



COLWOOD TRAFFIC MODEL

Working Paper no.3 Evaluating Scenarios

The two major road network scenarios being contemplated for south Colwood include a package of network improvements focused on either comprehensive widening of Latoria Road (Scenario 2d) or Metchosin Road (Scenario 2c). The full package of network improvements for each scenario is explored in *Working Paper no. 2*.

The travel demand model and associated traffic analysis has demonstrated that traffic operations are generally acceptable under either scenario. A series of network upgrades will be required under both scenarios, with certain improvements shared in both scenarios and some specific to one scenario.

Beyond traffic operations, there are a number of other factors to be given consideration in determining which major road network scenario should be pursued, as follows:

	Scenario 2d. Latoria Road	Scenario 2c. Metchosin Road
Traffic Performance	Delay incurred on Metchosin Rd	Delay incurred on Latoria Rd
Additional Right-of-Way	Limited to 8-10 parcels, VMP – Wishart area	1-3m right-of-way required, impact to 80+ parcels
Timing / Redevelopment	Proceed as Latoria North properties redevelop	Significant redevelopment and / or acquisition required
Shallow Utilities	Minor utility pole relocation (~10 poles) or underground	Significant utility pole relocation (~90 poles) or underground
Environment	Widening impact on Latoria Creek, moderate impact on mature trees	Impact on mature trees
Capital Cost	\$15-25 million	\$25-40 million

Given the benefits and disbenefits considered above, widening Latoria Road to four lanes is the suggested approach to the long-term major street network. This scenario requires limited acquisition of private property, may be realized more quickly and with greater certainty, and focuses traffic growth on a corridor with fewer driveways leading to a safer corridor.

Under this scenario a continuous four-lane cross-section would be applied to Latoria Road between Veterans Memorial Parkway and Metchosin Road, with localized intersection improvements to facilitate turn movements. Widening would be realized incrementally over time, with the goal of four lanes in-place in advance of the ultimate land use scenario. Improvements would also be pursued on Metchosin Road including widening to four lanes for the section between Wishart Road and Sooke Road, localized intersection upgrades at key locations (i.e., Lagoon Road, Painter Road, Hatley Drive) and added centre turn lanes or medians in select locations.

The City intends to seek public feedback on long-term major street network options for south Colwood through a more comprehensive Transportation Master Plan (TMP) update process. This will allow for a better understanding of public opinion and the benefits of each scenario relative to the broader multi-modal transportation network, key directions for public transit service and cycling infrastructure, and supportive land use planning and redevelopment opportunities. A final decision on the major street network in south Colwood will be made by Council through formal endorsement of the updated TMP.