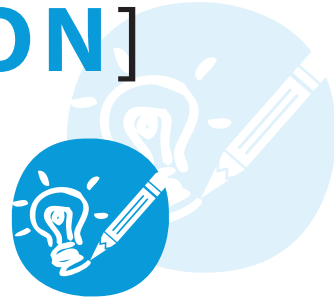




# [5.0 IMPLEMENTATION]



## 5.1 Priorities





## 5.1 PRIORITIES

The City of Colwood has identified ambitious shifts in travel behavior that will see more people walking, biking and taking transit around, and in and out of, Colwood. This shift will occur in tandem with land use that favours mixed-use and higher density nodes, greater local economic development that brings jobs and amenities to the City, and a continued commitment to the environment, including the protection of green space and the reduction in greenhouse gas emissions.

To encourage Colwood residents to change the way they move around, the City needs to transform its transportation priorities, policies, standards, projects and funding. The actions presented below highlight a number of short term priority projects proposed for the first five years of the Plan. While all future projects are subject to approvals and funding by Colwood Council and external partners, these represent current priorities that will help start the shift towards a more sustainable transportation future.

The following list of categories is not prioritized, however within each category individuals projects have been ranked. It is practical to assign priorities within each category, and then determine the eligibility and suitability of various funding sources for each project. It is likely that several of these projects may be completed in a given budget cycle, depending on funding type available.

For each project, key pieces of information have been provided, including: project name and description, Transportation Master Plan elements, action, project timeframe, and funding opportunities.



## PRIORITIES - COLWOOD INITIATIVES

### 1. Transportation Network Improvement Projects

Through the Transportation Master Plan, a number of infrastructure projects have been identified. The City has prioritized a shift to active transportation modes and the proposed investments in infrastructure reflect this shift. The following priorities are based on the facilities identified in the School Priority Areas for traffic calming (page 54), Priority Sidewalk Improvements (page 63), and Priority Bicycle Network (page 75).

#### Active Transportation Priorities:

Active Transportation Priorities – School Priorities:

1. Painter Road multi-use trail connection to Ryder Hesjedal Way (serves Royal Bay, Dunsmuir).
2. Trail connection from Wishart Road to Royal Bay Drive
3. Metchosin Road, Cotlow to Wishart, sidewalks and bike lanes (serves Dunsmuir, Sangster, Royal Bay & Wishart schools).
4. Painter Road, Cotlow to Metchosin
5. Latoria Road bike lanes and sidewalk (serves Royal Bay School)

Active Transportation Priorities – Neighbourhood Centres:

1. City Centre
  - ▶ Island Hwy, Wale to Goldstream
  - ▶ Goldstream, Sooke to Wale
  - ▶ Galloping Goose Trail (GGT) overpass
2. Latoria / Veterans Memorial Parkway (VMP)



- ▶ Latoria, VMP to Wishart;
  - ▶ Latoria, VMP to Border
3. Sooke / Kelly
    - ▶ Kelly Road Improvements
  4. Metchosin / Lagoon

#### Active Transportation Priorities - Network Connectivity and Commuter Travel:

1. Sooke Road, Wale to Metchosin
2. Metchosin Road – Wishart to Sooke
3. Latoria Road – Latoria Blvd to VMP
4. Metchosin / Adye cycling connector

#### Active Transportation Priorities – Recreation:

1. Ocean Boulevard / Belmont to Lagoon – Multi Use Trail
2. Havenwood Park Crossing Pedestrian Signal

### Intersection improvements

In addition to road facilities, it is essential to upgrade intersections for the comfort and safety of all road users. These intersection improvements are based on the Intersection Improvements map on page 107. The following intersection improvements are proposed:

#### Full Signals (including vehicles):

1. Cairndale & VMP
2. Metchosin & Latoria Boulevard (Developer)
3. Sooke & Metchosin
4. Metchosin & Painter – New signal (A/T school safety)
5. Sooke & Aldeane (Active Transportation GGT Improvements)
6. Wale & Wilfert (Active Transportation GGT improvements, plus access to commercial / light industrial)
7. Sooke & Mount View (improved vehicle access)
8. Sooke / Goldstream (add north side pedestrian signal)
9. Island Highway / Ocean Blvd / Wale (add north side pedestrian signal)
10. Metchosin / Wishart (add east side pedestrian signal – Active Transportation trail access)



