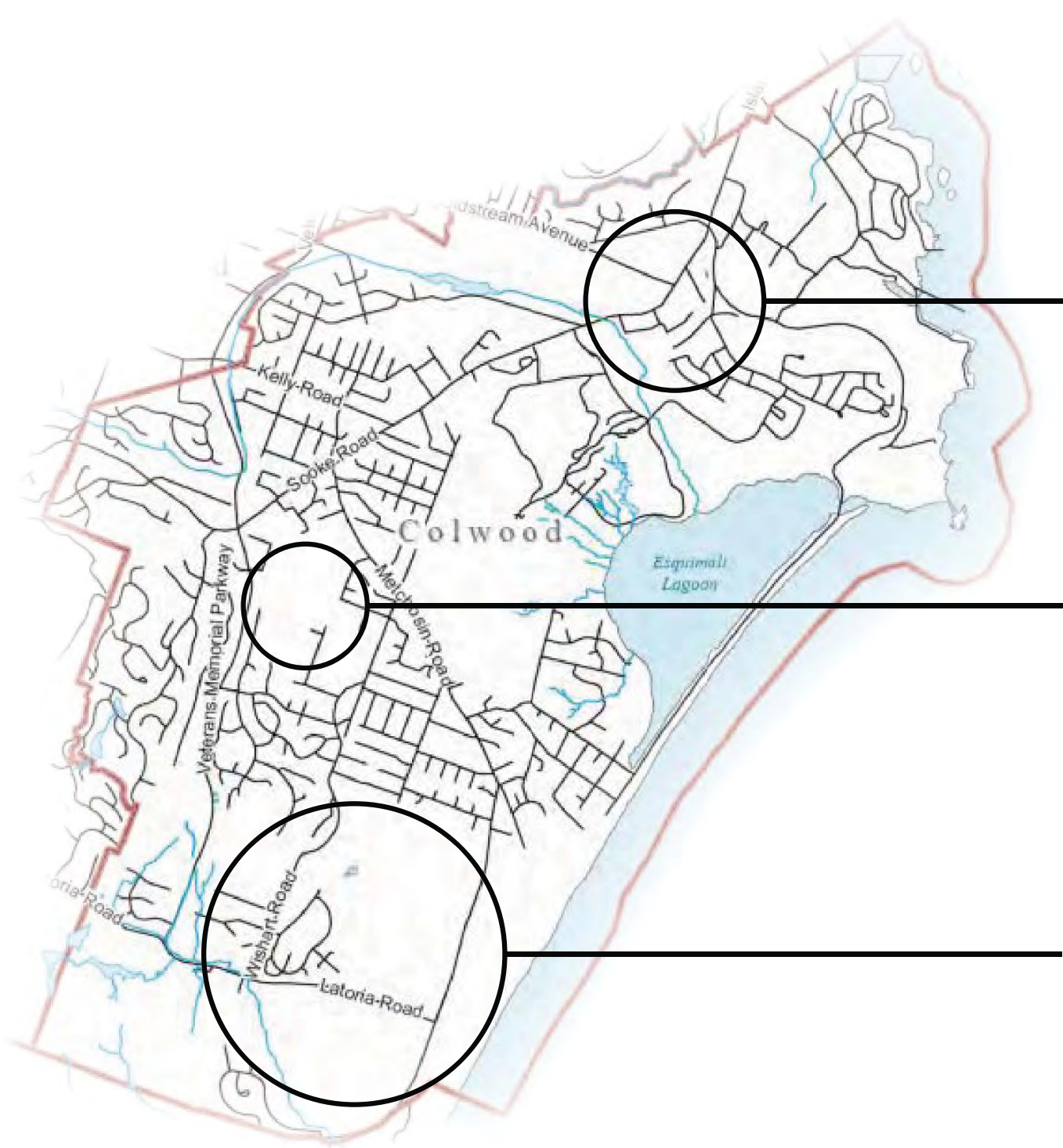
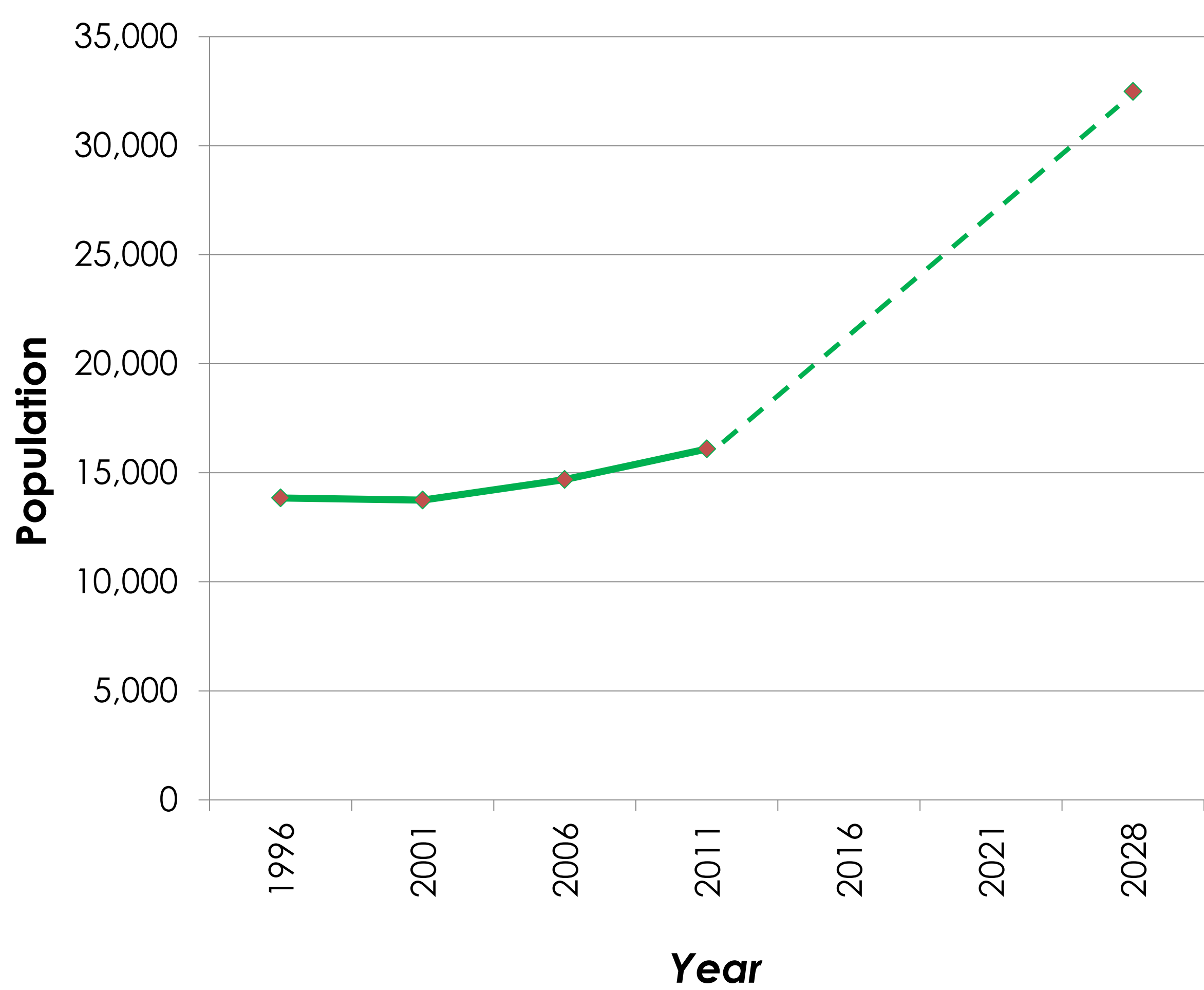




# Community Context

The City of Colwood is a vibrant and growing municipality of approximately 16,000 residents. The City is experiencing rapid growth and development that is set to further position Colwood as a key community to live, work and visit. This growth, as well as rapid growth in neighbouring communities, will continue to elevate the traffic and growth pressures on Colwood’s transportation system.

Population growth in Colwood 1996 - 2028



**Colwood Corners**

**Allendale Lands**

**Royal Bay**

Colwood’s OCP identifies growth areas that will support significant residential and employment growth, including Royal Bay, Allendale Lands and Colwood Corners.

Development in these areas can ensure residents can live, work and play in proximity, encouraging walking, cycling and transit and reducing the need to travel long distances.





# Growth & Development

One of the City’s major growth nodes is Royal Bay. The City’s OCP includes an Area Plan for Royal Bay, which was adopted in 1996 and called for 2,800 units – 500 of which have been constructed. the City is currently updating the Royal Bay Area Plan to provide a renewed vision and policy direction for the oceanfront neighbourhood.

The updated vision for Royal Bay aspires for a series of residential neighbourhoods that frame mixed-use commercial areas, supported by an integrated park and trail network, with a publically accessible waterfront. Royal Bay is envisioned as a complete community, with a connected network of trails, pathways, bicycle lanes, and sidewalks providing residents and visitors options to vehicle use. Metchosin Drive and Latoria Boulevard are seen as the transit ‘crossroads’ within Royal Bay that will accommodate future transit service and further support enhanced mobility options.

## Developer’s Concept Plan for Royal Bay



Table 1 – Area Plan Land Use Summary<sup>4</sup>

	Land Use	Area Hectares	Density Range Uph (feet)
32%	Detached Residential	60.67	12-30
8%	Attached Residential	15.34	30-86
3%	Apartment Residential	4.71	200-300
5%	Commons Mixed Use – Flex Area	9.28	30-300
5%	Landing Mixed Use – Flex Area	5.16	30-300
4%	School	8.03	-
	Neighbourhood Natural Park	21.60	-
	Neighbourhood Park	6.14	-
7%	Community Waterfront Park	14.24	-
23%	Street and Lane Right-of-Way	43.57	-
100%		188.58	

Currently the process of updating the Royal Bay Area Plan has been presented at two public open houses, and it will be entering into the public approvals process in late spring 2014. The updated Royal Bay Area Plan will be presented for adoption to Colwood City Council in Summer 2014. For more information on recent Royal Bay open houses and project resources, please visit [www.royalbaycommunity.com](http://www.royalbaycommunity.com) or submit inquiries to [feedback@royalbaycommunity.com](mailto:feedback@royalbaycommunity.com)

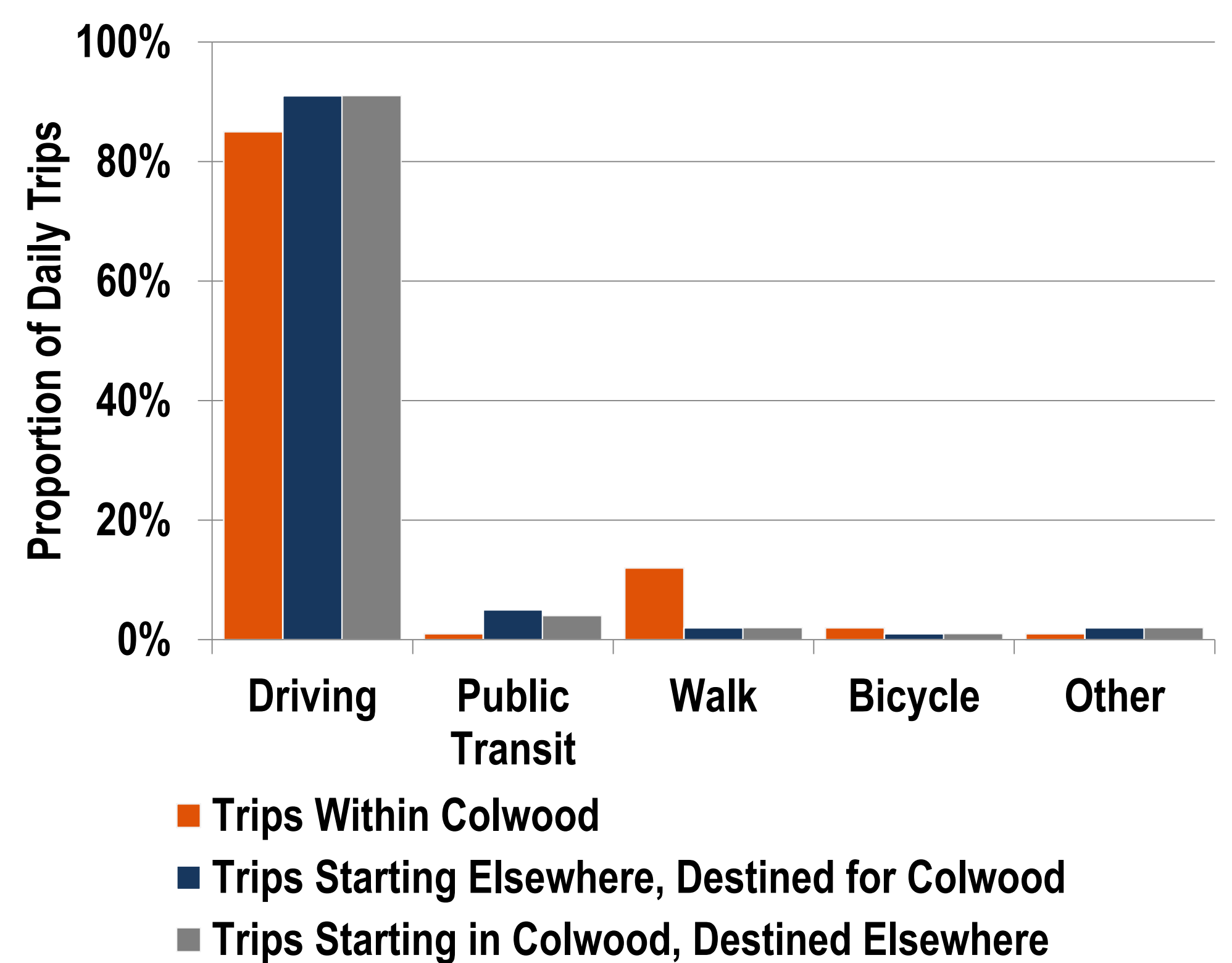




# Travel Patterns

**Total Daily Trips.** Approximately 60,000 daily trips are made in Colwood per day by driving, transit, walking, or cycling, as reported by the CRD 2011 Origin-Destination Household Travel Survey.

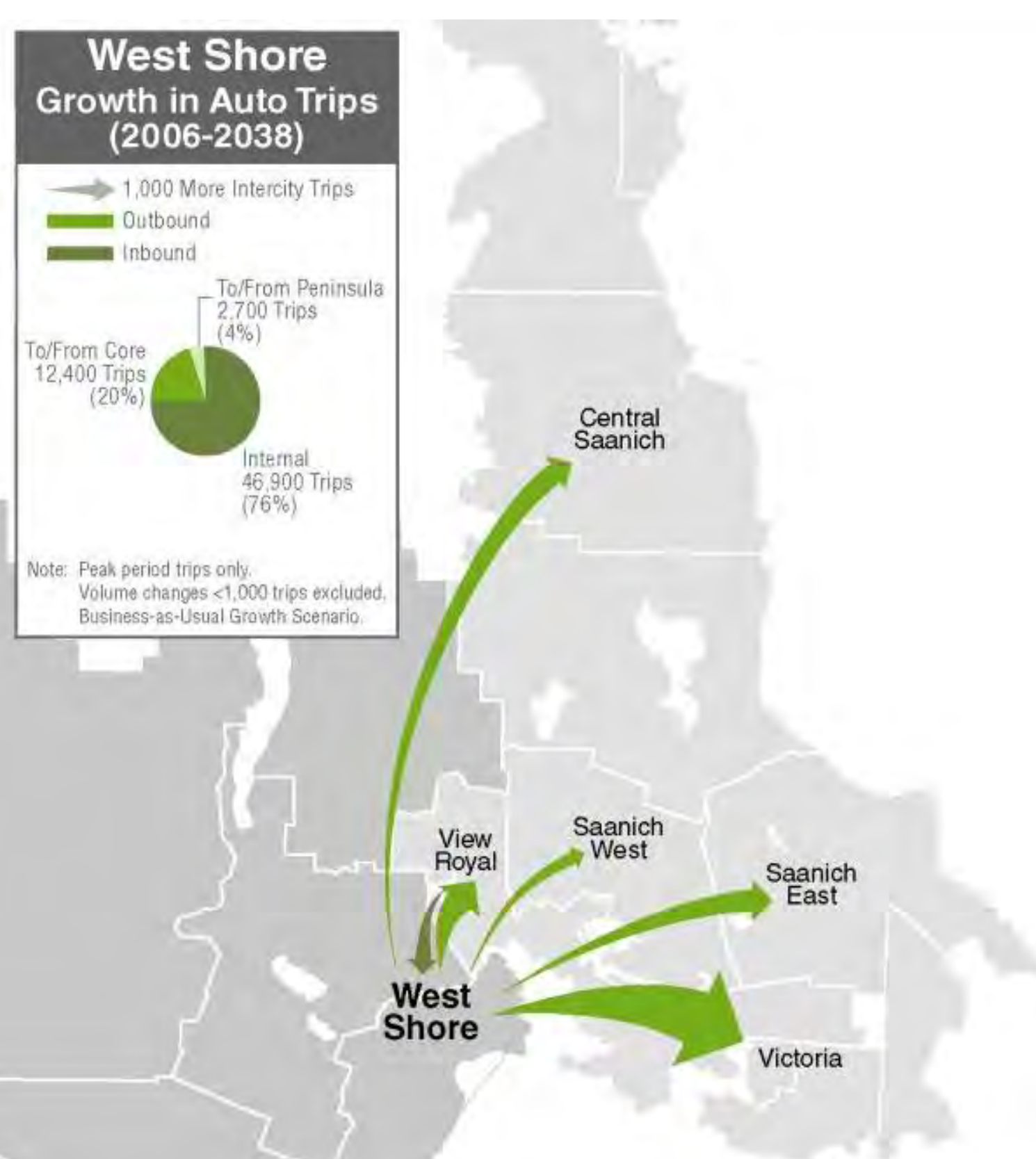
**Mode Share.** Driving is the primary mode of transportation in Colwood today, as it accounts for 82% of all daily trips. Transit accounts for 9% of all daily trips, while cycling and walking together account for 7% of daily trips in Colwood.



