



*2009 Transportation Master Plan*

*District of Sooke*



*March 18, 2009*

*File: 927*



## EXECUTIVE SUMMARY

This document is the comprehensive 2009 Transportation Master Plan for the District of Sooke. It includes transportation plans for the road network, bicycles, pedestrians and transit as well as a framework for the use of alternative vehicles (neighbourhood zero emission vehicles) and strategies to promote the use of alternative modes. These plans provide a framework to guide the development of transportation infrastructure over the next 25 years.

The objectives of the 2009 Transportation Master Plan are to:

- Document and define existing transportation deficiencies and public concerns
- Identify, evaluate and compare roadway, sidewalk, bike lane and transportation demand management options
- Recommend and present an improvement strategy that best serves the District's interests and is integrated with municipal and provincial initiatives and major road networks
- Provide concept drawings and construction estimates for recommended roadway, sidewalk and bike lane improvements
- Provide input into the Official Community Plan

## COMMUNITY CONSULTATION

Three community open houses were held for this project to gather input and feedback from the community. In addition, phone interviews were undertaken with a variety of stakeholders in the community.

## ROAD NETWORK

Road classifications for a community are typically identified in Official Community Plans (OCP) or in a Transportation Master Plan. Road classifications create a hierarchy of roads with a gradation in function from direct access to vehicle mobility on the road. A road classification map has been developed to identify the existing and future local and collector roads within the District.

The District of Sooke currently has eleven cross sections for urban, suburban and rural collector, and local roads. These cross sections can be simplified into five main cross sections – urban/suburban collector, rural collector, urban/suburban local, rural local, and Town Centre local. In addition there are two road specific cross sections: 'Waterview' in the Town Centre and Grant Road.

Bioswales are an alternative method to dealing with stormwater in an urban/suburban environment. Bioswales should be incorporated/or planned for within the Town Centre, along any new

urban/suburban roads, Grant Road, Sooke Road, and any frontage improvements (due to development) on urban/suburban roads.

Truck route and hazardous (dangerous) goods route bylaws should be developed to identify appropriate routes within the District for these types of vehicles.

The District of Sooke is implementing a roundabouts first policy. This policy requires that a roundabout be the first option for an intersection requiring upgrades. The following locations have been identified as preferred roundabout locations within the District and will require a feasibility study and discussions with MoT on Highway 14:

- Highway 14/Sooke River Rd
- Highway 14/Maple Rd
- Throup Rd/Church Rd
- Highway 14/Charters Rd
- Highway 14/Grant Rd
- Grant Rd/Otter Point Rd
- Highway 14/'Waterview' Rd
- Throup Rd/Phillips Rd
- Grant Rd/Maple Rd
- Highway 14/Gatewood Rd

With the changes in road cross sections and the addition of bioswales as part of the road infrastructure, the Subdivision and Development bylaw requires updating to Schedules A, B and C. These changes include the addition of the Town Centre area in Schedule A, changing the Service Level for suburban walkways, trails and sidewalks, adding bioswales, roundabouts, permeable road surfaces and sidewalks in Schedule B, and updating the road cross sections (Schedule C) and references.

The District of Sooke's road network lacks east-west connectivity on both the north and south side of Sooke Road. The following are proposed network improvements:

- Extension of Throup Road from Charters Road to Phillips Road and creating a new road between Church Road and Otter Point Road
- Create a new north-south road ('Waterview') between the Evergreen Mall and Goodmere Road
- Extension of north Maple Avenue to Grant Road
- Extension of Eustace Road to Maple Avenue
- Extension of new collector road to Grant Road
- Extension of Grant Road East to Church Road and to Phillips Road
- Extension of Goodmere Road to Clairview Road
- Extension of Lincroft Road to Lanark Avenue
- Extension of Church Road south to the Goodmere Road extension
- Extension of Caldwell Road to Grant Road
- Extension of Country Road from Church Road to Otter Point Road



## DISTRICT OF SOOKE TRANSPORTATION MASTER PLAN

- Extension of Lalonde Road from Otter Point Road to Sun River Estates
- Extension of Church Road to Lalonde Road
- Extension of Pascoe Road to Fernwood Road to Phillips Road to Sooke River Road via a new vehicular bridge.
- Extension of Gatewood Road from West Coast Road to Grant Road.

