

Mobility Data + Travel Patterns

What's Changed?

Population + Land Use

Colwood has experienced significant growth since the 2015 Transportation Master Plan (TMP) was created. Population growth was almost 20% between the 2011 and 2021 Census, including a corresponding increase in the overall population density. Refer to Table 1.

Interestingly, the increase in the number of dwellings has out-paced population, suggesting that on average the number of people per dwelling unit has actually decreased. As the land use planning policies of the City promote increased density and intensification in strategic locations, it is anticipated that the community will increasingly densify in future.

TABLE 1. SUMMARY OF POPULATION CHANGE, 2011 - 2021¹

	2011	2016	2021	Change
Population	16,093	16,859	18,691	+17.8%
Population Density (people per km ²)	911.2	954.2	1,074	+17.9%
Dwellings	6,395	6,867	7,688	+20.2%
Median Age	40.1	40.9	42.4	+5.7%

Transportation Network

Significant progress has been made on improving multi-modal transportation infrastructure since the 2015 TMP was completed. A summary is provided below of some of the key investment made over the past ten years.

Street Network + Corridor Improvements	Build-out of new street network in Royal Bay neighbourhood, including Latoria Boulevard realignment
	Upgrades and expansion on Veterans Memorial Parkway between Sooke Road and Allandale Road

¹ Census of Population – Statistics Canada, 2021

	New section of Allandale Road connecting to industrial and commercial lands
Intersection Upgrades	<p>Roundabout installed at Veterans Memorial Parkway / Latoria Road intersection</p> <p>New traffic signal installed at Metchosin Road / Latoria Boulevard and Latoria Boulevard / Ryder Hesjedal Way intersections</p> <p>New traffic signal installed at Veterans Memorial Parkway / Allandale Road intersection</p>
Active Transportation	<p>New sidewalks and protected cycling facilities on Painter Road</p> <p>Parking protected bike lanes on Goldstream Avenue</p> <p>New sidewalks on Metchosin Road between Cotlow Road and Hatley Drive, bike lane improvements on the northern section of Metchosin Road nearby Wishart Road</p> <p>Enhanced pedestrian-activated crossing on Old Island Highway nearby Juan de Fuca Recreation Centre</p> <p>New sidewalks installed in the vicinity of Dunsmuir Middle School, including on Owens Road and Benhomer Drive</p>
Neighbourhood Traffic Management	<p>Pilot traffic management to reduce speeds and prevent select movements on Milburn Drive and Hatley Drive</p> <p>Traffic calming features on Mount View Avenue</p>

In addition to the improvements listed above, the City has committed to two (2) key infrastructure investments that present significant value to the Colwood community and will be delivered in the coming years, as follows:

1. Funding is committed for a grade-separated crossing of the Galloping Goose Regional Trail over the Old Island Highway that will provide for a continuous trail user experience and enhanced safety through this location.
2. The Waterfront Multi-Use Pathway project identified in the Parks & Recreation Master Plan will be advanced, providing a dedicated pathway facility adjacent Ocean Boulevard that facilitates both active transportation through this corridor and supports access to the waterfront and nearby amenities.

Mode Share

Travel mode share refers to the proportion of all trips made by each travel mode. Travel mode share is assessed through the CRD's *Origin-Destination Household Travel Survey* and accounts for all trips. A summary of the change in mode share between 2011 and 2022 is included in Table 2.

A significant increase in the proportion of all trips made by active transportation has been experienced since 2011, with active transportation representing 5% of all trips in 2011 and 14% in 2022. This is significant progress toward the City's policy objectives to increase sustainable transportation trip making and realize fewer trips via automobile. Driving trips (driver, passenger) decreased over the same period, representing 89% of trips in 2011 and 78% in 2022.

TABLE 2. SUMMARY OF CHANGES IN TRAVEL MODE SHARE, ALL TRIPS

	% of trips		
	2011	2017	2022
Driving	89%	81%	78%
Public Transit	3%	3%	4%
Walk	4%	9%	8%
Bicycle	1%	2%	6%
Other	2%	6%	4%

The Canadian Census also contains travel mode share data. Whereas the CRD data above reflects all trips, the Census accounts only for trips to work. Mode share results from the past three Census are summarized in Table 3. Very little change is observed in mode share for trips to work over the past ten years. The Census mode share data is the basis for targets contained in the 2014 TMP.