**Trip Destinations.** Approximately 20% of daily automobile trips from the West Shore are to the core, and 4% are to and from the Saanich Peninsula, while the vast majority (76%) are to the western communities.

When looking at sustainable modes, walking, cycling, and transit account for 10% of all non-internal trips, while walking accounts for 12% of daily trips within Colwood.

With more growth planned in Colwood and the West shore, aspiring for more trips to be made my sustainable modes would allow Colwood to become a more self-sustaining city.







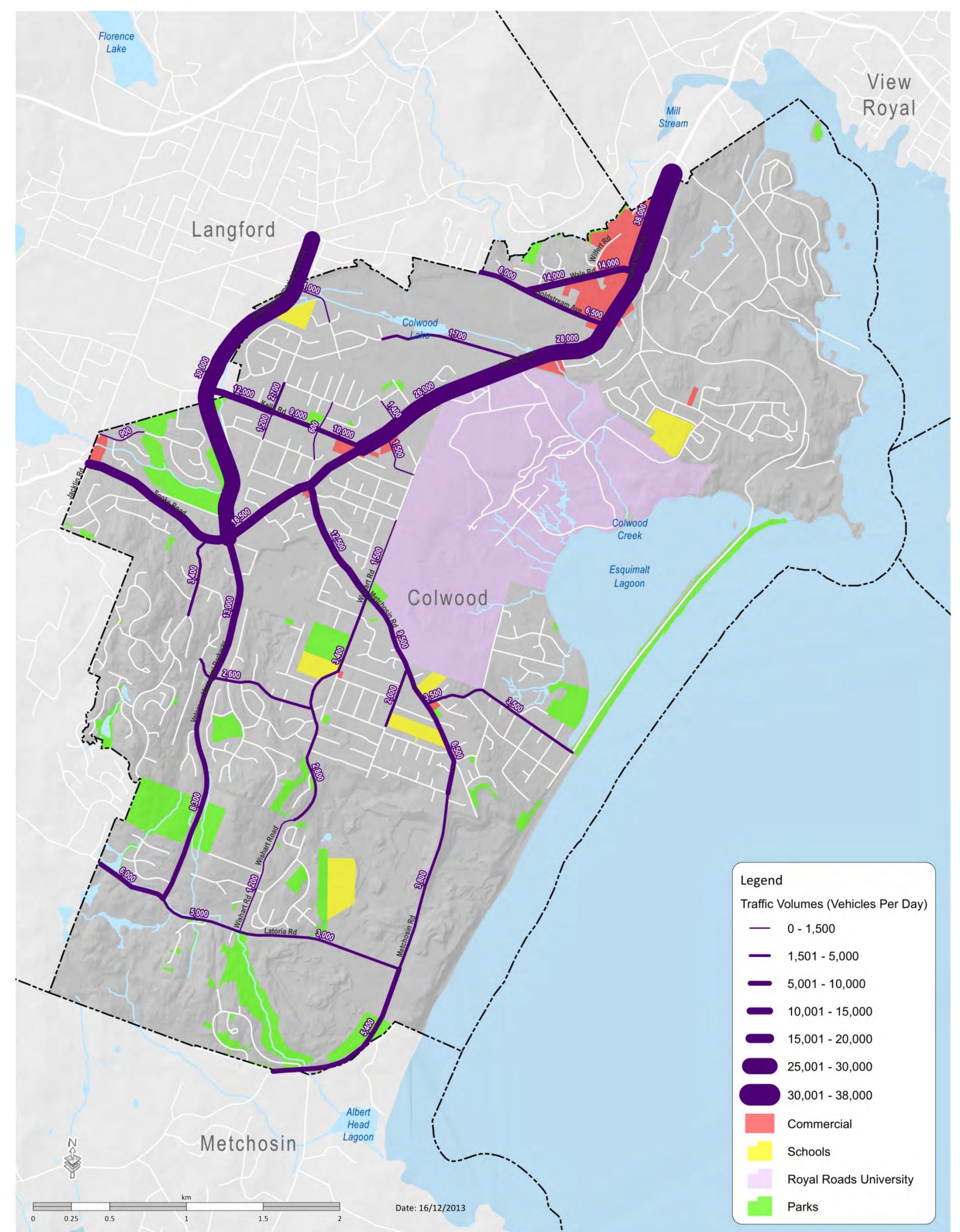
# Travel Patterns

**Traffic Volumes.** The streets with the traffic volumes today include:

- Island Highway (north of Goldstream Avenue) – 38,000 vehicles per day
- Veterans Memorial Parkway (north of Sooke Road) – 30,000 vehicles per day
- Sooke Road – 28,000 vehicles per day

With forecast growth in Royal Bay and elsewhere in Colwood and surrounding communities, traffic volumes will increase over time.

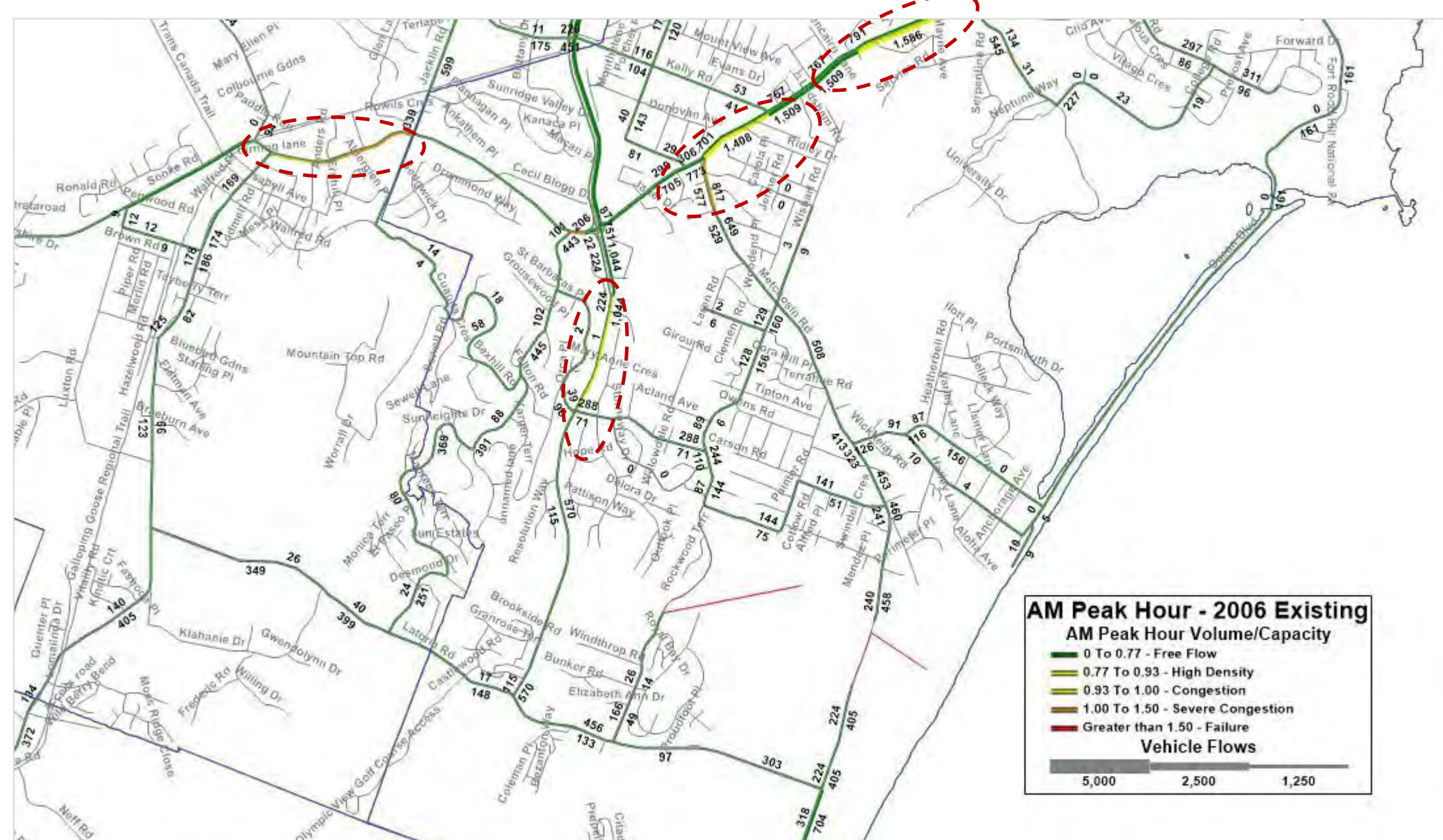
Existing Daily Traffic Volumes in Colwood



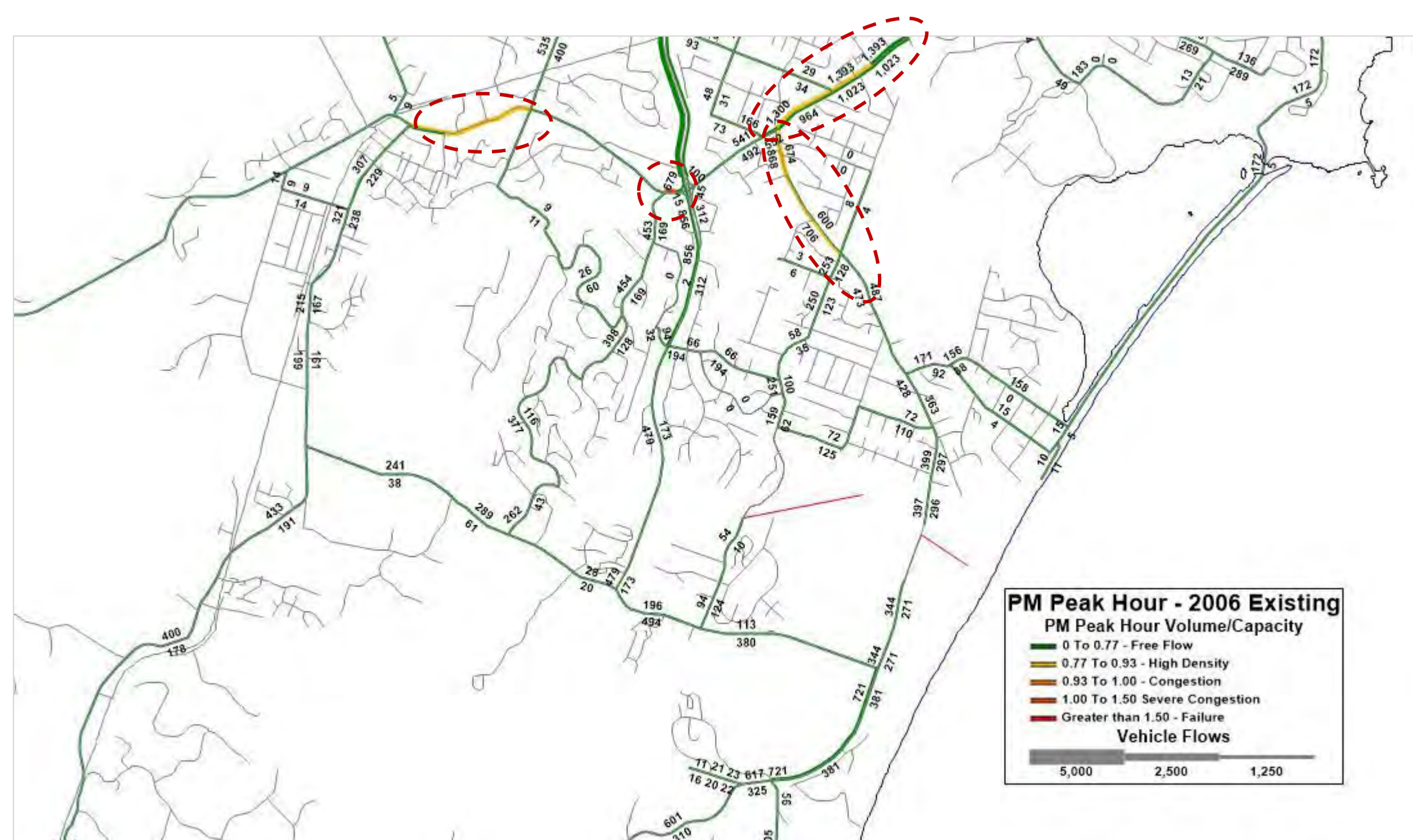
## Current Roadway Capacity.

Although some corridors may have high traffic volumes, only a few localized segments experience high congestion in the morning and afternoon peak times today, including:

- Sooke Rd, between VMP and Jacklin Rd
- Sooke Rd, between Metchosin Rd and University Drive
- Metchosin Road, between Wishart Rd and Sooke Rd