The Ministry of Transportation and Infrastructure is in the process of undertaking a long term assessment of Highway 14 (Sooke Road) from Langford to Sooke to determine the long term requirements for the highway; however at this time the findings of this report are not available. District staff should continue to correspond with Ministry staff to determine the results of their study and how their plans integrate with the District's *2009 Transportation Master Plan*. For the portion of Sooke Road from Phillips Road to Atherly Close, the Ministry has in principle accepted an improved three lane cross section on Sooke Road contingent on the completion of the collector road network; however they are obtaining 30m of right of way along the corridor as development occurs for up to five lanes of traffic. The improved three lane cross section will include bicycle lanes, sidewalks, centre medians and boulevard/bioswales.

Collision data from 2003 to 2008 was collected from the Ministry of Transportation and Infrastructure's HAS database for Highway 14 within Sooke. Nine intersections along Sooke Road/West Coast Road were identified as having collision rates higher than the provincial average; however only the intersection of Gillespie Road/Sooke Road identified as collision prone.

Am (7:00am to 9:00am) and pm (3:00pm to 6:00pm) traffic counts were undertaken by Boulevard Transportation Group, in June and July 2008, at key intersections within the District.

The following intersection improvements are recommended to be implemented by the identified year.

Intersection	Improvement	Year
Sooke Road/Gillespie Road	Signalize and improve geometrics	2008/9
Sooke Road/Sooke River Road	Signalize	2008/9
Sooke Road	Update signal timing plans along the corridor	2008/9
Sooke Road/Charters Road	Signalize	2008/9
Sooke Road/Otter Point Road	Improve pedestrian accessibility	2008/9
Church Road/Thrup Road	Install roundabout	2013
'Waterview'/Sooke Road	Install roundabout	2013
Townsend Road/Sooke Road	Make Townsend Road right in/right out	2013

Phillips Road/Belvista Road/Sooke Road	Revise laning to remove north-south split phasing	2018
Phillips Road/Thrup Road	Install roundabout	2018
Church Road/Sooke Road	Add westbound right turn lane	2028
Otter Point Road/Sooke Road	Add westbound right turn lane	2028

## BICYCLE NETWORK

The District of Sooke has limited bicycle facilities, which is reflected in a bicycle mode share split of 0%. Bicycle lanes and wide shoulders are proposed to create an inter-connected bicycle network for residents to connect with the Town Centre and transit facilities. Multi-use paths are also proposed through out the District to provide access for cyclists. For additional information and details on existing and proposed multi-use paths and trails see the *2009 Parks and Trails Master Plan*.

Bicycle parking facilities can be provided in two ways – long term (Class I) and short term (Class II). Class I parking must be fully secure and weather protected, and each bicycle must be independently accessible and securable to a sturdy rack or in a locker. Class II facilities are intended for short-term users, typically residential visitors and retail customers, and are not meant to accommodate bicycles overnight. They should provide theft protection to the bicycle and core components (ie. frame, tire), but do not protect from theft of accessories. Bicycle parking requirements should be added to Sooke’s parking bylaw. The District should consider a retrofit program to locate bicycle parking in public places that currently lack parking, including parks, schools, SEAPARC, the library, and park and rides facilities.

## PEDESTRIAN NETWORK

The mode share split for walking in Sooke is 3% compared to 10% for the region. There are limited concrete sidewalks within some of the newer subdivisions within the District; however the majority of Sooke lacks proper sidewalks, particularly in the commercial area along Sooke Road. Sidewalks are proposed for Sooke Road between Phillips Road and Gatewood Road and along all of the collector roads and downtown roads. The focus of the sidewalk improvements should be along Sooke Road, Otter Point Road and Church Road as a starting point and continue outward from the core.

The following design guidelines are recommended for pedestrian facilities within the District:

- A minimum of 2.0m wide in low pedestrian areas and a minimum of 3.0m in high pedestrian areas (Sooke Road within Town Centre)

- Consider built environment elements, such as natural surveillance, lighting and landscaping, as well as programming and maintenance, to provide safe pedestrian facilities
- Ensure connectivity of the network
- Ensure accessibility – audible signals, accessible pushbuttons, tactile surfaces, letdowns at crosswalks, location of street furniture

The implementation of signed and marked (or higher level of control) crosswalks should not be undertaken unless the location meets the warrant criteria in the *Pedestrian Crossing Control Manual for BC*.

## PUBLIC TRANSIT

BC Transit currently provides three transit routes within the District of Sooke. Sooke should work with BC Transit to develop facilities, routes and schedules that would further increase the use of transit as an alternative mode to the single occupied vehicle, especially for trips between Sooke and Greater Victoria. This includes creating a transit exchange within the Town Centre, and expanding park and ride facilities within the District. The schedule for the community buses requires a review as residents indicated that the community buses are missing connections with the No. 61 to Victoria. Any new bus stops should be designed using BC Transit's *Bus Stop Guidelines*. The District should identify areas within 400m of transit where increased densities would be appropriate to support transit.