TABLE 3. SUMMARY OF CHANGES IN TRAVEL MODE SHARE, TRIPS TO WORK

	% of trips		
	2011	2016	2021
Car (as driver)	80%	79%	79%
Car (as passenger)	5%	5%	6%
Public Transit	7%	8%	5%
Cycling	3%	4%	2%
Walking	3%	3%	4%
Other	2%	2%	4%

Trip Origin-Destination

Trip origin-destination data for the AM peak period (6:00 – 9:00am) is included in the CRD's *Origin-Destination Household Travel Survey*. In 2022, nearly half (41%) of trips by Colwood residents were to destinations within Colwood. Langford (15%), Saanich East (10%), View Royal (6%) and Esquimalt (6%) were other common destinations for trips originating in Colwood. In total, approximately two-thirds of all AM peak period trips originating in Colwood end in a Westshore community.

The proportion of AM peak period trips beginning and ending in Colwood has nearly doubled since 2011, likely a result of additional school and employment opportunities in the community. Interestingly, the proportion of trips by Colwood residents destined for Saanich East doubled between 2011 and 2022, presumably representing a larger number of commute trips to the University of Victoria or other expanded commercial areas such as Uptown.

Despite the significant overall employment base, only 12% of all AM peak period trips originating in Colwood are destined for the City of Victoria (accounts for Downtown, Victoria North and Victoria South zones in Survey).

For AM peak period trips in 2022 that end in Colwood, the vast majority (85%) originate in Westshore communities, most notably those that originate in Colwood (39%) and Langford (32%). It is assumed these are trips to access both employment and education, with Royal Roads University and select schools located in Colwood but with catchment areas that extend into Langford (i.e., David Cameron Elementary School, Dunsmuir Middle School, Royal Bay Secondary School).

Also of interest, the survey results suggest that in 2022 approximately 5% more AM peak period trips end in Colwood as compared to the number of trips that originate in Colwood. Previous survey results have shown significantly more trips beginning in Colwood than ending in Colwood (11% higher in 2017, 48% higher in 2011). These trends suggest that the City's efforts in creating compact, mixed-use communities, including in Colwood City Centre and South Colwood, have achieved positive impact in more Colwood residents working within the community.

Colwood residents made approximately 18% fewer AM peak period trips in 2022 as compared to 2017, presumably related to a greater number of people working from home as patterns shifted during the COVID-10 pandemic. Similarly, the 2021 Census indicated 20% of Colwood residents regularly work from home, whereas only 6% worked from home in 2016 and 2011.

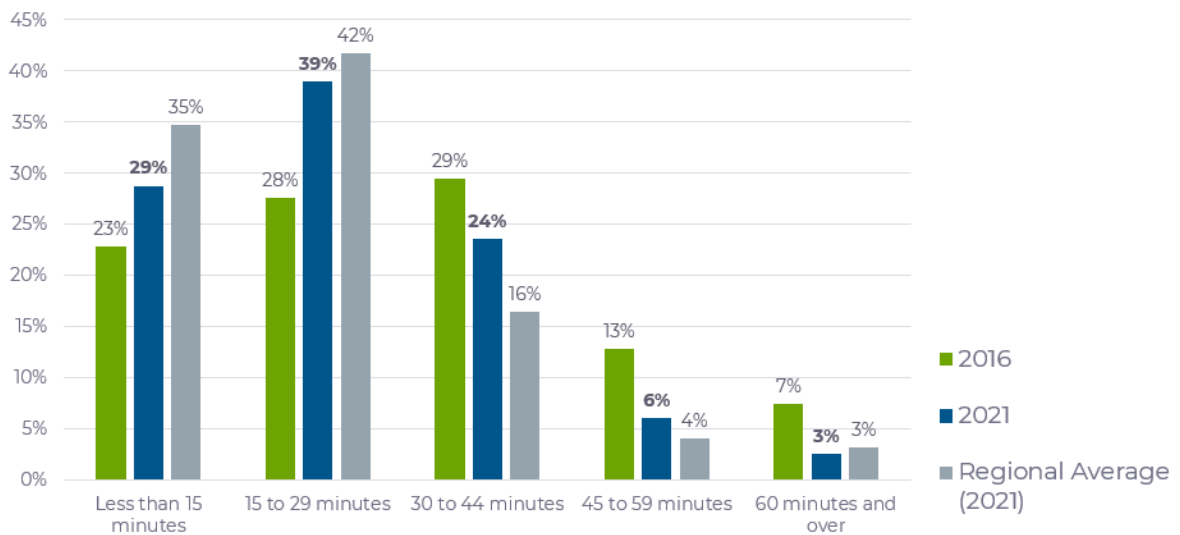
This trend toward reduced commuting is also reflected in a reduced number of daily trips, as described below.

Trip Duration

The Canada Census includes measures of trip duration for trips to work. As shown in Figure 1 below, approximately one-third of commute trips by Colwood residents is 30 minutes or longer. Only 29% of commute trips are 15 minutes or less. Compared to regional averages, these figures suggest commute duration is longer among Colwood residents as compared to most other communities in the region.