Areas of moderate to high congestion



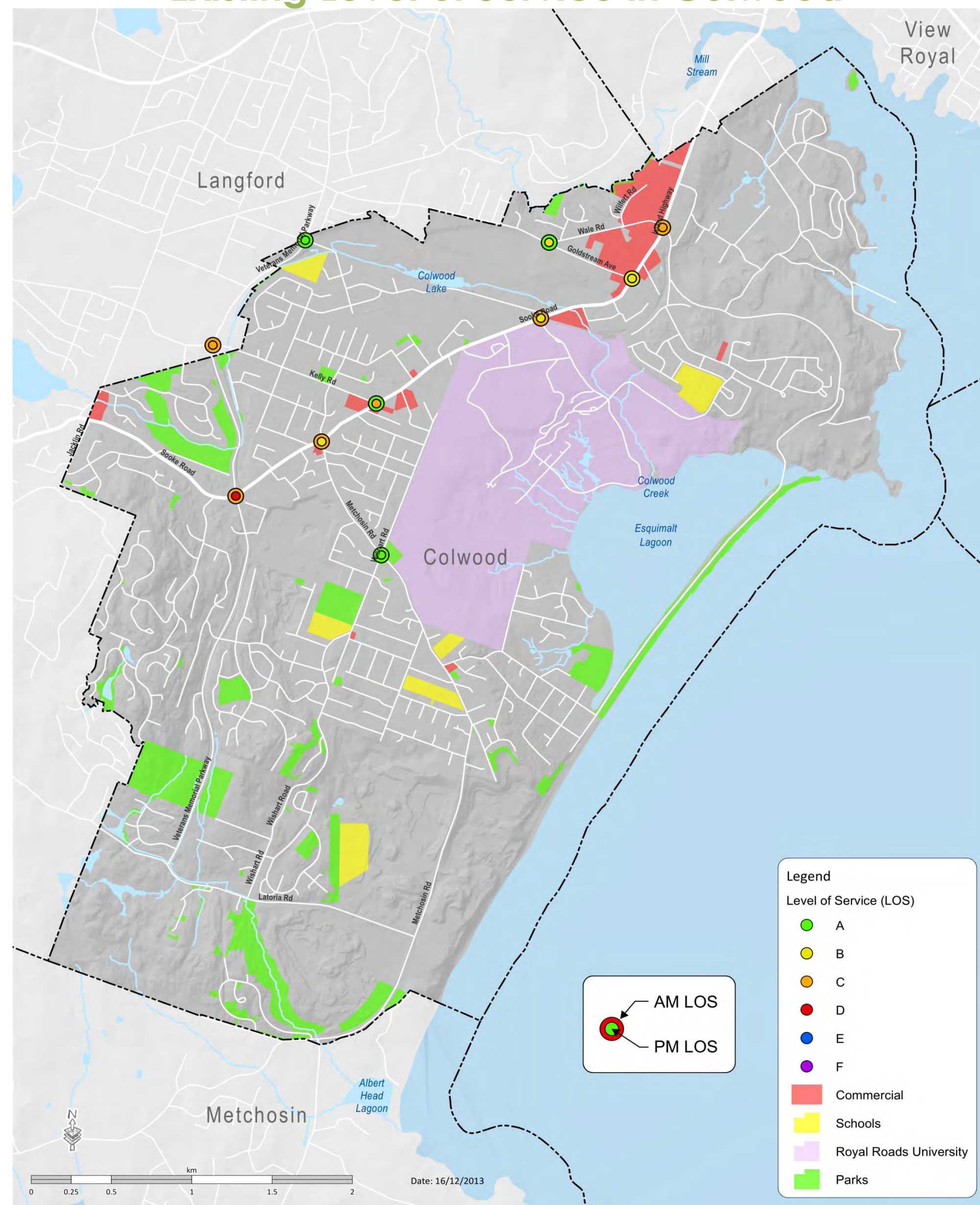




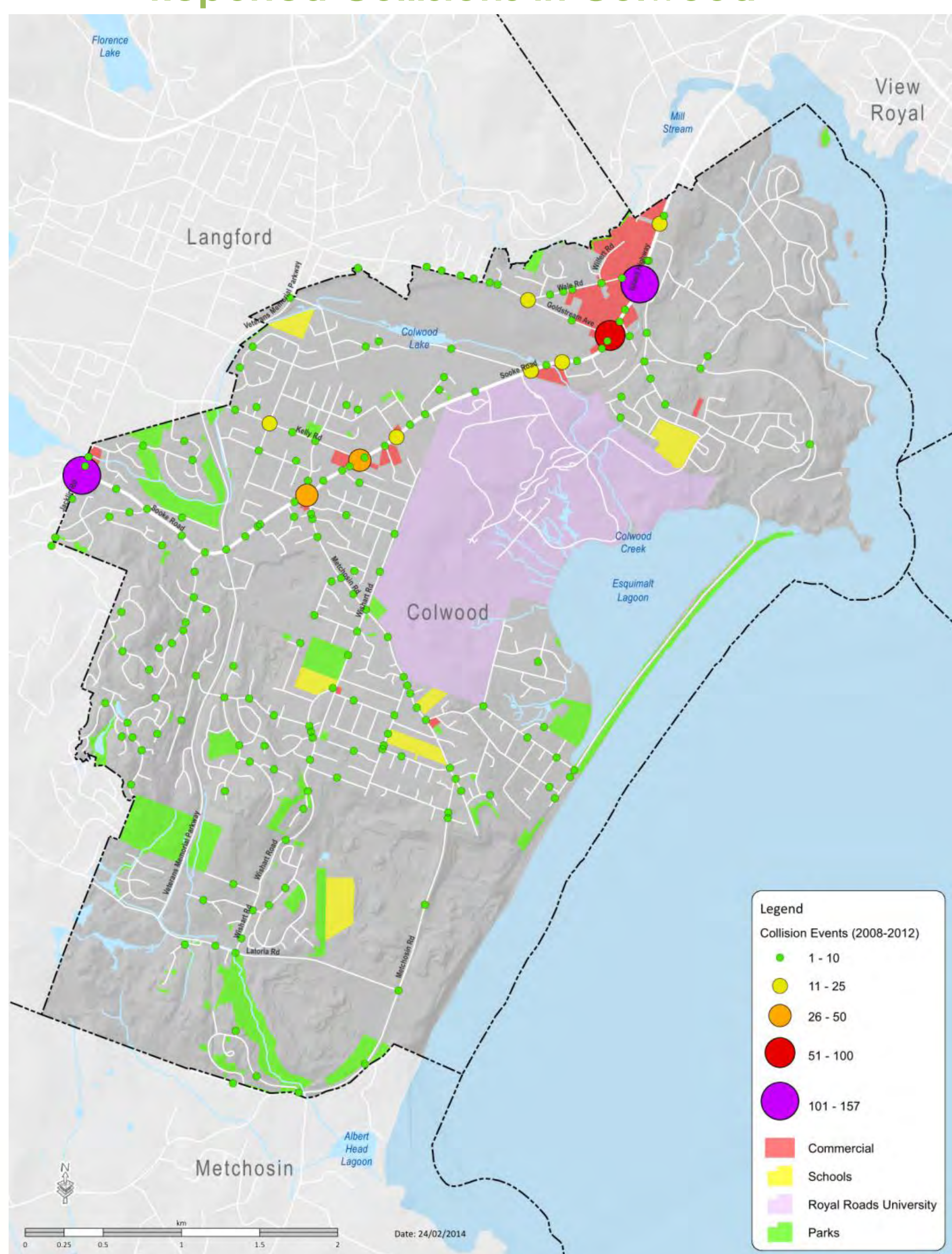
# Travel Patterns

**Existing Congestion and Delay.** The overall performance of a roadway is typically measured by the delays experienced at major intersections, also referred to as Level of Service (LOS). LOS A suggests that there is no delay and LOS F indicates that there is significant delay and the intersection is experiencing significant queuing. LOS C or better is generally used as the target for planning purposes. Overall, there are few areas of significant congestion and delay in Colwood today.

Existing Level of Service in Colwood



Reported Collisions in Colwood



**Safety.** Collision data from ICBC was reviewed to identify high collision locations. Three locations in Colwood saw at least 100 reported collisions between 2008 and 2012, including:

- Island Highway at Wale Road (157 collisions)
- Sooke Road at Jacklin Road (113 collisions)
- Island Hwy / Sooke Road at Goldstream Ave (100 collisions)





# Travel Patterns

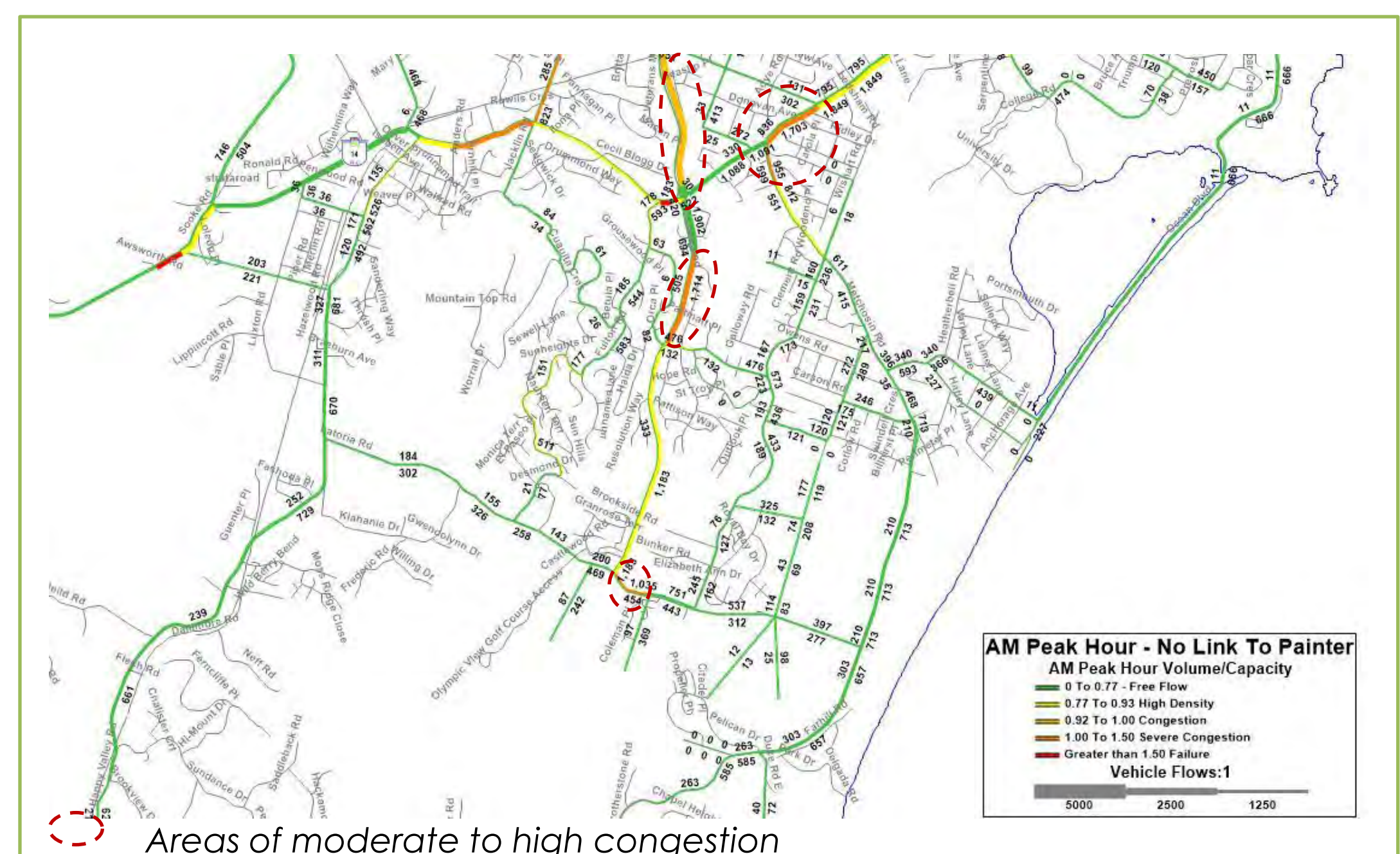
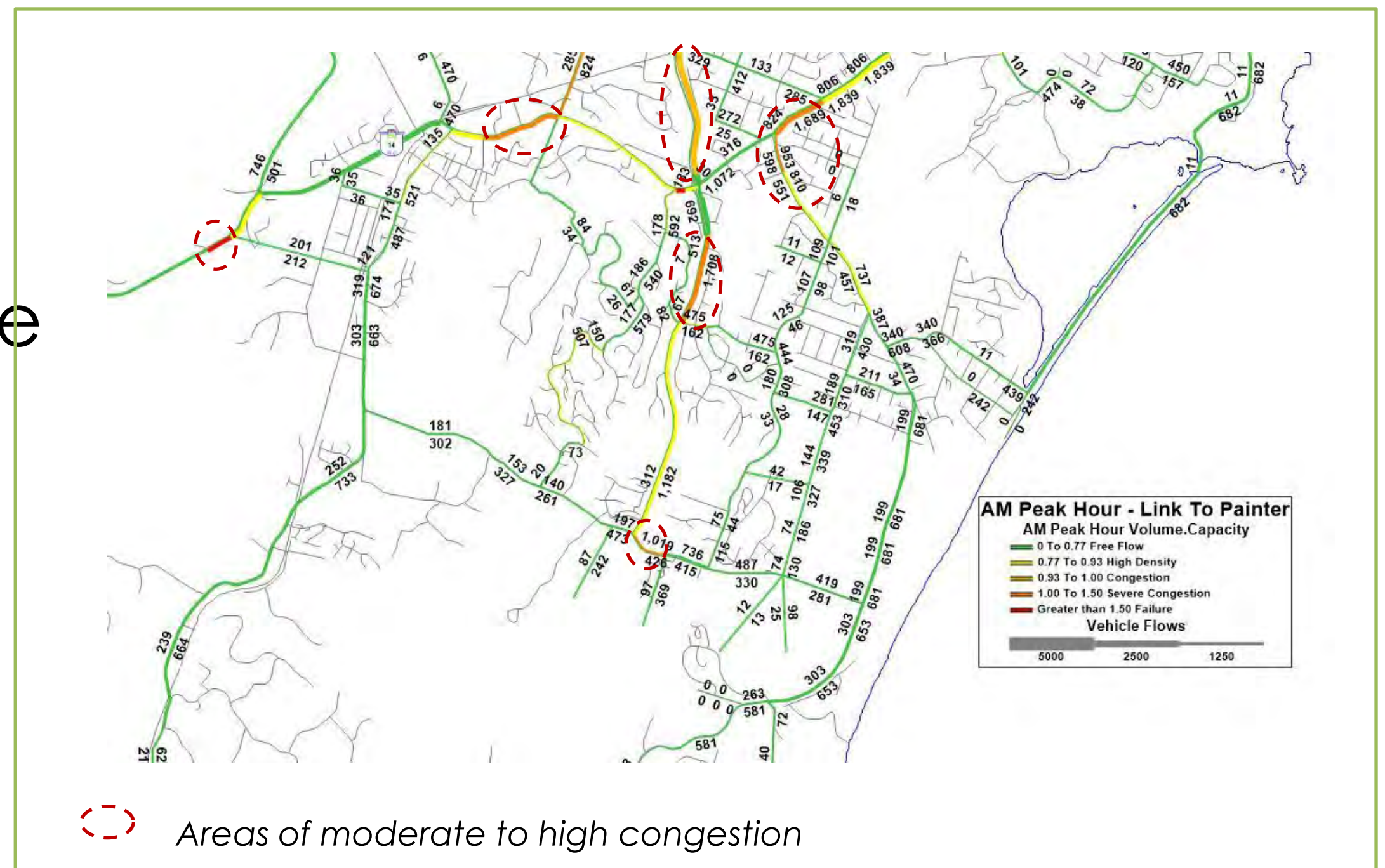
**Forecast travel patterns.** Growth and development in the Royal Bay area as well as elsewhere in the City and surrounding communities will contribute to traffic volumes on several roads in the City, particularly southeast Colwood.

Future roadway capacity was analyzed for roadways in central and southeast Colwood to determine the impact of future traffic generated by Royal Bay residents and visitors along with overall growth throughout the City.

Population growth in Colwood and surrounding municipalities will increase traffic volumes and congestion in key areas of the City.

The City can take two broad approaches to manage existing traffic:

1. Expand the road network to accommodate increase vehicle trips
2. Manage the transportation system by promoting walking, cycling and transit



?

**How should the City plan to accommodate future travel within the City?**  
**Expand the road network or promote sustainable modes of transportation?**





# Vision

The Transportation Master Plan is intended to help shape Colwood's transportation investments and programs over the next 25 years and beyond. Establishing a vision and goals will help guide the overall direction of the TMP update and serve as the basis from which improvement opportunities are identified and prioritized.

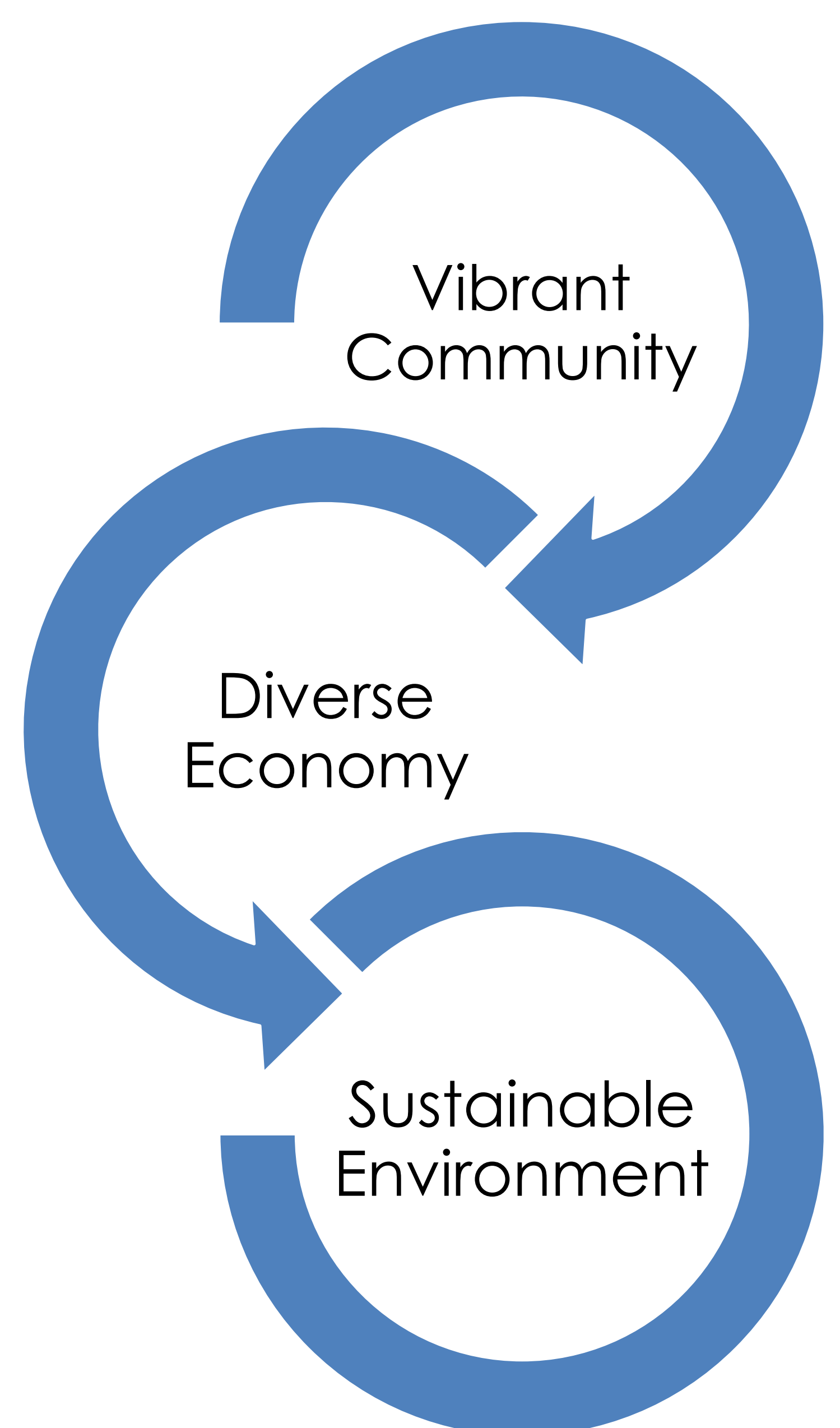
An overall vision and supporting goals have been developed based on key City directions, including those from the Official Community Plan the City's Vision 2020, as well as feedback received from residents and stakeholders throughout the process.

## 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**.



**Do you agree with these three pillars?**





# Goals

## Goals

The Transportation Master Plan includes eight overarching goals which are based on the Community Sustainability Goals identified in the City's Official Community Plan

- 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.

- 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.
- 6

**Vibrant Local Economy**  
Create a transportation system that supports local business through accessibility by walking, cycling and transit and vehicles.
- 7

**Energy, Climate Protection & Adaptation**  
Develop a transportation system that enables accessibility and mobility with minimal use of fossil fuels.
- 8

**Water, Resources, & Waste**  
Seek opportunities to integrate sustainable rainwater management practices into transportation infrastructure.



Which of these goals are most important to you for the Transportation Master Plan?





# Targets

The Transportation Master Plan will include targets to monitor progress in achieving the vision and goals. One of the most common targets for transportation plans is mode share, or the percentage of trips made by each mode of transportation.