## NEIGHBOURHOOD ZERO EMISSION VEHICLES

Neighbourhood Zero Emission Vehicles (NZEVs) present an opportunity to expand the breadth of transportation options available to Sooke residents, while creating a sustainable alternative to automobile travel. However, until NZEVs are allowed to travel on Ministry roads with speed limits of 50km/h (ie. Sooke Road) or further east-west roads are constructed within Sooke, NZEVs should not be allowed within Sooke.

## TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is an integrated approach to planning and development that utilizes existing capacity in certain transportation modes in order to delay, or eliminate the need to provide/expand infrastructure for other modes. In essence, TDM aims to influence user travel mode to achieve an environmental, social and economic balance. Appropriate TDM measures for the District include multi-modal access guides, improved pedestrian facilities, bicycle parking and facilities, additional park and ride facilities, increased transit service, transit oriented developments, municipal (propass) transit passes, carshare, carpooling/vanpooling, and priority parking.

## IMPLEMENTATION PLAN

The implementation of the transportation master plan requires capital plans and funding. Over the next 25 years over \$122,000,000 needs to be spent to upgrade the transportation network within the District. This includes new network links, pedestrian and cycling facilities, roundabouts, signals, and shoulder widening on Sooke Road and West Coast Road. This capital plan does not include costs for paths and trails. Funding opportunities are available from a variety of sources including road development cost charges, sponsorship, special levies, strategic budget allocations, and government grants and funds.

## GLOSSARY

**Bicycle Parking - Class I:** long term parking or storage for bicycles in an enclosure that provides protection from theft and damage to both the bicycle and its accessories ie. bicycle lockers.

**Bicycle Parking - Class II:** short term parking facility, typically located outside of commercial or residential land uses. Class II parking is usually open to the environment and does not protect a bicycle from theft on its own ie. bicycle racks.

**Collector Road:** balances need for direct access for land use with movement of traffic. Connects neighbourhoods to Sooke Road.

**Collisions per Million Entering Vehicles:** the number of collisions at an intersection per million vehicles entering the intersection.

**85<sup>th</sup> Percentile Speed:** the speed at which 85% of vehicles are travelling at or below and is the typical index used in classifying a roadway speed characteristics.

**Hazardous (Dangerous) Goods Routes:** Hazardous or dangerous goods routes are defined in a bylaw which defines hazardous and dangerous goods, available routes, time restrictions on routes, and any exemptions and fines.

**Level of Service (LOS):** qualitative measure describing operation conditions within a traffic stream in terms of amount of delay experienced, equated to letter grades from A (best) to F (worst).

**Local Road:** provides direct access for land use and serves traffic of local importance. Typically these roads are inter-neighbourhood and service residential land use.

**Low Speed Vehicles (LSV):** defined in the federal Motor Vehicle Safety Act as a distinct vehicle class. A LSV is a vehicle that is powered by an electric motor, produces no emissions, and is designed to travel on four (4) wheels at a maximum speed of between 32 km/h and 40 km/h. LSVs include features such as headlights/taillights, turn signals, windshields, a parking brake and seatbelts in compliance with Motor Vehicle Safety Regulations.

**Million Entering Vehicles (MEV):** is calculated as the number of vehicles entering an intersection in a 24 hour period multiplied by 1 million. MEV is used to determine exposure to collisions at intersections.

**Mode Share:** the percentage share of use that one transportation mode has compared to other transportation modes.

**Neighbourhood Zero Emission Vehicles (NZEV):** the BC name for Low Speed Vehicles.

**Official Community Plan (OCP):** an OCP is a planning document which has objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

**Operational Analysis:** the use of capacity analysis to determine the level of service (LOS) of an existing or proposed intersection or road link.

**Peak Hour:** the highest hour of traffic in a specific period. (Typically mornings (am), and afternoon (pm)).

**Road Function:** how the road is designated or intended to be used in terms of mobility and accessibility.

**Road Use:** how the road is actually used, regardless of official road classification.

**Road Classification:** the identifying of a road's function on a map. Road classification is not necessarily the same as road use. Within the District of Sooke, Sooke Road is an arterial road and all other roads are collector or local roads.

**Road Cross Section:** a standard drawing for each road classification to identify the width and features of the road.

**Rural:** land use is typically residential or agricultural with lower densities than suburban/urban areas.

**Sidewalk:** is concrete or brick paver surface for pedestrians adjacent to a boulevard or the travelled roadway. Sidewalks are typically separated from the travelled roadway by a concrete curb and are higher than the travelled roadway. Sidewalks are part of the transportation system and the recreational system.