11. Metchosin / Lagoon – New Signal
12. VMP / Sooke (add a second left turn lane from W/B Sooke to S/B VMP)
13. Sooke Road at Colwood Crescent (Development driven)

Active Transportation Signals (pedestrian and/or cyclists only):

1. Metchosin Road at Dunsmuir School
2. Lagoon / Heatherbell
3. Lagoon / Goldfinch

Economic Development potential:


1. Island Highway, Wale to Goldstream
2. Kelly Road
3. Goldstream Avenue, Sooke to Wale
4. Sooke Road, Goldstream to Aldeane

Project Funding: All future projects are subject to approvals and funding by Colwood Council and in some cases by external partners. It is impractical to determine an absolute overall priority list with competing influences such as economic development, school safety, active/healthy community, and recreation. Funding sources are also an important factor that can affect priorities. Taxation, gas tax funding, development cost charges, grants, developer amenity contributions, and subdivision frontage improvements are all limited and varied as to their usefulness for specific projects.

## 2. Complete Streets Policy

Once the City has prioritized a Complete Streets approach to transportation, it must be institutionalized into the City's work through policy, bylaw and budget process. The most immediate action is to apply the Complete Streets cross-sections as identified in Appendix A to the City's bylaws. This will occur through an update to the City's Subdivision and Servicing Bylaw.

 **Action:** Update the Subdivision and Servicing Bylaw with Complete Streets cross sections

 **Supports:** Complete streets, Safe routes to schools, economic development

 **Timeframe:** Within 1 year



### 3. Traffic Calming

The Transportation Master Plan identifies traffic calming priority areas, including roads around schools, neighbourhoods with high traffic volumes and/or speed issues, and greenways that provide an alternative to driving. A variety of traffic calming strategies can also incorporate beautification and innovative storm water management into the design. The City should implement traffic calming around schools, undertaking one school priority zone a year. Priority should be given to schools where 'safe routes to school' plans and programming is being undertaken.



**Action:** Prioritize the traffic calming area around school areas and implement one area per year



**Supports:** Livable neighbourhoods, walking, cycling



**Timeframe:** 5 years



**Funding:** City of Colwood, Insurance Corporation of British Columbia (ICBC), School District #63

### 4. Wayfinding and Marketing

Wayfinding refers to the information needed to get to a destination through maps, verbal directions, and a wide range of environmental clues. Wayfinding helps people decide where to go and how to get there by answering the questions:

- ▶ What is the place?
- ▶ Why would I want to go there?
- ▶ Where is it?
- ▶ What's the best way to get there?
- ▶ What else can I see and do on the way?

An effective Colwood wayfinding program will provide a wide range of navigational information for all modes of transportation that is easy to access through signage, information kiosks, maps and landmarks.

Transportation priorities will focus on wayfinding to:

- ▶ Galloping Goose Regional Trail;
- ▶ Points of Interest: Hatley Castle and Gardens, Fort Rodd Hill and Fisgard Lighthouse, St. John the Baptist Church and others;
- ▶ The Colwood Waterfront and Lagoon, Parks and recreation opportunities;



- ▶ Neighbourhood centres and schools; and,
- ▶ Commuter routes for all modes.

In conjunction with wayfinding, the City will support an education and communications strategy that promotes sustainable transportation in the City of Colwood. This strategy will include special events, maps, a web page, and an annual active transportation report. Key audiences will be neighbourhoods surrounding new transportation projects and new residents to Colwood to highlight the travel mode choices available.



**Action:** Continue to fund the wayfinding program



**Supports:** Livable neighbourhoods, walking, cycling



**Timeframe:** 5 years



**Funding:** City of Colwood, ICBC, School District

## PRIORITIES - PARTNERSHIPS

Many of the projects and initiatives described in the Transportation Master Plan cannot be completed by Colwood alone. In order to be successful, the City must build strong relationships with developers, institutions and other governments. Key partners include Royal Roads University, Department of National Defence, Ministry of Transportation and Infrastructure, BC Transit, the Capital Regional District, and neighbouring municipalities.