These figures are in contrast to the 2022 trip origin-destination data presented in Section 2.3.2 that generally suggest a greater number of short-distance trips within Colwood and Westshore communities. It is assumed the variation is a result of the difference in the two datasets, where the Census accounts only for trips to work while the CRD Survey accounts for all trips.

FIGURE 1. AVERAGE COMMUTE DURATION, 2016 TO 2022.



Trip Purpose

Trip purpose refers to the types of destinations Colwood residents travel to outside of the home. Trip purpose is assessed through the CRD's Origin-Destination Household Travel Survey and accounts for all trips. A summary of the change in trip purposes between 2011 and 2022 is included in Table 4.

The proportion of trips made for each trip purpose have remained relatively consistent since 2011. Key changes a modest reduction in the proportion of all trips that are made to work or school, representing 28% of trips in 2011 and 24% of trips in 2022. Trips made for recreation, social and personal business have increased over the past ten years, representing 18% of all trips in 2022. The proportion of trips made for dining purposes is low (2%), at least partially relating to the increase in meal delivery services.

TABLE 4. TOTAL CHANGE IN TRIP PURPOSE, FROM COLWOOD²

Trip Purpose	% of trips			Change
	2011	2017	2022	
Work	24%	25%	21%	-3%
School	4%	2%	3%	-1%
Personal Business	7%	6%	8%	+1%
Recreation/Social	7%	9%	10%	+3%
Dining	2%	6%	2%	-
Shopping	12%	12%	11%	-1%
Pick up/Drop-off	10%	6%	8%	-2%
Return Home	33%	33%	38%	+5%

² CRD Origin-Destination Household Travel Survey

Trip Making / Vehicle Ownership

Results from the 2022 CRD Survey indicate that the number of daily trips per person in Colwood has decreased by approximately 10% between 2011 and 2022, with an average of 2.6 trips per person.

Similarly, vehicle ownership is approximately 1.9 vehicles per household, a decrease of approximately 5% from 2011 levels. Approximately 40% of all households own one or fewer vehicles, whereas 21% have three or more vehicles.

CRD survey respondents reported an average of 1.24 owned non-motorized adult bicycles per household in Colwood in 2022. This is lower than the Westshore average of 1.8 bicycles per household and the regional average of 1.7 bicycles per household.

Vehicle Characteristics

Vehicle characteristic statistics are available through ICBC that categorize registered vehicles by classification and type³. Of the 10,472 personal vehicles registered in Colwood in 2022, 3.1% are electric and 3.9% are hybrid. The total number of EVs owned by Colwood residents has increased by almost 2.5x between 2019 and 2022, with a similar trend among hybrid vehicle ownership.

Per data provided on the PlugShare webpage, as of July 2024 there are 12 publicly accessible EV chargers in Colwood, including five at Royal Roads University.

Road Safety

Approximately 22% of reported crashes were categorized as casualty crashes, meaning a person was injured or killed. This is meaningfully higher than the average among all reported crashes on Vancouver Island, where only 16% of crashes result in a casualty.

The proportion of crashes that involve an active transportation user is quite low at 2.6% of all crashes. As described above, the ICBC dataset is known to under-represent crashes involving people walking and cycling. The five-year (2019-2023) history for crashes occurring in Colwood is provided in Table 5 below. Importantly, these figures only represent crashes resulting in an insurance claim, which commonly accounts for the majority of non-minor vehicle crashes but under-represents the number of crashes involving people walking or cycling (alternative datasets are available through Westshore RCMP that represent all

³ ICBC Vehicle Population, available online at:
<https://public.tableau.com/app/profile/icbc/viz/VehiclePopulationIntroPage/VehiclePopulationData>

crashes with a police response and may also be considered for a more complete account of crashes involving people walking and cycling).

A total of 2,750 crashes were reported over the five-year period between 2019 and 2023. This represents an average of 550 crashes per year. The number of crashes was relatively consistent year-over-year, with the highest number of crashes occurring in 2019 (644) and lowest in 2020 represent crashes involving people walking or cycling.

TABLE 5. CRASHES IN COLWOOD FROM 2019-2023, BY TYPE AND SEVERITY⁴

	Total Crashes	Crash Type		Crashes Involving Active Transportation Users	
		Property Damage (PDO)	Casualty Crashes	Crashes Involving Cyclists	Crashes Involving Pedestrians
2019	644	76%	24%	2.0%	1.0%
2020	451	77%	23%	2.0%	1.6%
2021	522	78%	22%	1.3%	0.2%
2022	550	79%	21%	0.7%	2.0%
2023	583	79%	21%	1.5%	0.8%
Total	2,750	2,137	613	1.5%	1.1%

⁴ ICBC Reported Crashes, available online at: <https://public.tableau.com/app/profile/icbc/viz/ICBCReportCrashes/ICBCReportedCrashes>