**Synchro:** a traffic operations software package that models traffic operations at an intersection level.



**Town Centre:** is the defined core area that is intended to evolve as the economic, cultural and civic “heart” of the District, and contains infrastructure designed to the highest standard, intended to serve increased land use densities.

**Traffic Demand Management (TDM):** a group of measures, policies, and programs, which seek to reduce increased demand for more roads by influencing travel choice and shifting motorists from single occupied vehicles to alternative modes.

**Trail:** is a path for pedestrians and/or cyclists separated from the travelled roadway or within its own right of way. Trails may be paved, gravel or other material as approved by the Municipal Engineer and detailed in the *2009 Parks and Trails Master Plan*.

**Transit Oriented Development (TOD):** the use of policies and design standard to increase density, increase the mixture of land uses, and improve pedestrian and bicycle facilities in close proximity to transit stations. These practices maximize the effectiveness of transit.

**Truck Routes:** a truck route bylaw is used to designate truck routes within a community, specify gross weight restrictions, truck and trailer parking areas, and define fines for contravening the bylaw. Trucks may deviate from the designated truck route, if they remain on the defined route as long as possible before deviating to their destination, via the shortest route from the truck route.

**Urban:** is an area with increased densities of residential housing (small lots, multi-family) and commercial land uses.



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## 1.0 INTRODUCTION

The District of Sooke started the process to develop a transportation master plan for the District with a Request for Proposal (RFP) in early May 2008. Boulevard Transportation Group was the consultant chosen to develop the transportation master plan in late May 2008.

A comprehensive Transportation Master Plan includes the development of transportation plans for all modes of transportation within the transportation system in the District. A transportation master plan identifies current deficiencies and anticipates future growth and deficiencies within the transportation system. The development of a transportation master plan provides a framework to guide the development of transportation infrastructure over the next 25 years. The transportation master plan should be reviewed between 5 and 10 years after adoption to ensure that growth assumptions and community principles and values have not significantly changed.

The District's 2009 *Transportation Master Plan* includes discussions on the road network and intersection improvements, bicycles, pedestrians, transit, neighbourhood zero emission vehicles, and transportation demand management strategies. Public consultation through open houses and interviews with key stakeholders was undertaken during the development of this study to ensure community input on all aspects of the plan.

## 2.0 OBJECTIVES

The objectives of the 2009 *Transportation Master Plan* are to:

- Document and define existing transportation deficiencies and public concerns
- Identify, evaluate and compare roadway, sidewalk, bike lane and transportation demand management options
- Recommend and present an improvement strategy that best serves the District's interests and is integrated with municipal and provincial initiatives and major road networks
- Provide concept drawings and construction estimates for recommended roadway, sidewalk and bike lane improvements
- Provide input into the Official Community Plan

## 3.0 COMMUNITY CONSULTATION

Three community open houses were held for this project to gather input and feedback from the community. In addition, phone surveys were undertaken with a variety of stakeholders in the community.

### 3.1 Open House No. 1 – June 12, 2008

The initial open house for this project was held during the District of Sooke's bi-annual community open house. This open house had a variety of projects and groups presenting information to residents. At this open house we presented information on the current road network, bicycle and pedestrian plans and existing transit routing. Exit surveys were provided for residents to provide us with input on their concerns/issues. Only six responses were collected.

Key issues identified in the exit surveys included the need for bicycle facilities within the core, connecting to the Galloping Goose, and along bus routes, sidewalks all over town, and traffic safety and congestion along Sooke Road specifically at the mall accesses. Respondents were asked to rank their transportation priorities. Based on the responses the highest priority is pedestrian facilities followed by transit, road network improvements and bicycle facilities. A full summary of the survey results is in *Appendix A*.

### 3.2 Open House No. 2 – October 4, 2008

The second open house for this project was held in conjunction with three other related projects within the District of Sooke – the *2009 Town Centre Plan*, *2009 Parks and Trails Master Plan* and *2009 Official Community Plan* projects. We presented the draft road network, bicycle, pedestrian and transit plans for the District. An exit survey was provided to determine if the residents supported the draft plans and to identify any additional areas of concern.

A total of twenty-two survey responses were collected at the second open house. Priorities for residents continued to be sidewalks, and second bridge crossing (alternative route into Sooke) and connector road system to improve conditions on Sooke Road. Additional issues/priorities included more transit service (evenings and weekends), Grant Road/Ella/West Coast Road intersection, Sooke Road/Kaltasin Road intersection, and Kaltasin Road and Grant Road traffic calming. A full summary of the survey results is in *Appendix B*.