With extensive residential and commercial development within Colwood, a good working relationship with developers is especially important. The City should work with developers to ensure that multi-modal traffic studies are completed for each new large development and that new commercial and institutional developments undertake Transportation Demand Management plans for their employees. With the build-out of Royal Bay, there is an opportunity for the City to work with the developer to provide a higher level of transit service. The Transportation Master Plan also identifies opportunities to leverage the financial contributions new developments make to the community.

BC Transit is a key partner in implementing transit service and amenities. The Capital Regional District is a key partner in regional transportation planning and the management of the Galloping Goose Regional Trail. The City should work with Royal Roads University regarding the potential for







multi-modal trails adjacent and through their property, as well as a strategic partner in research and community education initiatives. As well, property developers are a key partner in building and funding transportation infrastructure and programs.

## 1. BC Transit

### Colwood Transit Exchange

With the re-development of the City Centre site and the possible change of use for the current West Shore park and ride, there may be an opportunity to move and invigorate the West Shore Transit Exchange into a multi-modal mobility hub. This mobility hub would support local economic development and regional connections.

In the Regional Transportation Plan and Regional Sustainability Strategy, Colwood City Centre has been identified as a 'Complete Mobility Hub.' As such, the area is envisioned to have a high level of multi-modal activity, provide convenient transitions between modes, and build opportunities to live, work, learn, shop and play. The Regional Transportation Plan encourages the development of detailed master plans for each Mobility Hub and intends to provide incentive funding to trigger the early adoption of these plans.



**Action:** Work with BC Transit and City Centre developer to identify mutually beneficial development; Work with the CRD to fund a detailed master plan for the mobility hub



**Supports:** Transit, walking, biking, vibrant centre



**Timeframe:** Within 5 years or with re-development of City Centre or current 'park and ride' site



**Funding:** BC Transit, City of Colwood, developer contribution, Gas Tax funding, federal and provincial governments

### Transit improvements

The City will work with BC Transit to improve transit service throughout the City following BC Transit's Transit Future Plan.

### Park and Rides

The City will work with BC Transit to seek out opportunities for additional Park and Ride facilities, particularly with new development.



## 2. Capital Regional District

The Capital Regional District (CRD) provides regional decision-making, shared services and local decision-making in rural areas. The CRD is responsible for the Galloping Goose Regional Trail, regional bicycle count program, the regional traffic model, and other transportation initiatives.

### Galloping Goose Overpass/Intersection improvements

There is a gap in the continuity of the Galloping Goose with a detour in Colwood to enable a safe road crossing at a signalized intersection. There are multiple benefits to restoring the original alignment of the Galloping Goose across Island Highway with an attractive grade separated crossing over the highway. This overpass would provide a high-quality, comfortable route for people to move safely between different areas within the community and provide a striking gateway to the City of Colwood.

The overpass project should be completed in parallel with upgrades to the Wilfert Rd/Wale Rd intersection and Sooke Rd and University Ave/Aldeane Ave to ensure easy and comfortable crossings for people travelling by sustainable transportation modes. There is also the opportunity to create a bike hub, including seating, water station, and bike maintenance stand, on the east side of the Wilfert Rd/Wale Rd intersection.

In the interim, it is important to immediately implement improvements along the detour. Currently, part of the detour through Colwood is confusing and does not feel safe or welcoming. Upgrades to the detour should include improving safety and comfort at the Island Highway and Wale Rd/Ocean Blvd intersection and clear wayfinding.



**Action:** Undertake a feasibility study for the overpass



**Supports:** Biking, walking, vibrant centres



**Timeframe:** Built within 5 years



**Funding:** CRD, Ministry of Transportation and Infrastructure Bike BC, Development Cost Charges, City of Colwood, ICBC (safety), Gas Tax



## Galloping Goose Regional Trail improvements

The City should work closely with the Capital Regional District to enhance the Galloping Goose Regional Trail within City boundaries with a continuous paved surface, sufficient lighting in urban areas, wayfinding, and improved road intersection crossings. To ensure the trail is accessible and safe for all users, it may be necessary to slow bicycle traffic through school zones where children may be present on the trail. This project will include working with the CRD to implement the Regional Trails Management Plan, which is currently being developed and will guide decision-making for the next 10 years.