In order to help achieve the City's aspirations and targets towards greenhouse gas emissions reductions, mode share targets can be bold and ambitious, yet they should also be practical and achievable. Currently in Colwood, the mode share of walking, cycling and transit trips to work has actually been declining slightly since 1996, moving from a total of 15.3% of all trips to work in 1996 to 13.1% of all trips in 2011.

If the City establishes increased targets for walking, cycling and transit, this will require significant investments and priorities for these modes of transportation. There are several levels of targets that can be considered for the TMP as suggested below:

- **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



**What should Colwood's transportation targets be?**





# Themes of the Plan

The Transportation Master Plan includes six overarching themes, which direct the Plan in achieving the Vision, Goals and Targets. Each theme will include more directions that are supported by a series of policies, which are described on the following boards for each theme.

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



The Transportation Master Plan will include a hierarchy of modes which proposes that the City consider the needs of pedestrians, cyclists, public transit, and goods and services movements before that of private automobiles.

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What are your highest priorities for the Transportation Master Plan?



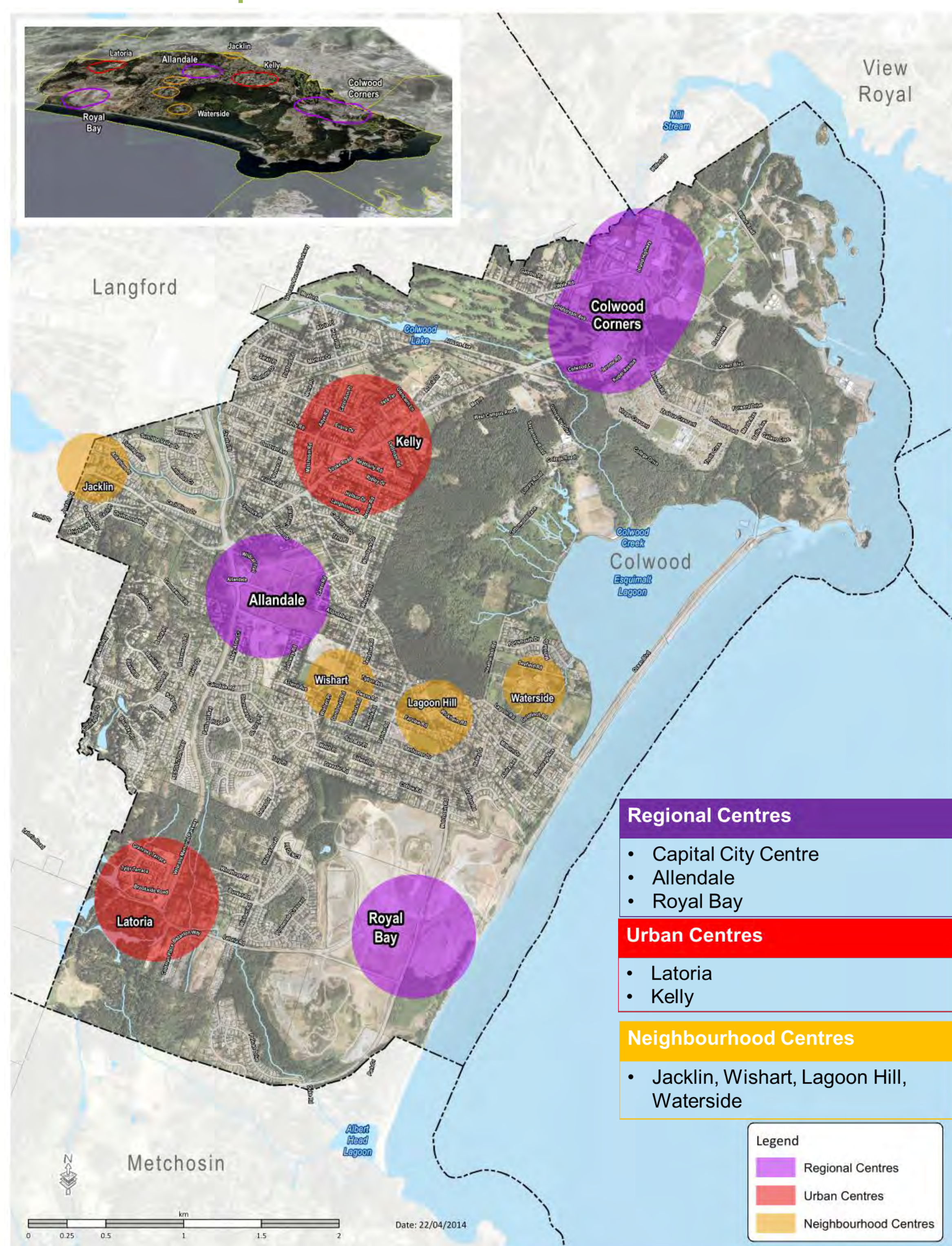


# 1 Network of Economically Vibrant Centres

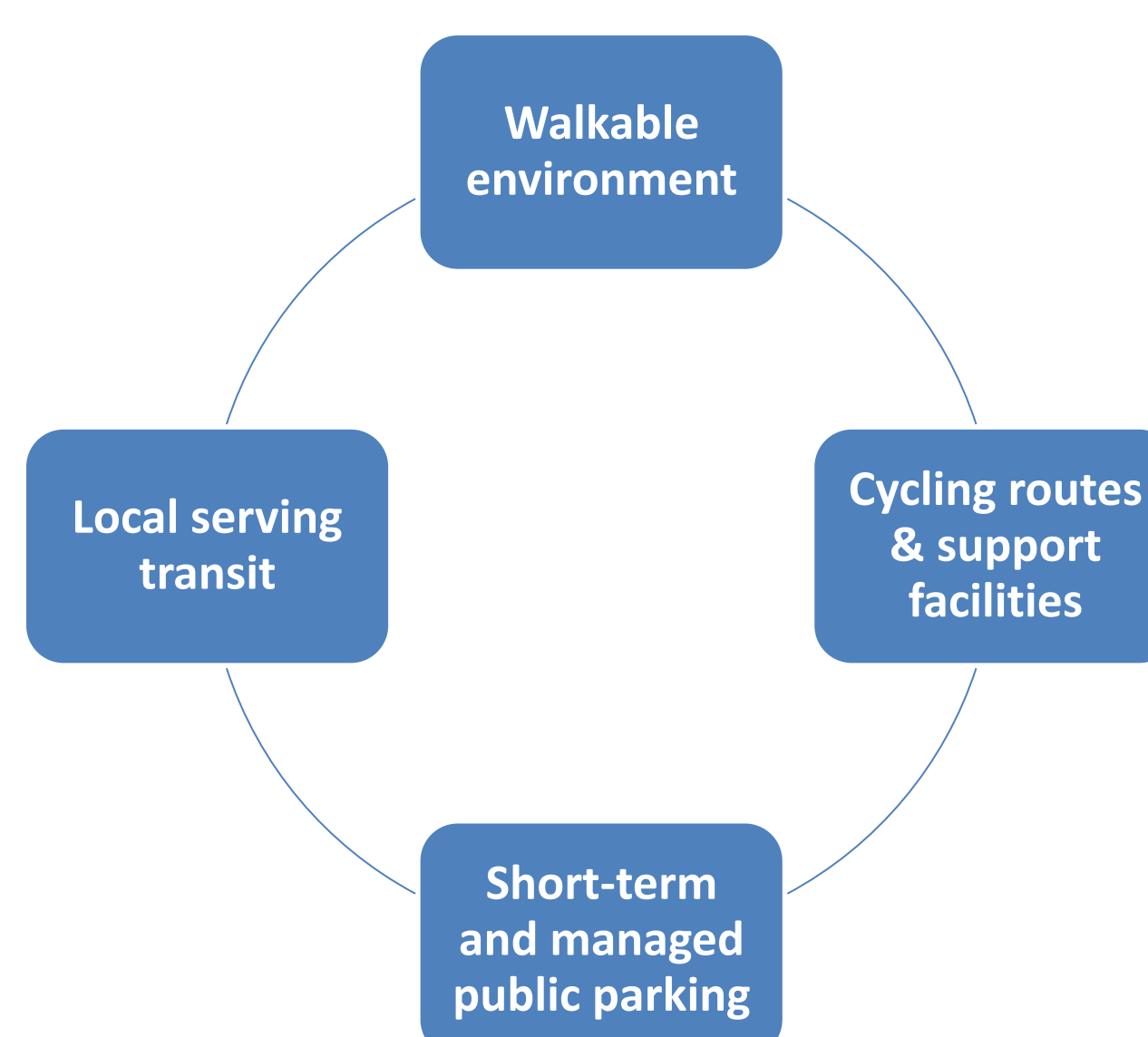
The plan has identified areas of the City that are, or have the potential to, support higher levels of non-auto travel through the concept of **Vibrant Centres**. The concept of Vibrant Centres builds upon the directions of both the CRD's Regional Transportation Plan, which identifies a network of mobility hubs through the region, as well as the City's OCP which identifies a number of 'centres' throughout the City.

The Vibrant Centres are intended to support the City's economic development aspirations by creating walking, bicycle-friendly, and transit supportive centres. In addition, the TMP seeks to have strengthened connections between these centres, and that each of the Vibrant Centres have strong connections by all modes.

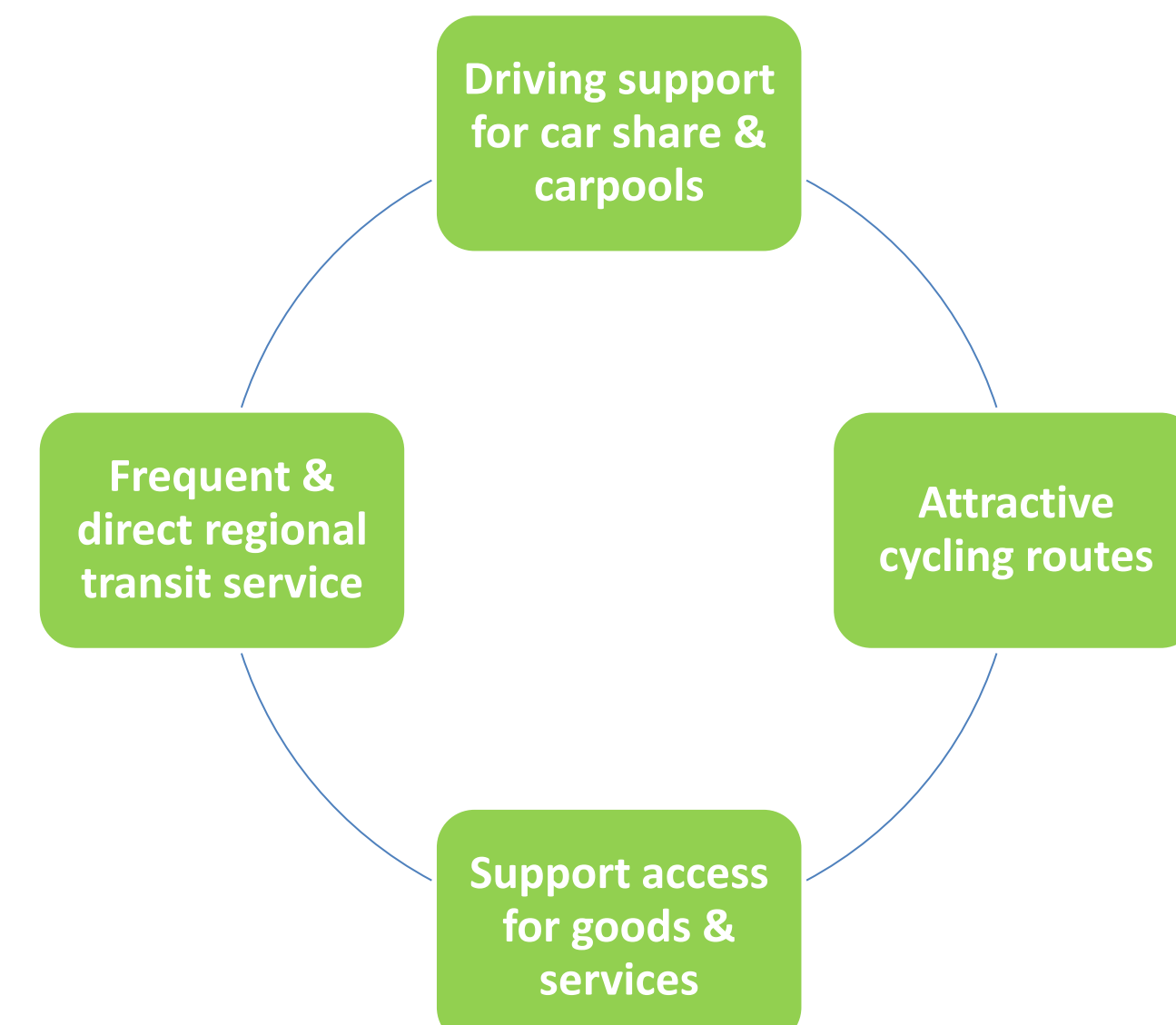
Proposed Network of Vibrant Centres



Priorities Within Centres



Priorities Between Centres



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Are there other areas that should be considered as a vibrant centre?





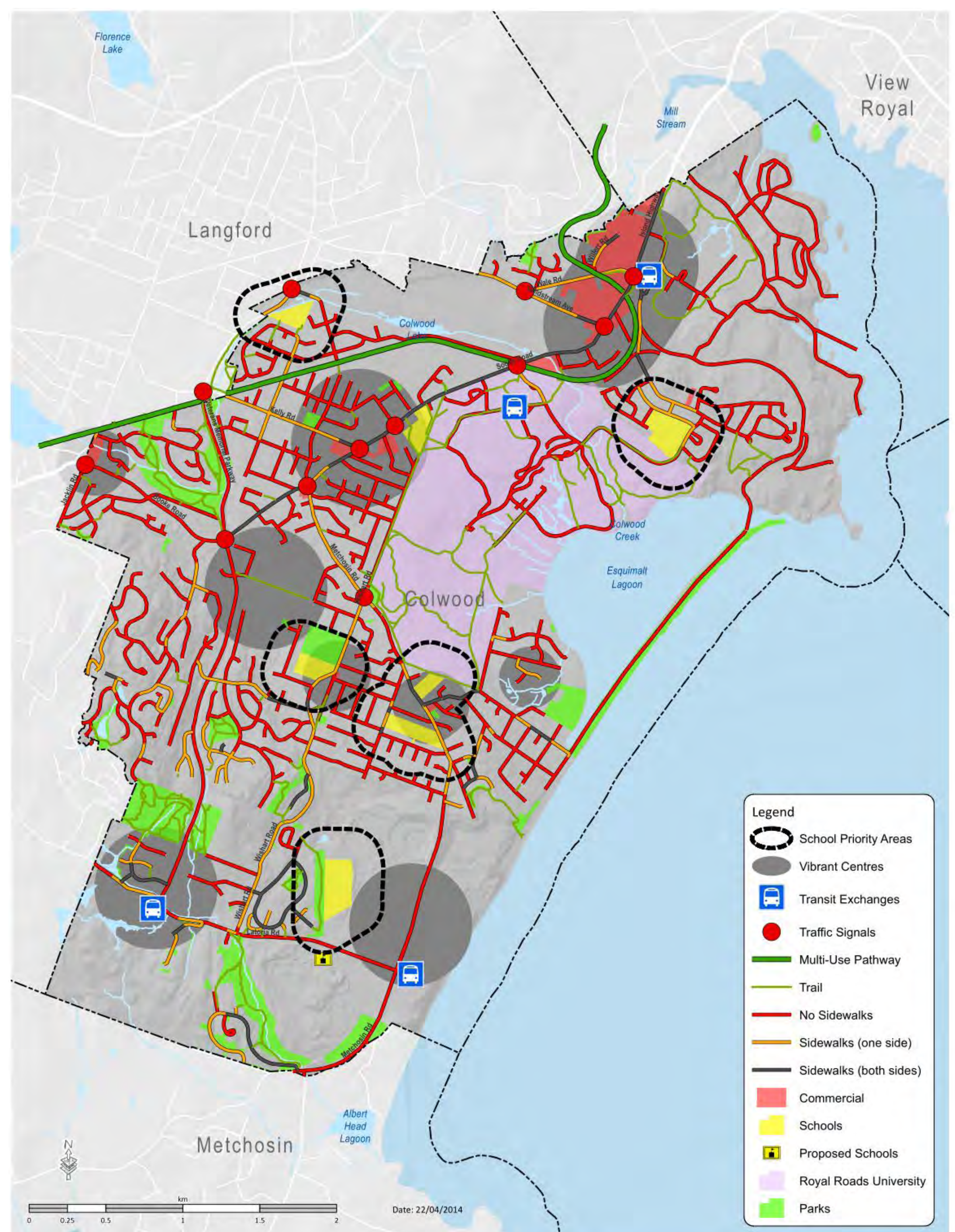
## 2 A Walkable Community

Walking is the most fundamental form of transportation as it is a part of every trip, whether that trip is made by car, transit, or bicycle. Promoting walking is one of the top priorities of the plan, particularly within Vibrant Centres. The focus of the City's efforts to create a walkable community will focus on making walking a safe, comfortable, accessible and pleasant mobility choice for people of all ages and abilities.

### 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.

### Existing Sidewalk Coverage and Destinations



Where should the City prioritize new sidewalks?