### 3.3 Open House No. 3 – February 26, 2009

A third open house for this project was held in conjunction with three other related projects within the District of Sooke – the *2009 Town Centre Plan*, *2009 Parks and Trails Master Plan* and *2009 Official Community Plan* projects. We presented the draft road network, road bicycle, pedestrian and transit plans as well as information on road cross sections and roundabouts. An exit survey was provided to determine if the residents supported the draft plans and to identify any additional areas of concern.



A total of eleven survey responses were collected. The main comments surrounded the need for sidewalks as soon as possible, alternative/additional access to Sooke, and several comments on roundabouts and their impact on traffic, trucks and emergency vehicles. A full summary of the survey results is in *Appendix C*.

### 3.4 Stakeholders

Key stakeholders were contacted between September 2 and September 12, 2008 to gather additional input on transportation concerns within Sooke. These stakeholders included emergency services, BC Transit, Measuring Up Committee, Sooke Harbour Chamber of Commerce, Sooke Elderly Citizens Housing Society, and the Sooke Seniors Drop-in Centre. The following are the key issues identified by the stakeholders:

- Need secondary routes, including collector road system, Sun River estates and a second bridge
- Some congestion in am and pm peak periods, particularly at the mall accesses
- Emergency pre-emption at traffic signals
- Signals at Sooke Road/Sooke River Road, Kaltasin/Sooke Road and Saseenos/Sooke Road
- Sidewalks (Sooke Road, near schools, Church Road, Ayre Road, Otter Point Road, residential areas, along transit routes)
- Otter Point Road/Sooke Road is inaccessible to seniors and the physically challenged.
- Crosswalks at Townsend and Evergreen Mall
- More bicycle facilities and parking
- More park and rides
- A transit exchange location
- More bus service and better connections between bus routes
- Street lighting
- Train (LRT) service to Victoria

## 4.0 ROAD NETWORK

### 4.1 Road Classifications

Road classifications for a community are typically identified in Official Community Plans (OCP) or in a Transportation Master Plan. The road classifications identify the road function for each road within a municipality. Road classifications and functions do not necessarily correlate to actual observed use of a road, but indicate where it is desired for major routes through a community. Ideally, roads should operate as they are classified.

Road classifications create a hierarchy of roads with a gradation in function from direct access to vehicle mobility on the road. Local roads typically carry less than 1,000 vehicles per day and give priority to direct access over vehicle mobility. Collector roads typically carry between 1,000 and 8,000 vehicles per day and give equal priority to direct access and vehicle mobility. Arterial roads typically carry between 5,000 and 30,000 vehicles per day, and give priority to vehicle mobility over direct access. There are no arterial roads within the District of Sooke except for Highway 14 (Sooke Road), which is under the Ministry of Transportation and Infrastructure’s jurisdiction. See Table 1 for typical urban and rural road classification characteristics.

Table 1: Road Classification Characteristics

	Local Roads	Collector Roads	
		Rural	Urban
<b>Service Function</b>	Traffic movement secondary to access	Traffic movement equal to access	Traffic movement equal to access
<b>Land Service/ Access</b>	Land access primary	Traffic movement equal to access	Traffic movement equal to access
<b>Typical Daily Volumes</b>	<1,000 vpd	<5,000 vpd	<8,000 vpd
<b>Typical Vehicle Types</b>	Predominately passenger cars	All types	Passenger cars and service vehicles
<b>Parking</b>	Maybe on both sides	No parking	On one or both sides
<b>Pedestrians &amp; Cyclists</b>	No special provisions	Paved shoulders	Sidewalks on both sides. Shared or bicycle lanes for cyclists.
<b>Transit</b>	Generally avoided. Could be used by Community Buses	Permitted	Permitted

See **Figure 1** for the proposed road classifications.

## 4.2 Road Cross Sections

This District of Sooke currently has eleven cross sections for urban, suburban and rural collector and local roads. These cross sections can be simplified into five main cross sections – urban/suburban collector, rural collector, urban/suburban local, rural local, and Town Centre local. In addition there are two additional street specific cross sections – ‘Waterview’ Road in the Town Centre and Grant Road. The ‘Waterview’ cross section is meant only for three blocks within the Town Centre, as this cross section is intended for a specific purpose within a high density commercial/residential area, and since the Town Centre is the only area in the OCP with this type of land use, the ‘Waterview’ cross section should not be utilized in other areas of Sooke. The Grant Road cross section is intended for use on the existing Grant Road (from West Coast Road to Otter Point Road), as well as the newly proposed sections from Otter Point Road to Phillips Road (a portion of this new road is Throup Road).