**Action:** Work with the Capital Regional District to identify priority improvements and funding requirements



**Supports:** Biking, walking, livable neighbourhoods, vibrant centres



**Funding:** CRD, Ministry of Transportation and Infrastructure (Bike BC), City of Colwood

### 3. Royal Roads University/Department of National Defence

This Plan proposes key transportation facilities that are located on Royal Roads University or Department of National Defence. The City will work closely with these partners to implement walking, cycling and transit facilities, including the potential for multi-modal trails adjacent and through their property. There are also opportunities to establish a strategic partnership in research and community education initiatives.

### 4. Developers

With extensive residential and commercial development planned within Colwood, a good working relationship with developers is especially important. The City should work with developers to ensure that multi-modal traffic studies are completed for each new large development and that new commercial and institutional developments undertake Transportation Demand Management plans for their employees. With the build-out of Royal Bay, there is an opportunity for the City to work with the developer to provide a higher level of transit service. The Transportation Master Plan also identifies opportunities to leverage the financial contributions new developments make to the community.



## OVERALL IMPLEMENTATION

### 1. Funding

As the Transportation Master Plan looks well beyond roads for cars, it is important that the City develops a comprehensive plan to fund its multi-modal transportation system. This plan should include all funding tools, including the municipal operating budget, capital plan, grant funding, developer's contribution, partner's contribution, and asset management. This plan should also examine the City's current and future budgets and how they reflect the City's ambitious transportation mode share goals.



**Action:** Develop a comprehensive transportation funding plan



**Supports:** All goals



**Timeframe:** 1 year



**Funding:** City of Colwood

### 2. Multi-modal Traffic Counts

Implement a monitoring program that incorporates traffic counts and transportation mode share information from provincial, regional and City sources. This includes undertaking additional analysis of the Ministry of Transportation and Infrastructure's intersection counts, CRD's Origin-Destination Study and bicycle counts, and implementing supplementary multi-modal traffic counts.

It is recommended that the City implement a multi-modal count program at a minimum of 11 unsignalized intersections. It is recommended that the counts take place in the spring. This will ensure schools are in session and the weather is conducive to cycling and walking. This could be complimented with surveys of targeted user groups' transportation preferences. The results of this monitoring should be communicated to the public in an easy to read format to indicate progress to achieving the goals of the Transportation Master Plan.



**Action:** Initiate multi-modal traffic count program



**Supports:** All goals



**Timeframe:** 1 year



**Funding:** City of Colwood



### 3. Monitoring

A monitoring strategy is essential to ensure that the Transportation Master Plan is implemented as intended, and to determine whether the plan is achieving its goals. A monitoring program enables City staff to validate continued expenditures and allocation of resources to implement prioritized initiatives of the Transportation Master Plan. Monitoring also provides a means of identifying changing conditions which would require modifications to the Plan.

The monitoring program needs to be:

- ▶ **MEANINGFUL.** The monitoring strategy should yield meaningful results and point to the success in achieving the vision, goals and targets of the Transportation Master Plan.
- ▶ **MEASURABLE.** The monitoring program needs to establish criteria that are readily measurable and for which data or information can be easily obtained.
- ▶ **MANAGEABLE.** The monitoring program needs to take into account the resource limitations of the City and will identify measures where information is accessible or data is simple to collect.

The monitoring program will focus on two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan, as summarized below. It is recommended that the City of Colwood monitor progress in each of these areas every 1-2 years, based on data availability.

#### IMPLEMENTATION PROGRESS

- ▶ **Facilities**
  - Sidewalks (km of new sidewalk)
  - Bicycle Route (km of bike lanes, km of Class 1 (Suitable for all users) facilities)
  - Transit (# bus stop improvements)
  - Traffic calming plans (# plans)
- ▶ **Annual investment levels**
  - Walking (\$ and % of City's total transportation capital investments)
  - Cycling (\$ and % of City's total transportation capital investments)
  - Transit (\$ and % of City's total transportation capital investments)