# 3 Comfortable Cycling Facilities

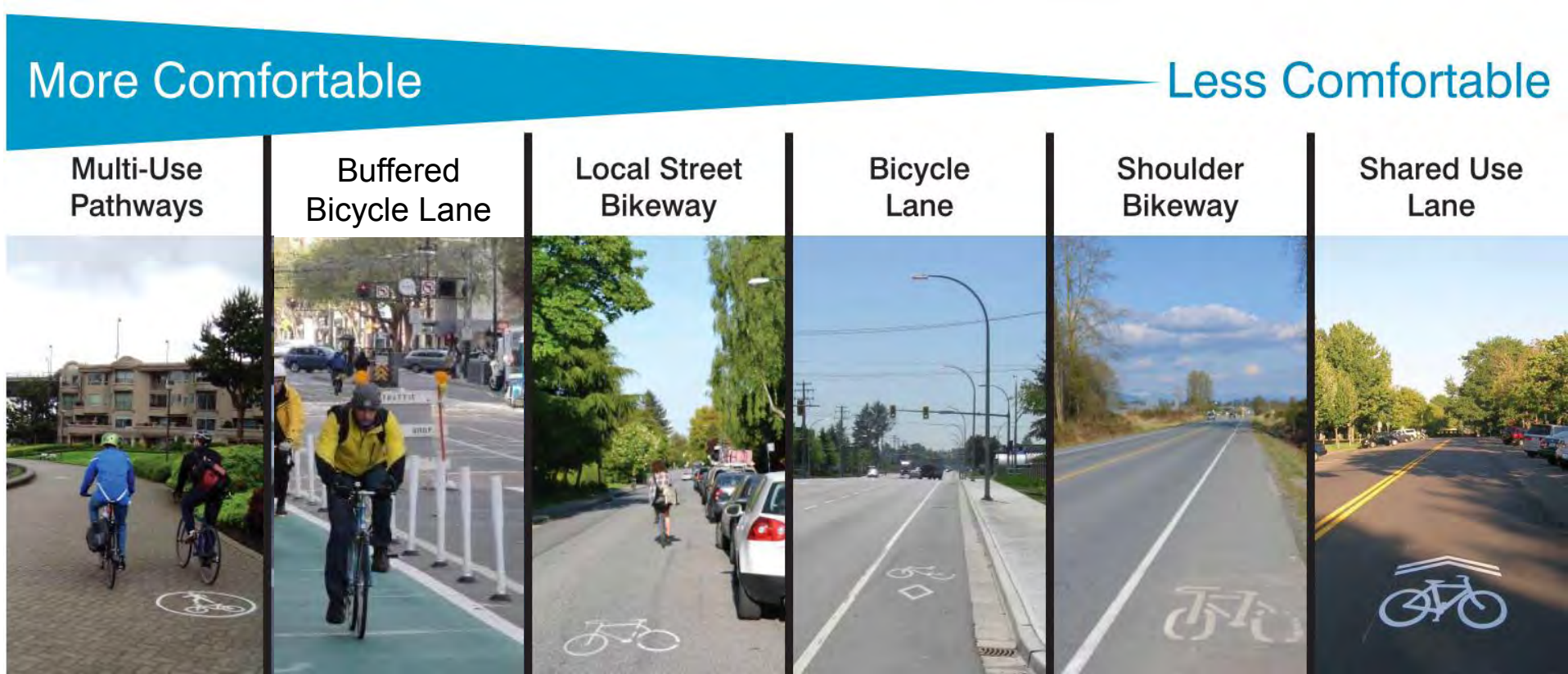
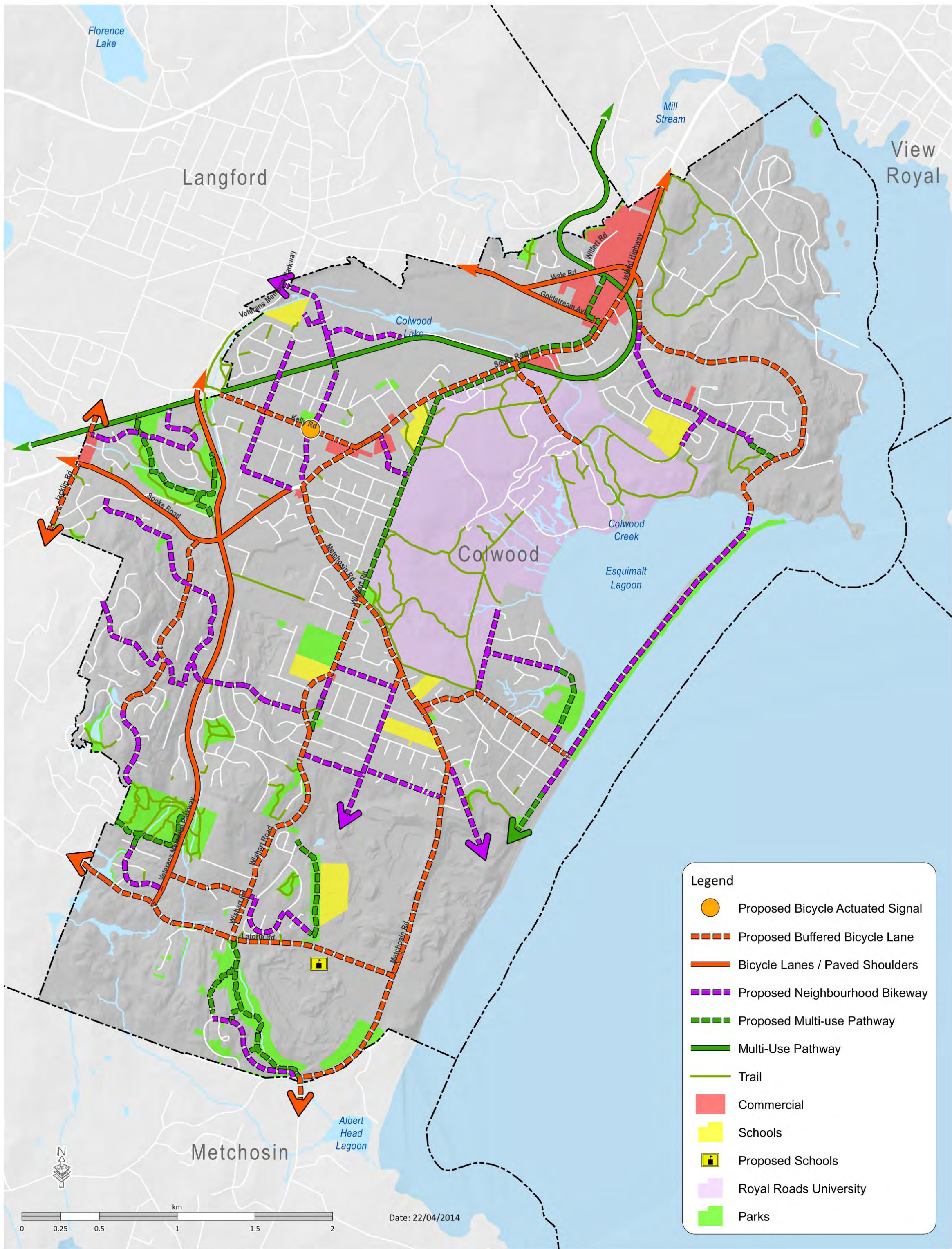
Cycling is an important mobility option in Colwood for both commuting and recreational purposes. The City connects with the Galloping Goose Trail to provide high quality cycling connections from the West Shore to Victoria. The TMP aims to make cycling a safe, comfortable, enjoyable, and normal experience for residents of all ages and abilities in Colwood.

## Preliminary Directions

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

TMP policies focus on completing the bicycle network and enhancing connectivity, making more comfortable facilities, addressing intersections and crossings, improving end-of-trip facilities, and planning for a network that is mindful of topography challenges.

## Proposed Bicycle Network



?

What type of bicycle facility do you prefer to ride on?





## 4 Convenient & Attractive Transit

Transit service in Colwood, and throughout the CRD, is planned and funded by BC Transit. Ultimately, BC Transit is responsible for funding, planning, operating, and maintaining transit services throughout the CRD. City staff, however, work with BC Transit on matters influencing current and future services as they affect the community. In this regard, the TMP provides the City with an opportunity to examine the role of transit within a multi-modal framework to support and shape land use patterns and other City aspirations. The preferred directions and priorities for the long-term plan can be then used as input and guidance to the future planning processes and other on-going work of BC Transit.



### Proposed Transit Network

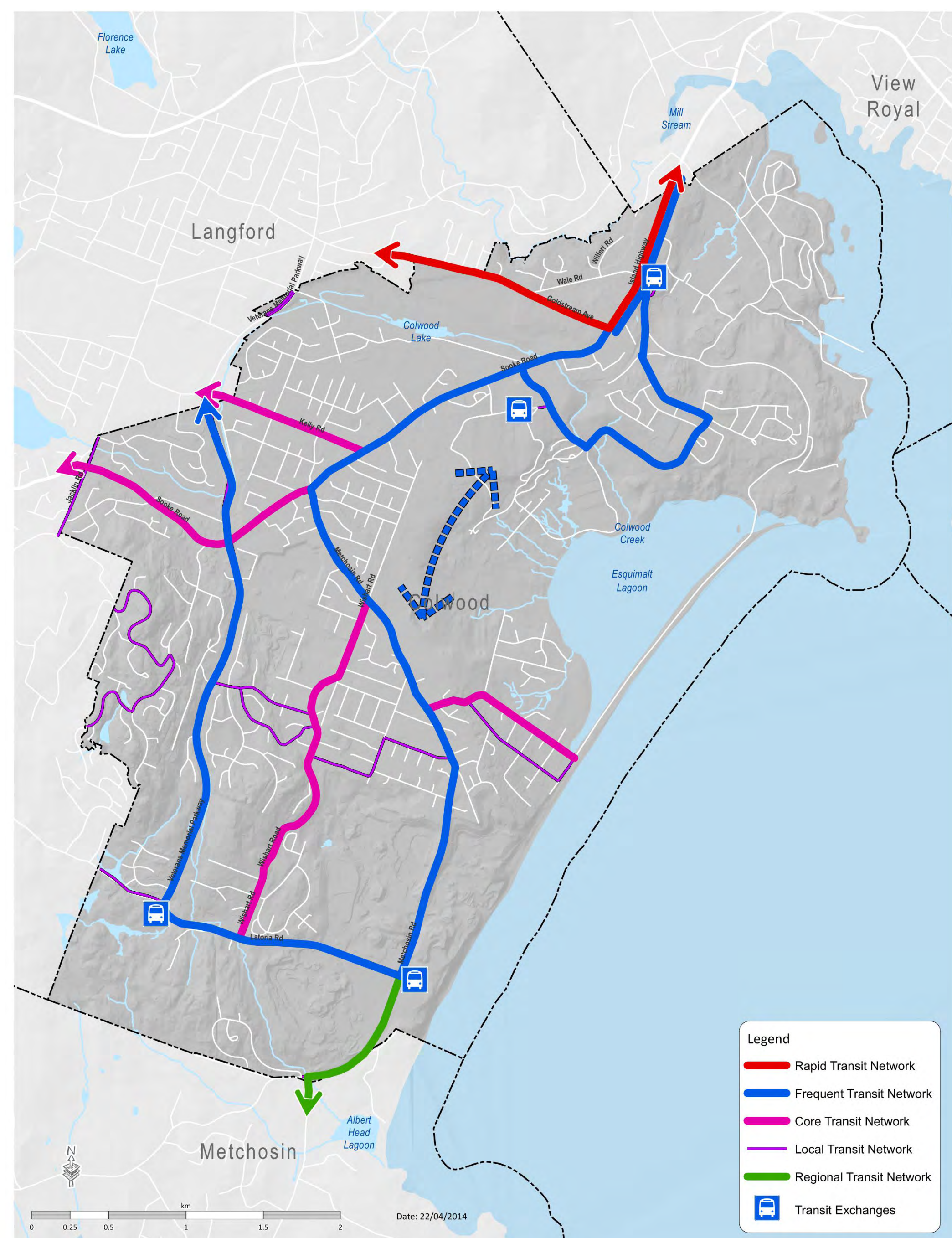
#### Preliminary Directions

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

The transit strategy recognizes that significant effort is required beyond transit services to improve the transit customer experience, including transit accessibility, bus stop amenities, transit priority measures, and improved customer information.

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







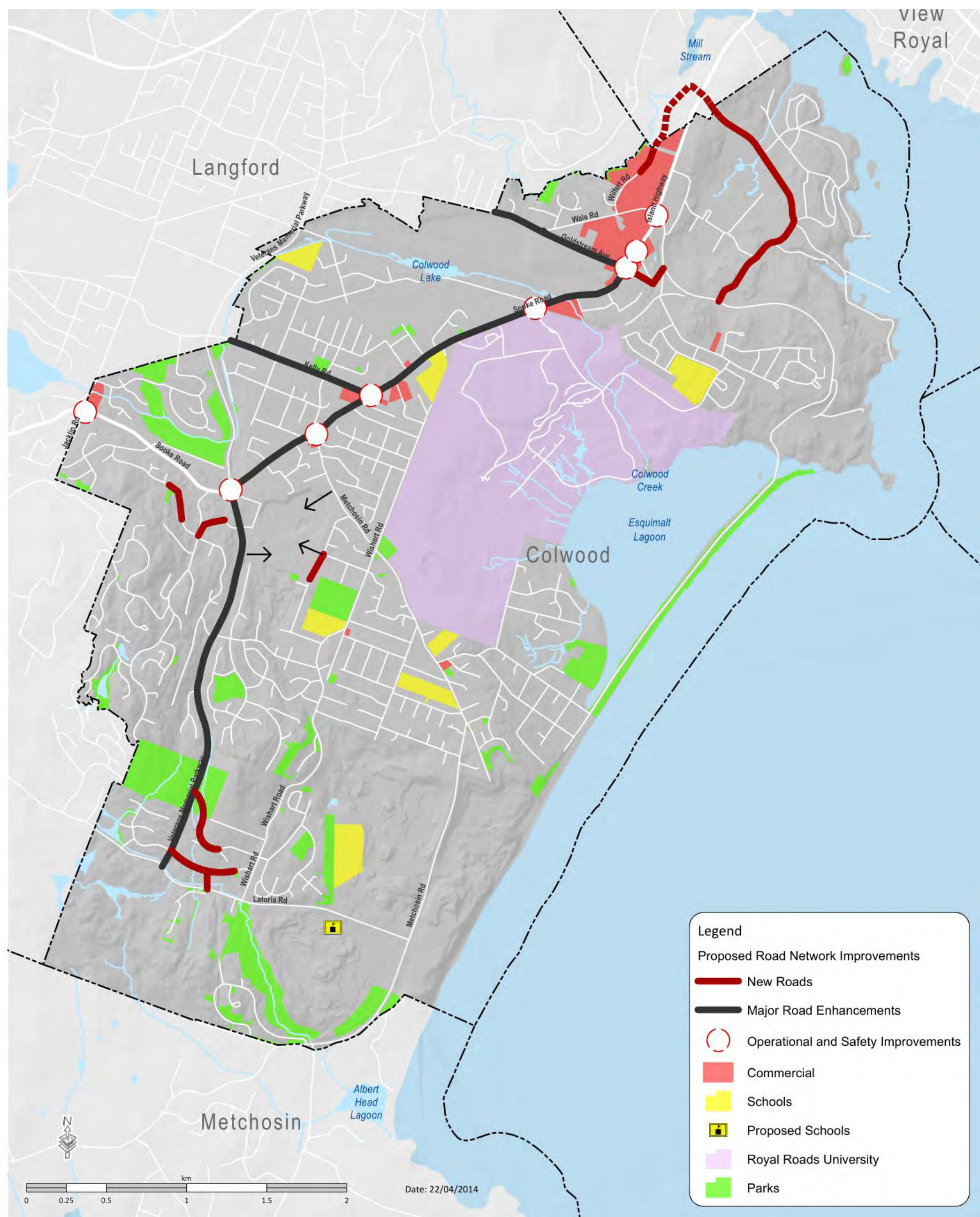
## 5 Safe Major Roads

Travel by private vehicle is the dominant mode of transportation within Colwood today, with 85% of all trips to work made by car. Travel by car still provides many residents with an efficient way to access destinations throughout the City. The street network is designed to support mobility for all modes of travel including general purpose traffic, transit, walking and cycling. To accommodate growth and development, some major road network improvements will be required in the City.