The urban/suburban collector road provides travel lanes, bicycle facilities, bioswale/boulevards and sidewalks. Parking bays may be added to the urban/suburban collector cross section at the discretion of the Municipal Engineer. The urban/suburban local road cross section is similar to the collector road; however, the travel lanes, bicycle facilities and parking are shared within an 8.5m road width. The rural cross sections consist of two travel lanes with paved and gravel shoulders and a multi-use path separated from the shoulder. The Town Centre local road consists of two travel lanes, parking on both sides of the road and wide sidewalks. The ‘Waterview’ cross section is proposed for between Sooke Road and Goodmere Road only, and consists of two travel lanes, parking on both sides, wide sidewalks and a wide landscaped promenade. The Grant Road cross section is similar to the other collector roads; however, instead of the bioswales on the outside of the travel lanes (between the road and sidewalk), a large bioswale is located between the two travel lanes. Bike lanes, boulevard and sidewalk are also part of the Grant Road cross section.

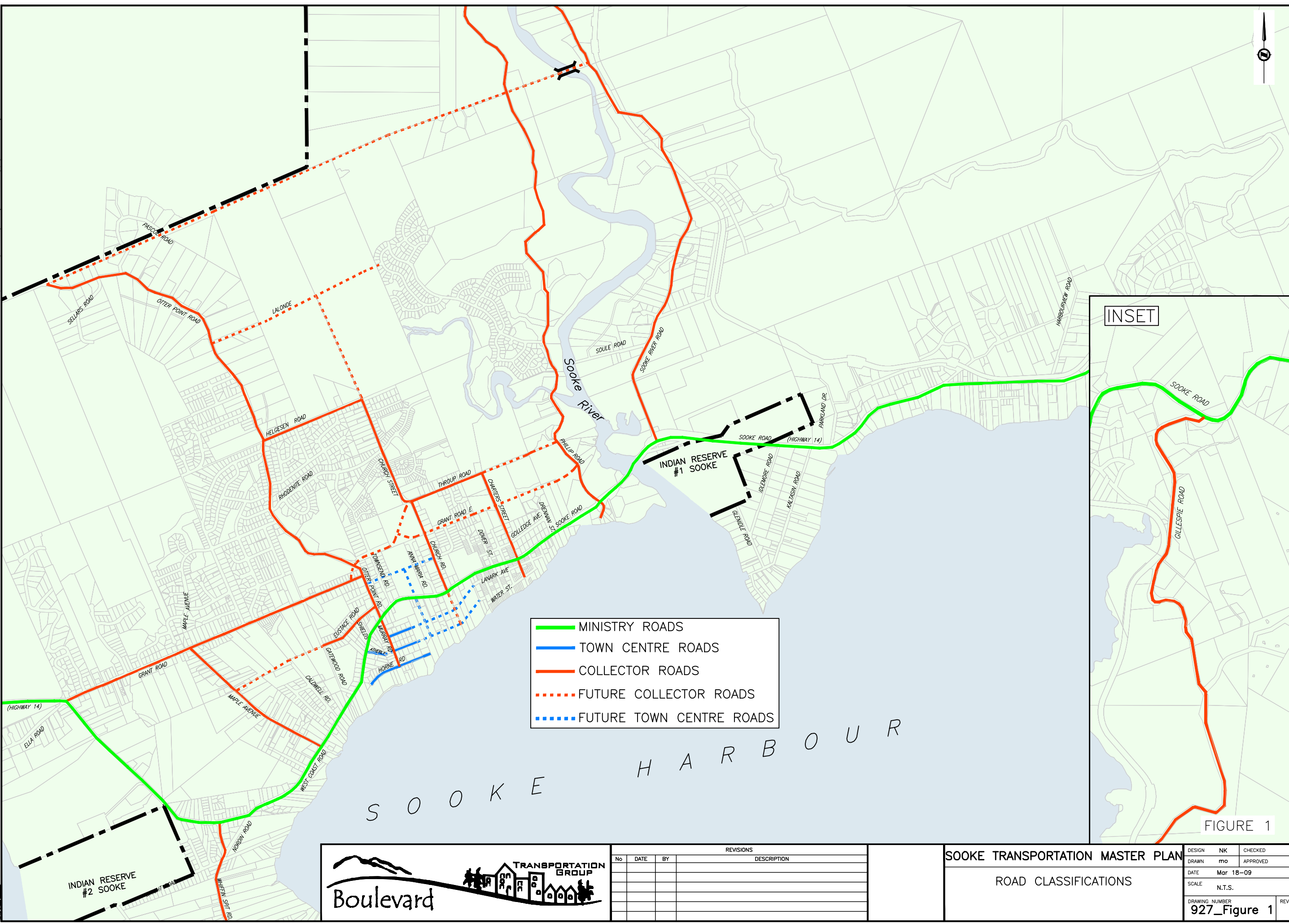
See **Figures 2 – 8** for details of the cross sections.