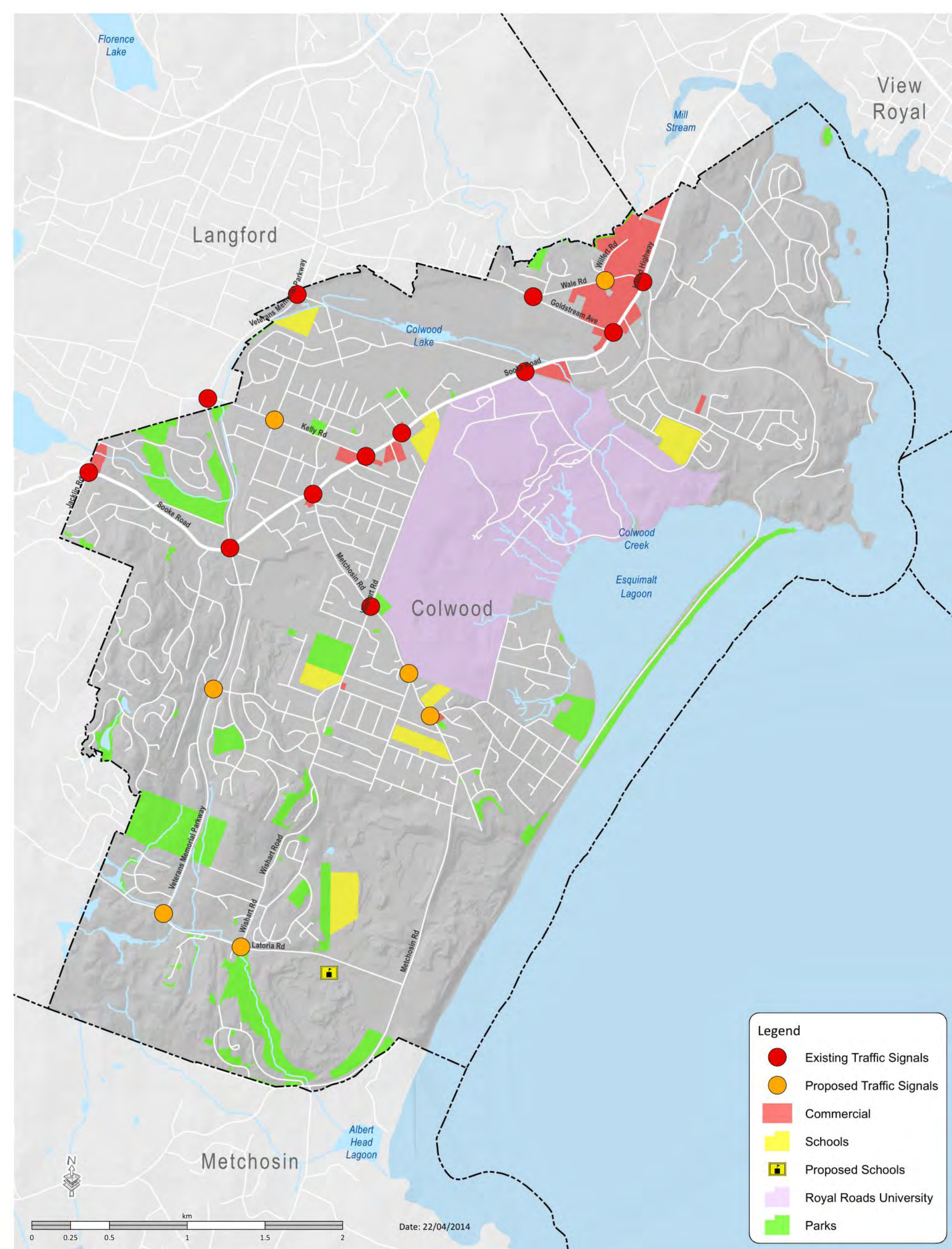
### Preliminary Directions:

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.

#### Proposed Corridor Improvements



#### Proposed New Traffic Signals





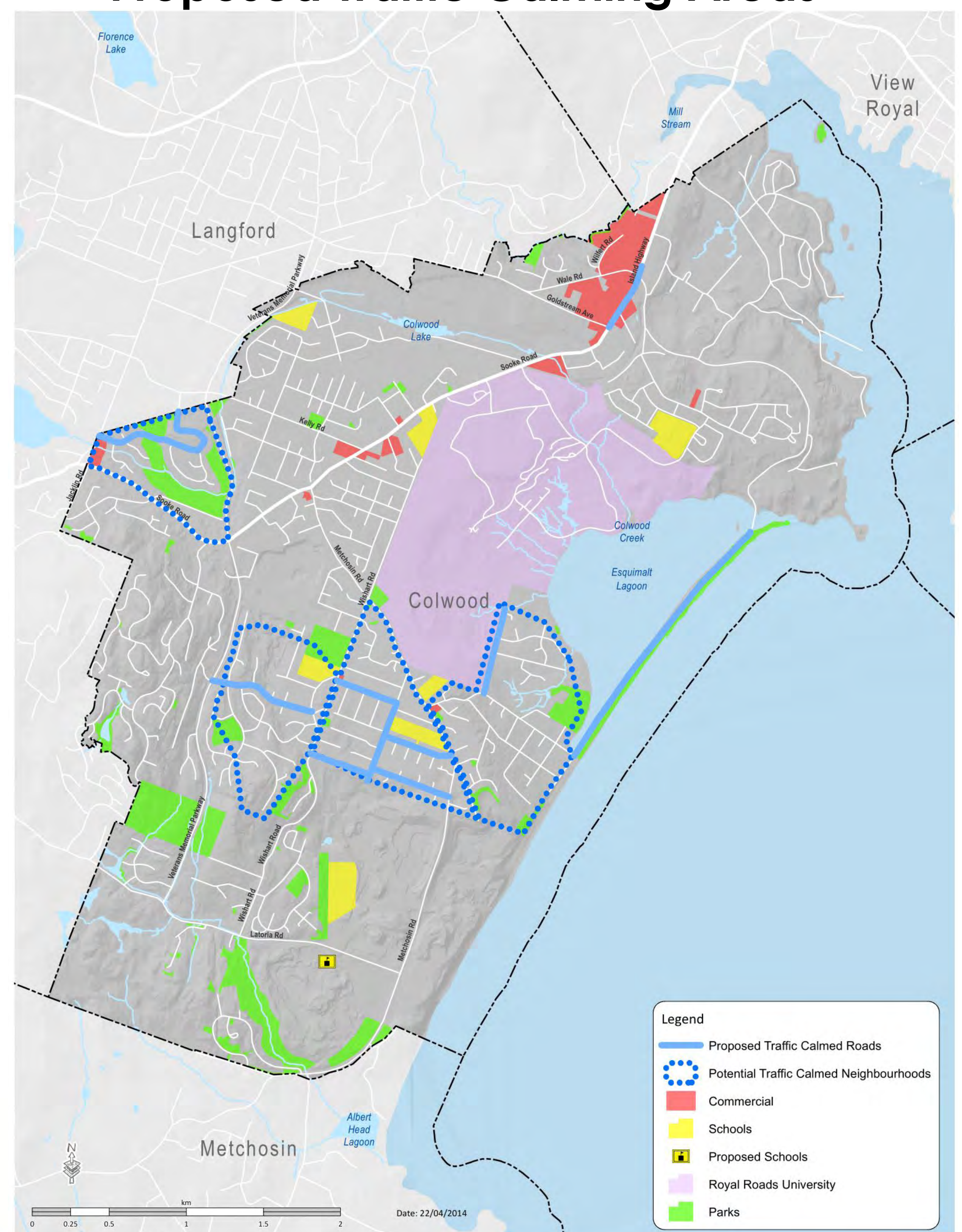


## 6 Liveable Neighbourhoods

Colwood's neighbourhoods are important building blocks of the community, and contribute to the overall vitality of the city. It is important that transportation planning and design at the local level reflect the unique neighbourhood environments and the desire for local livability and sustainability. Livable neighbourhoods refers to improvements on local residential streets, and the need for safe, quality, and livable neighbourhoods that are not negatively impacted by traffic.

The TMP has developed a pilot traffic calming plan for Sunridge Valley, which incorporates features such as speed cushions, refuge islands, curb extensions, and textured crosswalks to reduce vehicle speeds and volumes on local roads. The TMP will develop a framework for future neighbourhood traffic calming plans.

### Proposed Traffic Calming Areas



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**Do you support traffic calming in these areas? Are there other areas that need to be considered for traffic calming?**

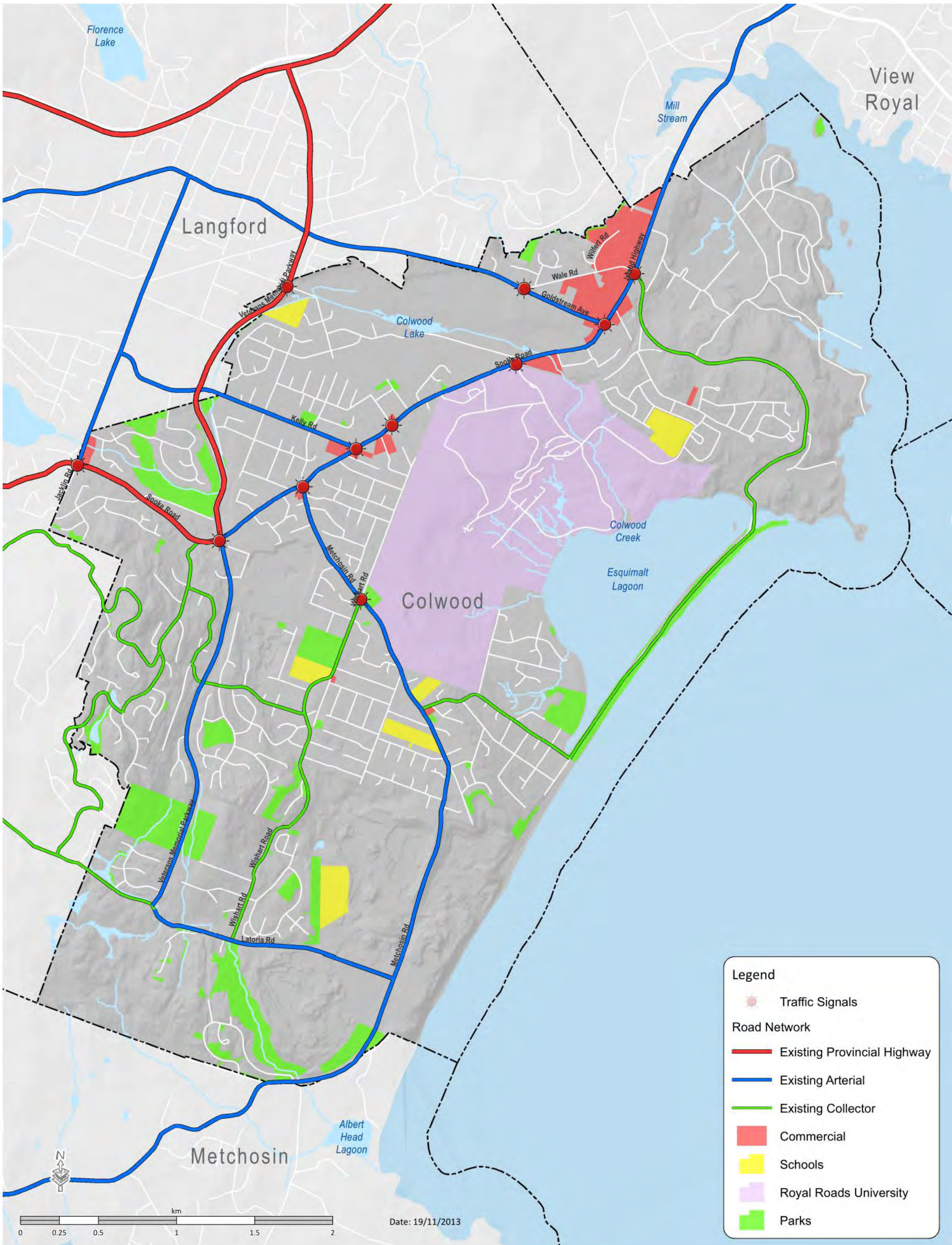




# The Future of Your Streets

As part of the Transportation Master Plan, the City is preparing cross-sections for the future of local, collector and arterial streets to improve conditions for pedestrians, cyclists, transit users and drivers. Preliminary concepts are shown on the following boards. Please tell us what you think about these cross-sections and where you would like to see them in Colwood!

## Existing Street Classification





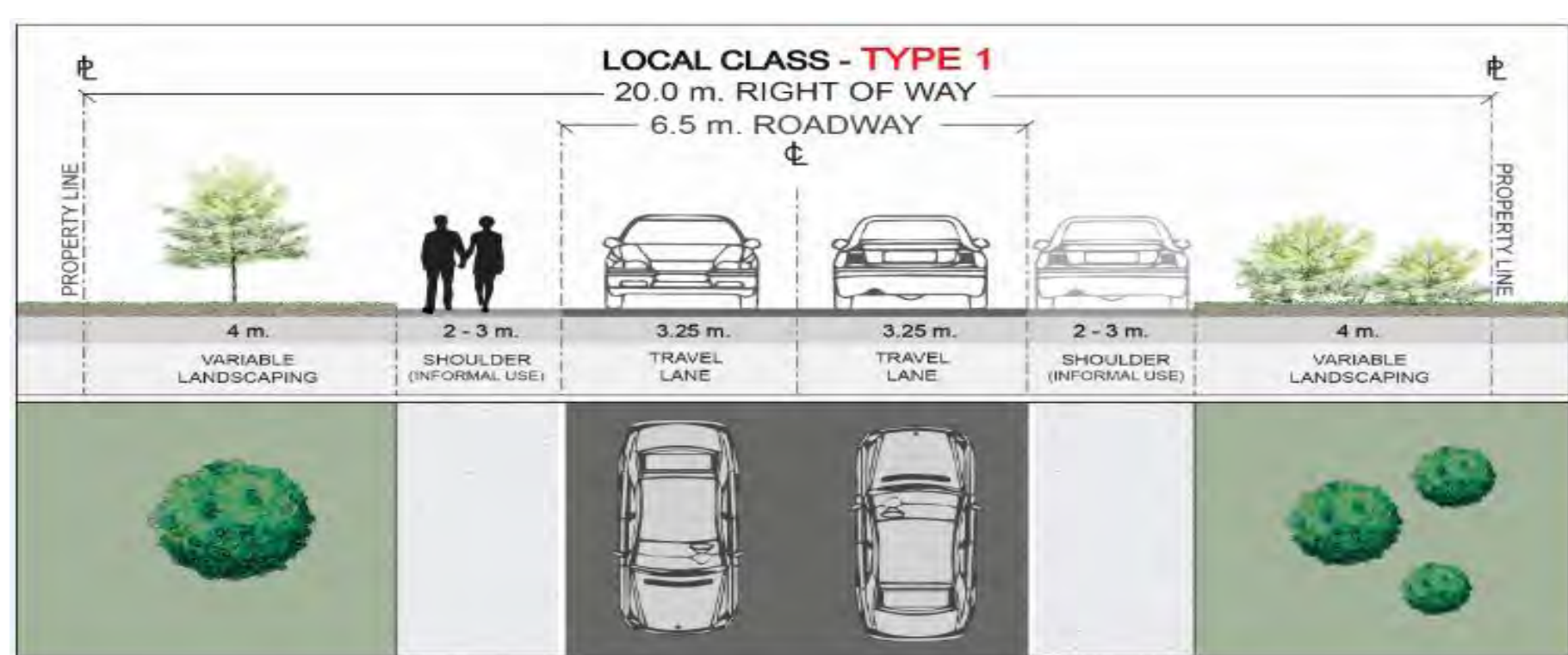


# The Future of Your Streets – Local Streets

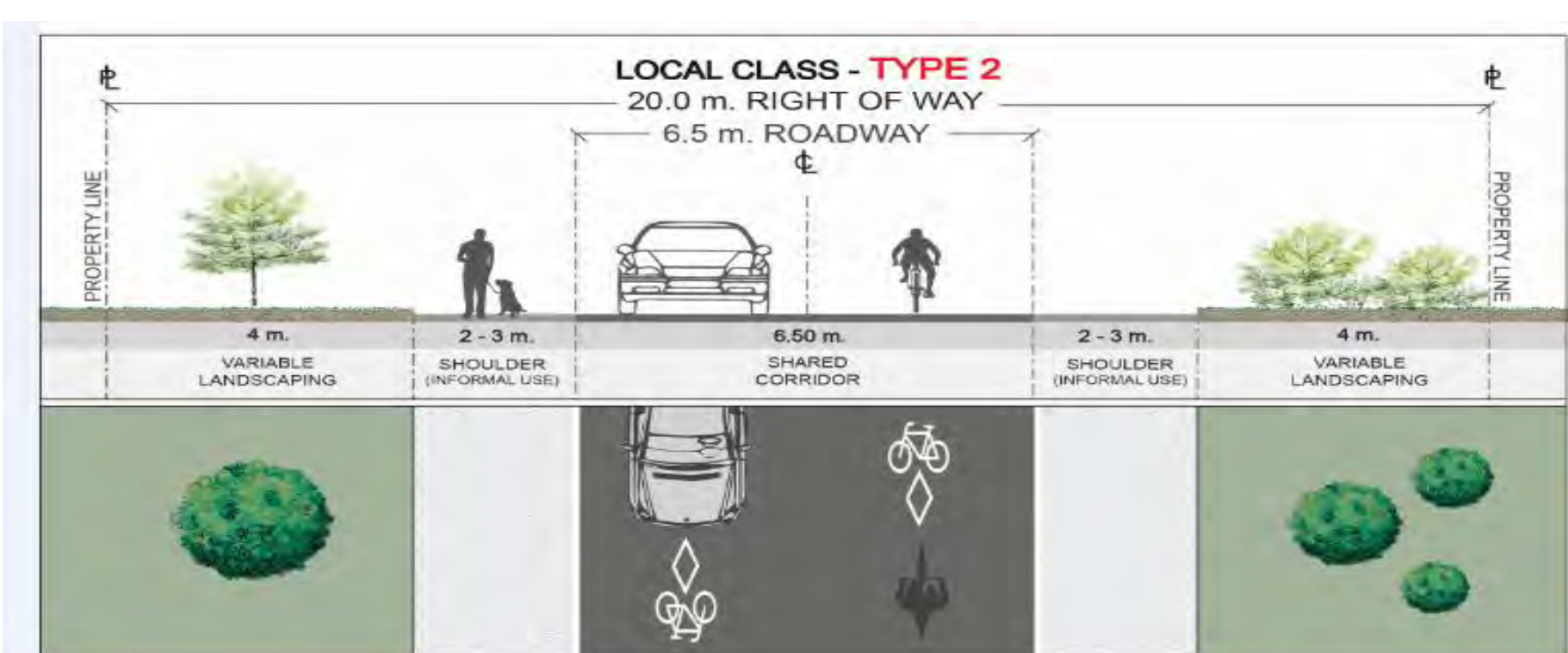
**Local streets** are not intended for through travel and provide a high level of access to individual properties. Neighbourhood street patterns, layouts and streetscapes influence the character and identity of the City, resident travel behaviours and mode choices. Design and policies governing these local streets can help to improve the livability and sustainability of new and existing neighbourhoods.