## 4.3 Truck and Hazardous Goods Routes

The District of Sooke does not currently have a truck route bylaw or hazardous goods route bylaw. By not having these two bylaws the District is passively allowing trucks (with and without hazardous goods) to utilize all roads within the District.

The District should develop a truck route bylaw which outlines appropriate routes (Otter Point Road in the short term and new collector roads in the longer term) for trucks to utilize within the District. This

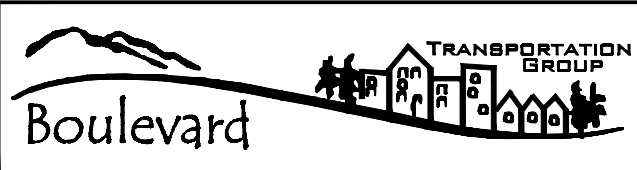
These Design Documents are prepared solely for the use by the party who, upon the Design Professional's signature, has entered into a contract, and there are no representations of any kind made by this Design Professional to any party with whom the Design Professional has not entered into contract.



- MINISTRY ROADS
- TOWN CENTRE ROADS
- COLLECTOR ROADS
- FUTURE COLLECTOR ROADS
- FUTURE TOWN CENTRE ROADS



FIGURE 1

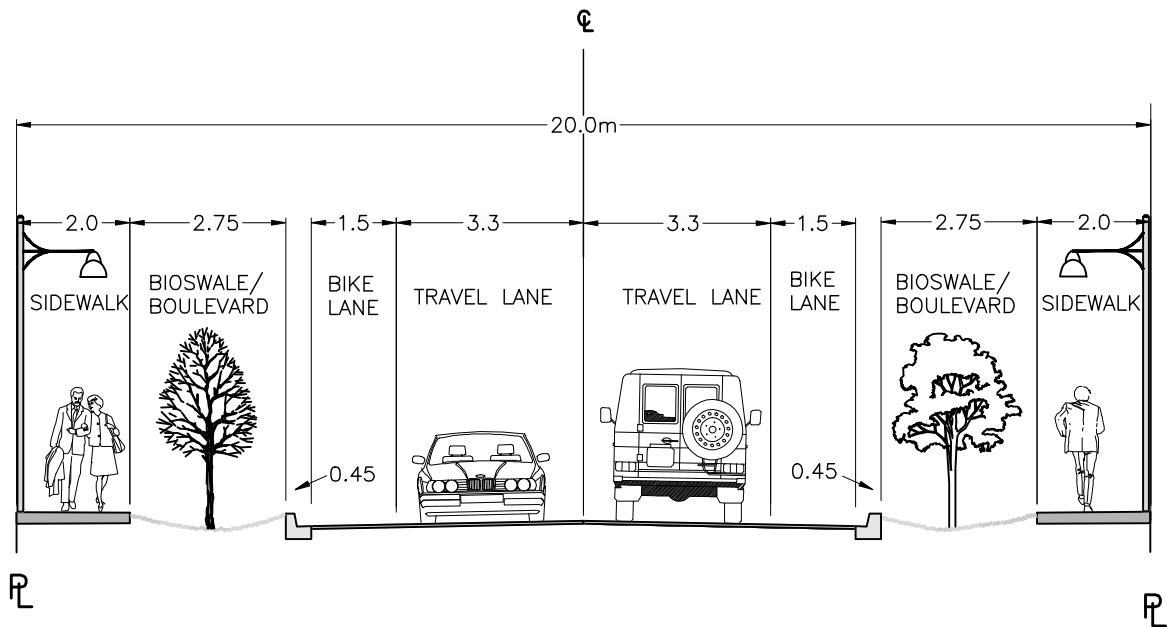


REVISIONS				
No	DATE	BY	DESCRIPTION	

**SOOKE TRANSPORTATION MASTER PLAN**  
 ROAD CLASSIFICATIONS

DESIGN	NK	CHECKED
DRAWN	mo	APPROVED
DATE	Mar 18-09	
SCALE	N.T.S.	
DRAWING NUMBER	927_Figure 1	REV.