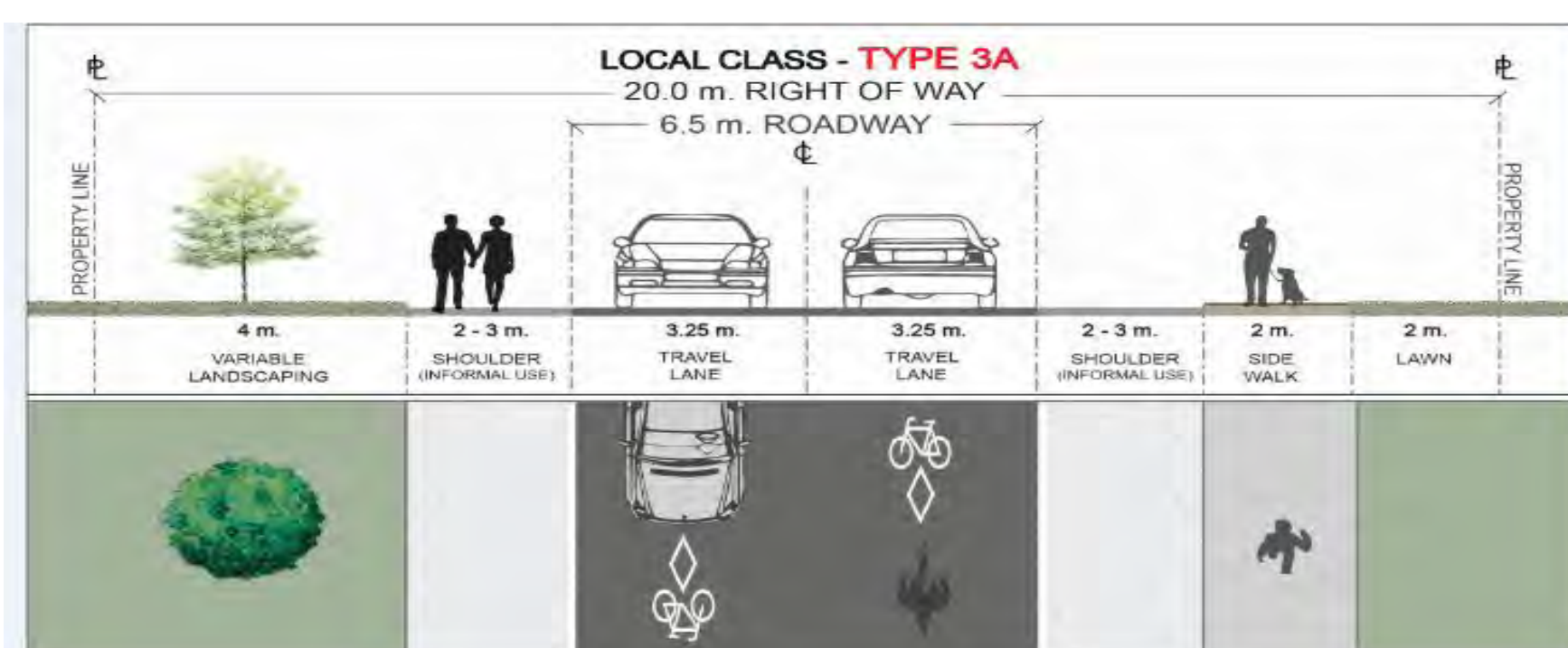
**The City has prepared concepts showing the ideal local street design to strive for in Colwood. What design do you prefer? Where in Colwood would you like to see this design implemented?**



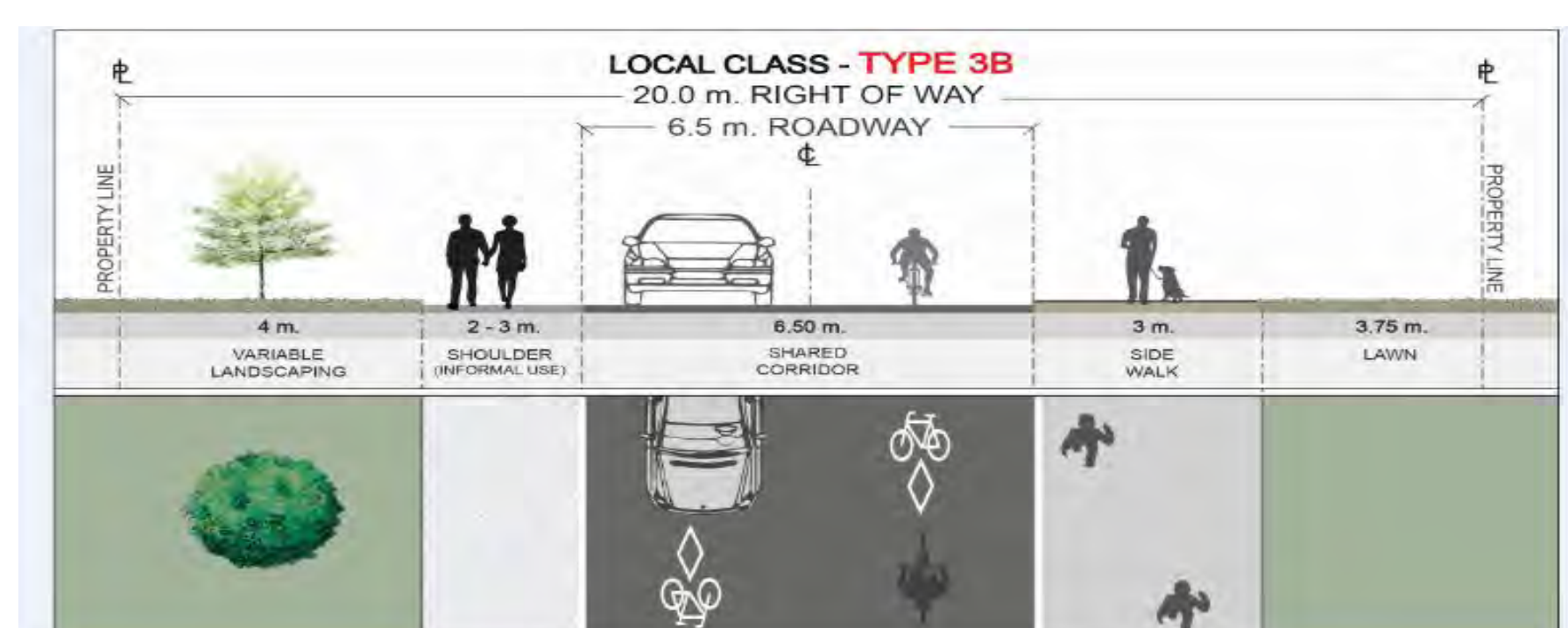
**Option #1** Local road with no sidewalk or bicycle facilities



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



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



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





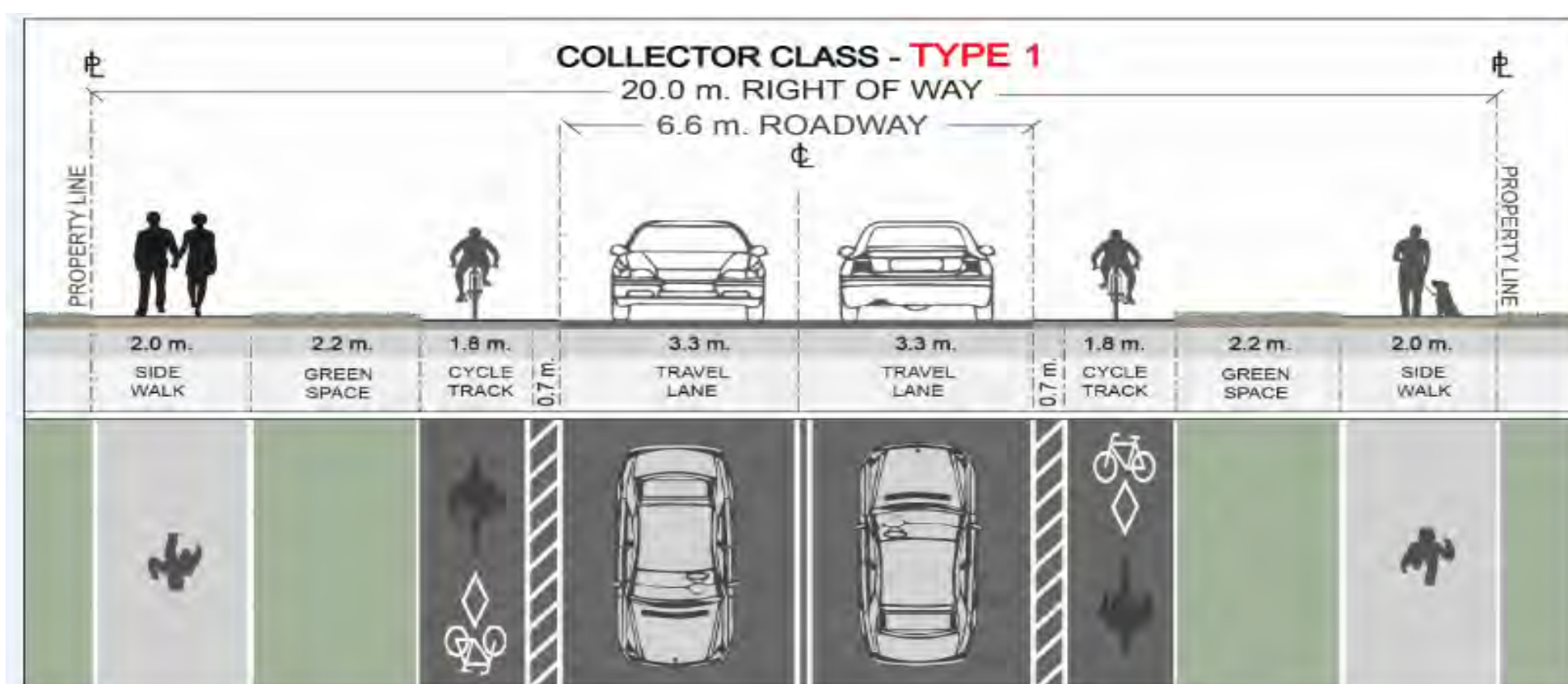


# The Future of Your Streets – Collector Streets

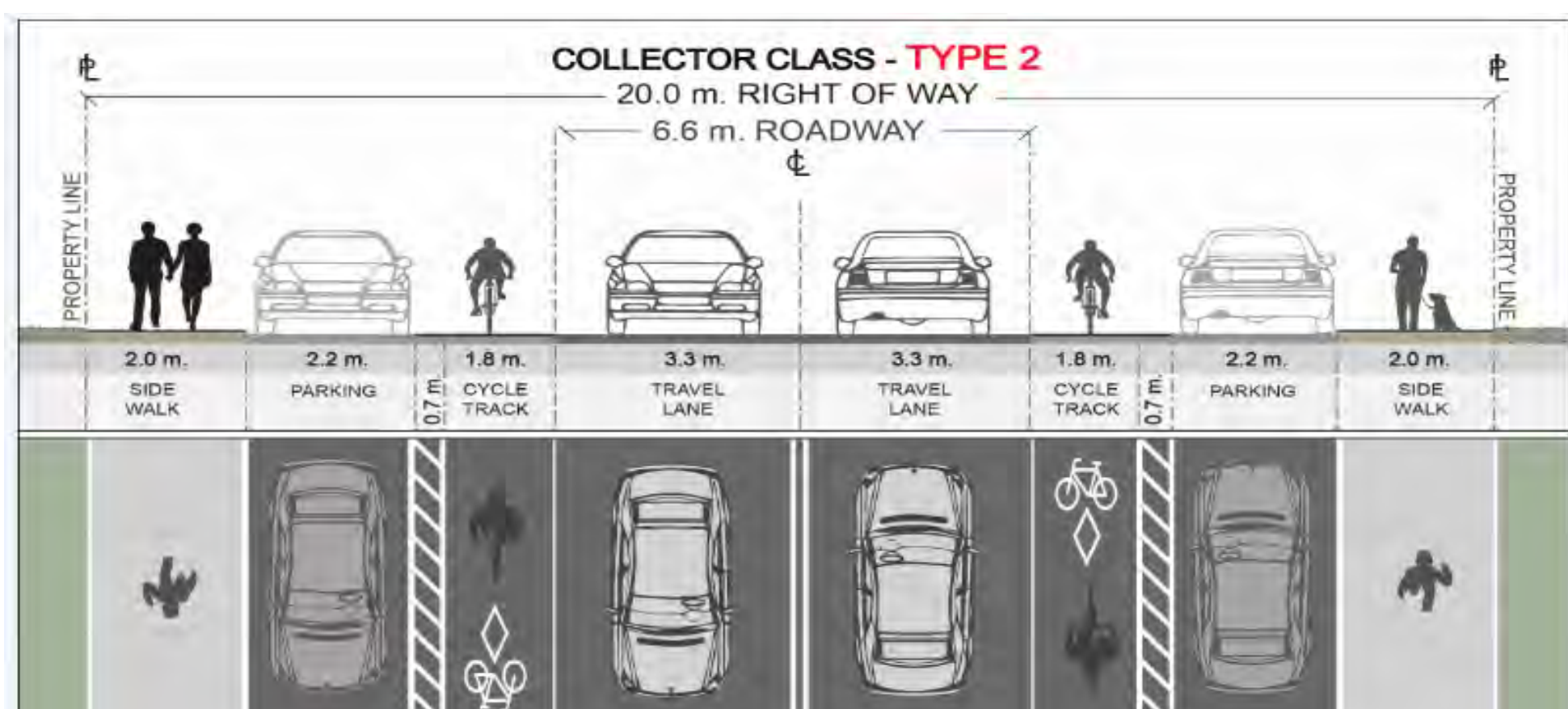
**Collector roads**, which are intended to connect traffic from local roads to arterial roads and which place equal importance on traffic movement and access to properties. Collector roads in Colwood include Ocean Boulevard and Wishart Road. Collectors often connect local streets and destinations such as parks and schools, and tend to be the ‘gateways’ to neighbourhoods, carrying more traffic than local streets. While in some cases they accommodate buses; truck and other large vehicle use is low.



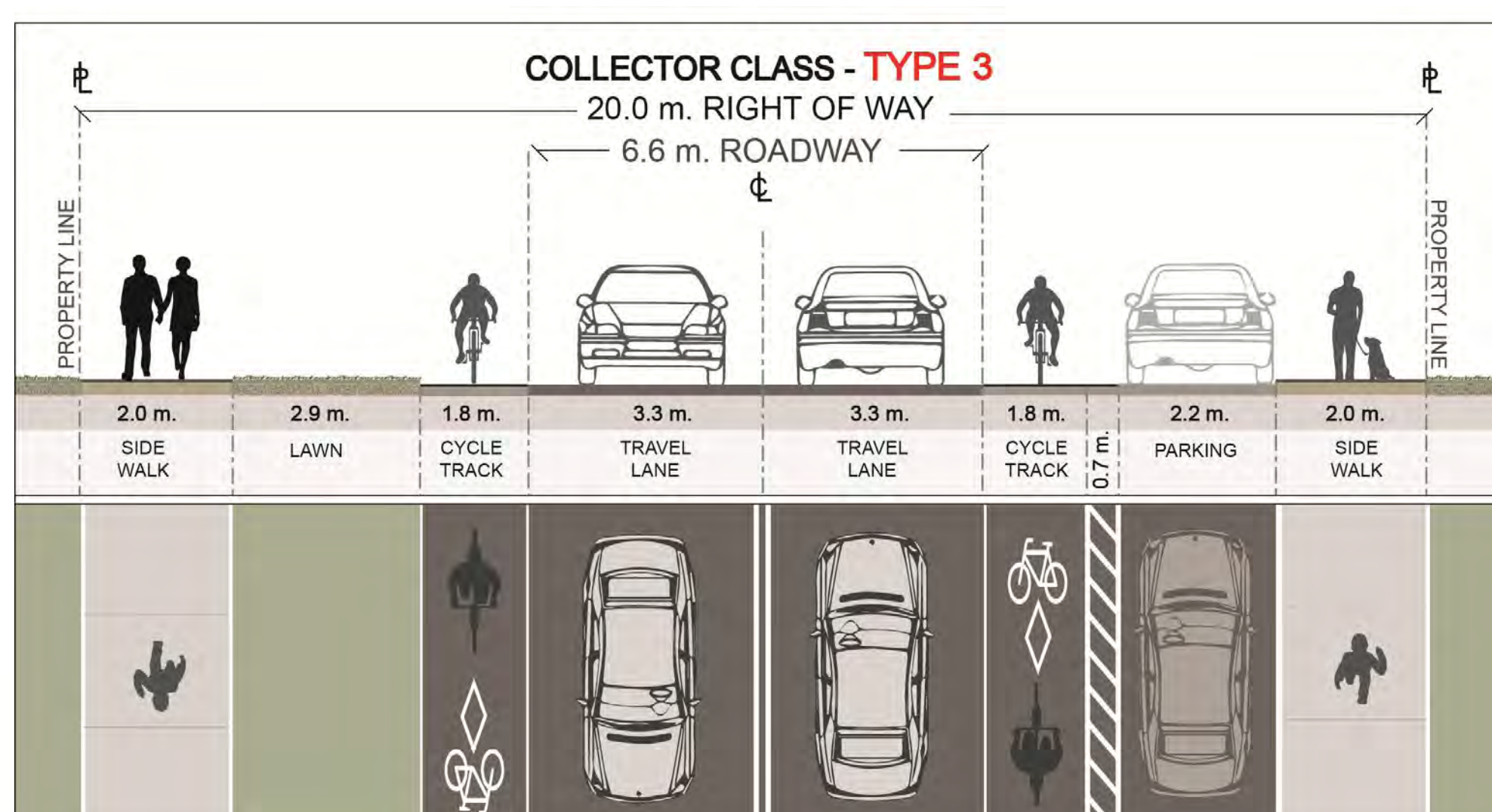
The City has prepared concepts showing the ideal collector street design to strive for in Colwood. What design do you prefer? Where in Colwood would you like to see this design implemented?



**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



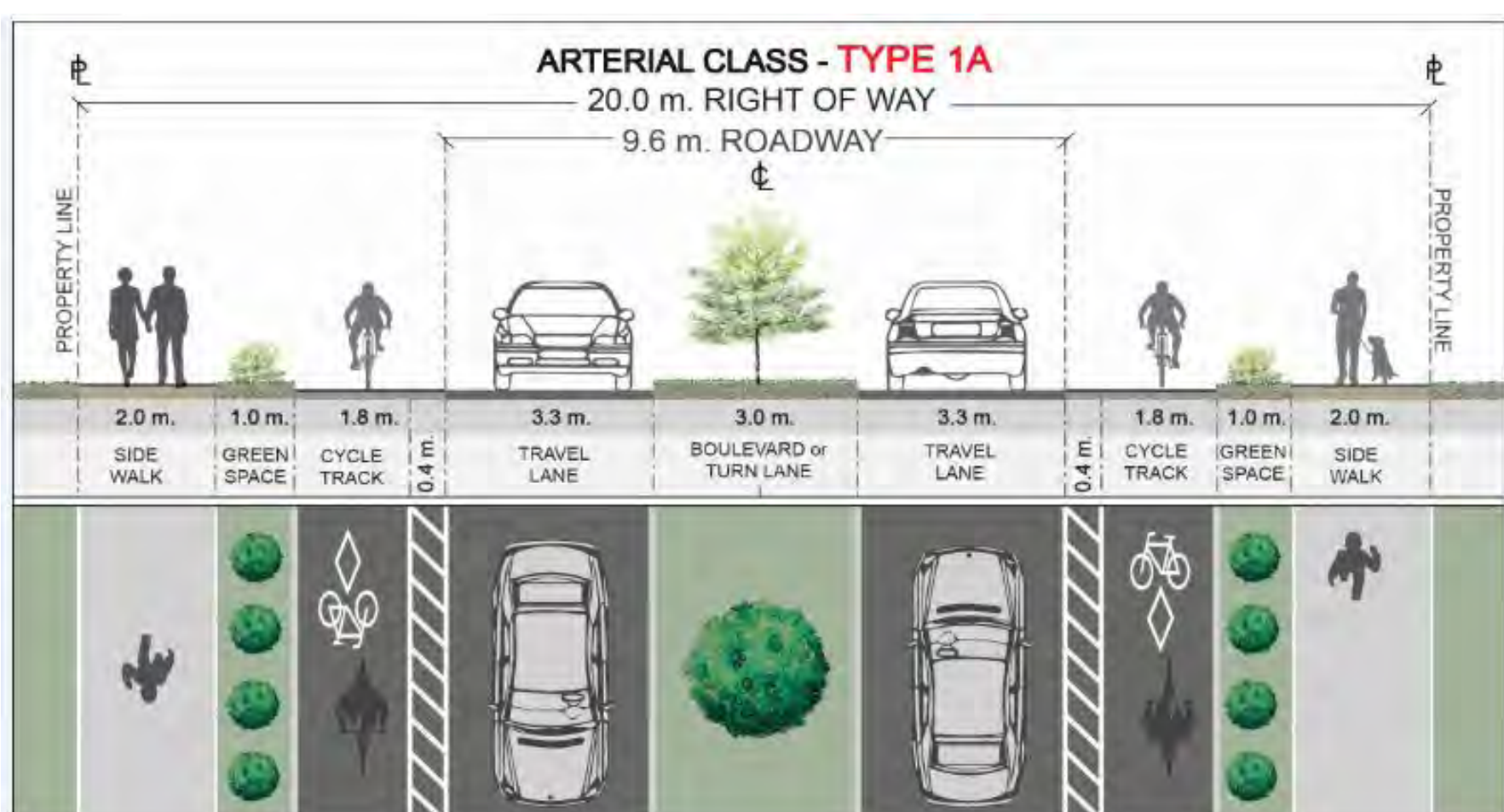


# The Future of Your Streets – Arterial Streets

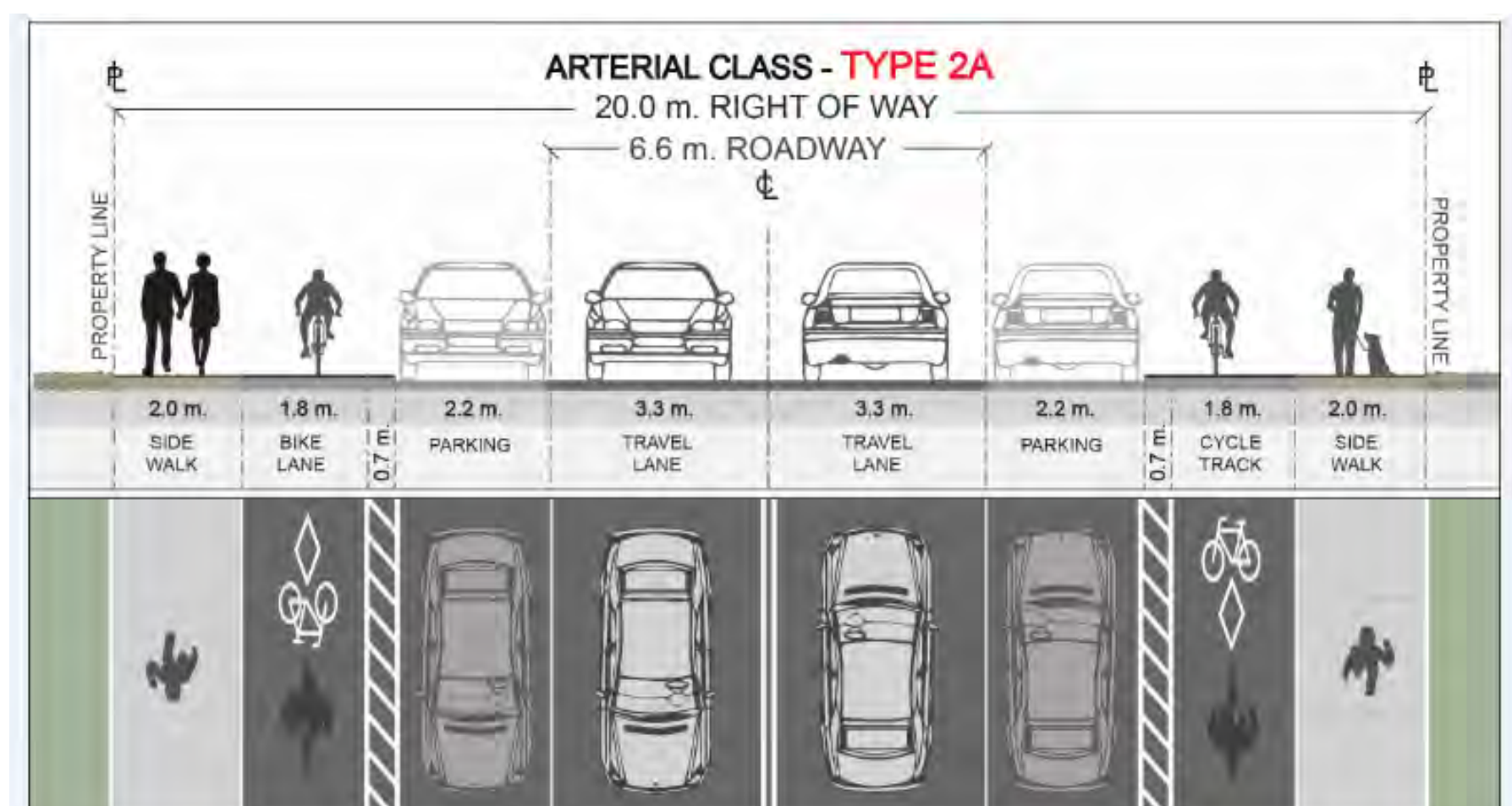
**Arterial streets** are intended primarily to support longer-distance regional mobility from one part of the City to another and throughout the region. Arterials connect principle areas of traffic generation and are intended to carry large volumes of all types of traffic, including transit and trucks. Arterial streets provide limited access to individual properties. Colwood's arterial roads are Goldstream Avenue, Sooke Road, Kelly Road, Metchosin Road, Veterans Memorial Parkway, and Latoria Road.



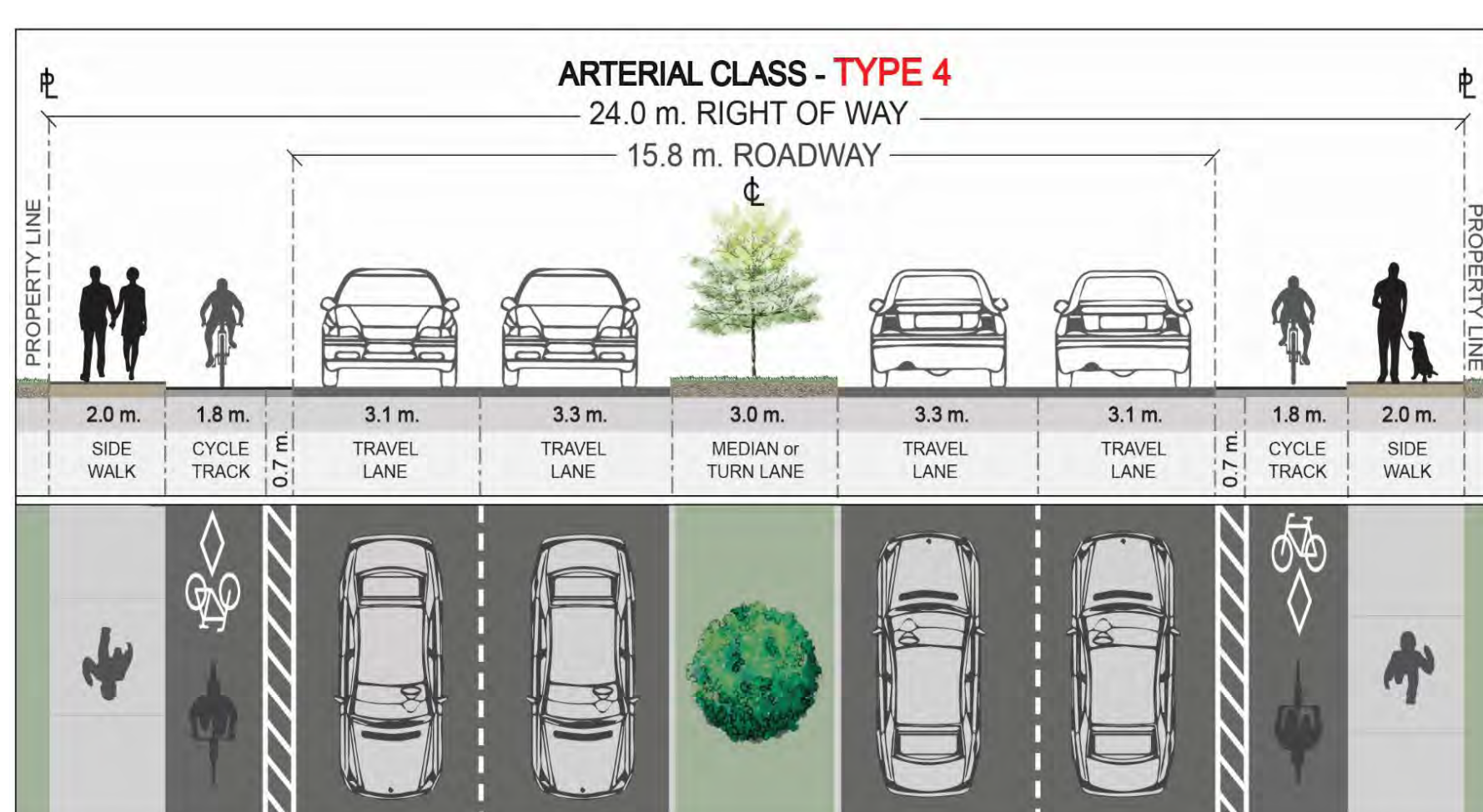
**The City has prepared concepts showing the ideal arterial street design to strive for in Colwood. What design do you prefer? Where in Colwood would you like to see this design implemented?**



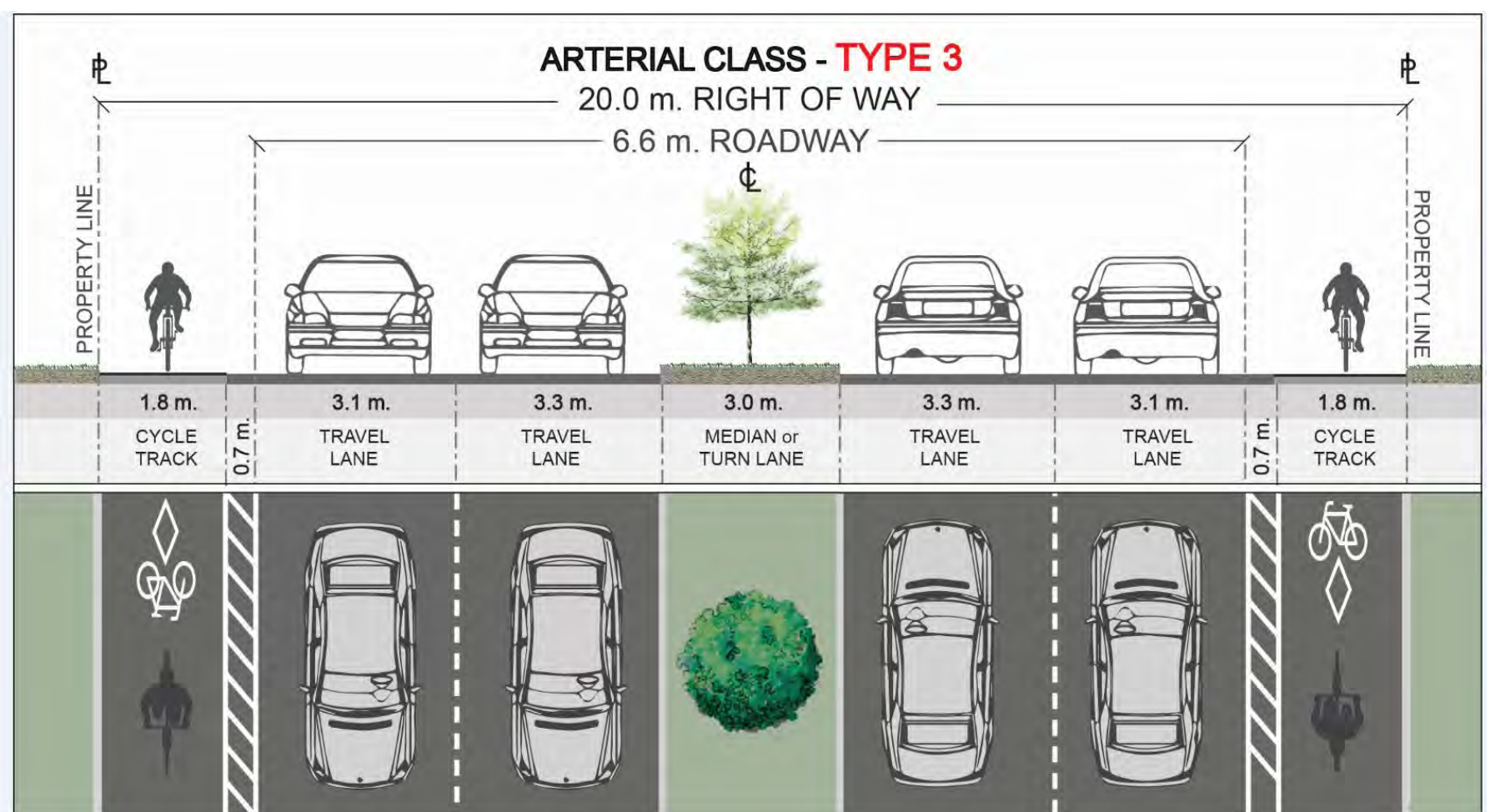
**Option #1** Two-lane arterial, with median, buffered cycling facilities, and no parking



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



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