# Urban / Suburban Collector

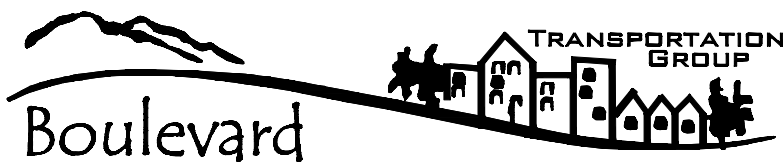


## NOTES:

1. PARKING MAY BE ADDED TO ONE OR BOTH SIDES AT THE DISCRETION OF THE MUNICIPAL ENGINEER. PARKING WILL BE 2.5m WIDE. ADDITIONAL ROW IS REQUIRED IF PARKING IS TO BE PROVIDED (2.5–5.0m).
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DECIDED INDEPENDENTLY.
3. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS, AND BYLAWS.
4. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.
5. TREES AND LIGHTING TO BE STAGGERED ALONG BOTH SIDES OF THE ROAD IN ACCORDANCE WITH ILLUMINATION ENGINEERING STANDARDS.

FIGURE 2

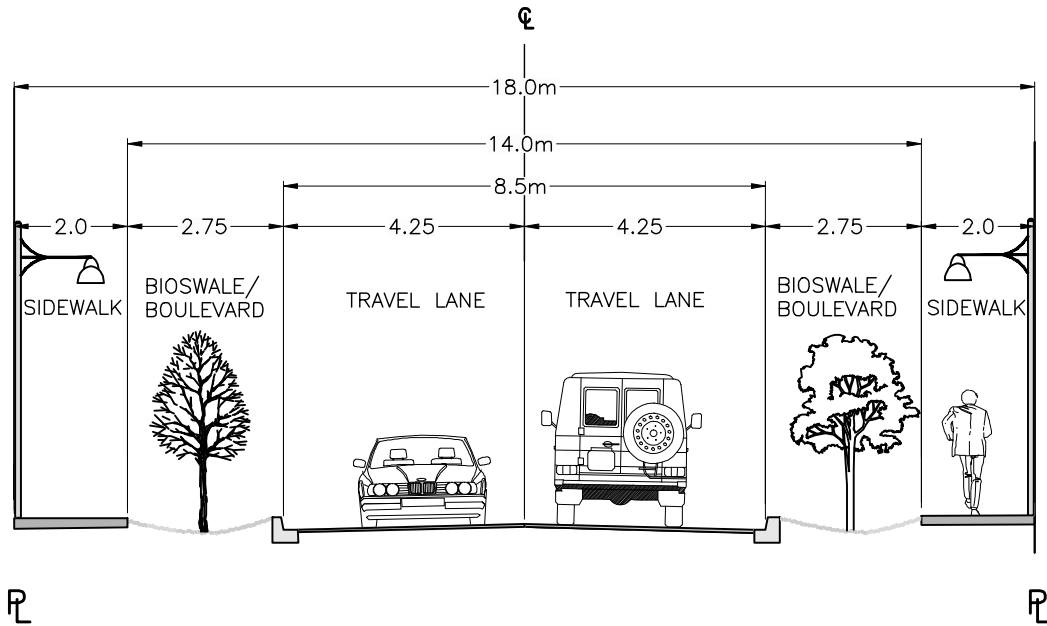
PROJECT: G:\Project Files\927 - Sooke Transportation Study\Drawings\Cross Sections\Proposed\Cross Sections\08-08.dwg  
 PLOT DATE: 2/7/2008 4:42 PM  
 PLOTTED BY: Greg Samerchuk  
 no representations of any kind made by the Design Professional to any party with whom the Design Professional has not entered into contract, and there are prepared solely for the use by the party with whom the Design Professional has entered into a contract, and there are



TITLE: SOOKE TRANSPORTATION MASTER PLAN			
TYPICAL CROSS SECTIONS URBAN/SUBURBAN COLLECTOR ROADS			
DESIGNED:	DC	DRAWN:	mo
SCALE:		N.T.S.	
DATE:	SEP 24- 08	DRAWING NO:	927_XS2
REV.			

PROJECT: G:\Project Files\927 - Sooke Transportation Study\Drawings\Cross Sections\Proposed Cross Sections\Design Documents\927-08-06.dwg  
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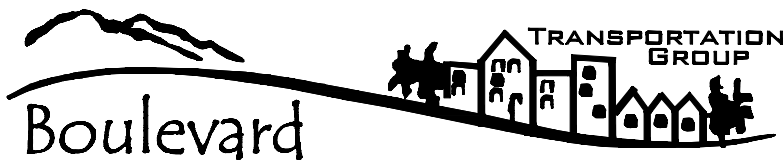
# Urban / Suburban Local



**NOTES:**

1. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DECIDED INDEPENDENTLY.
2. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS, AND BYLAWS.
3. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.
4. TREES AND LIGHTING TO BE STAGGERED ALONG BOTH SIDES OF THE ROAD IN ACCORDANCE WITH ILLUMINATION ENGINEERING STANDARDS.

FIGURE 3

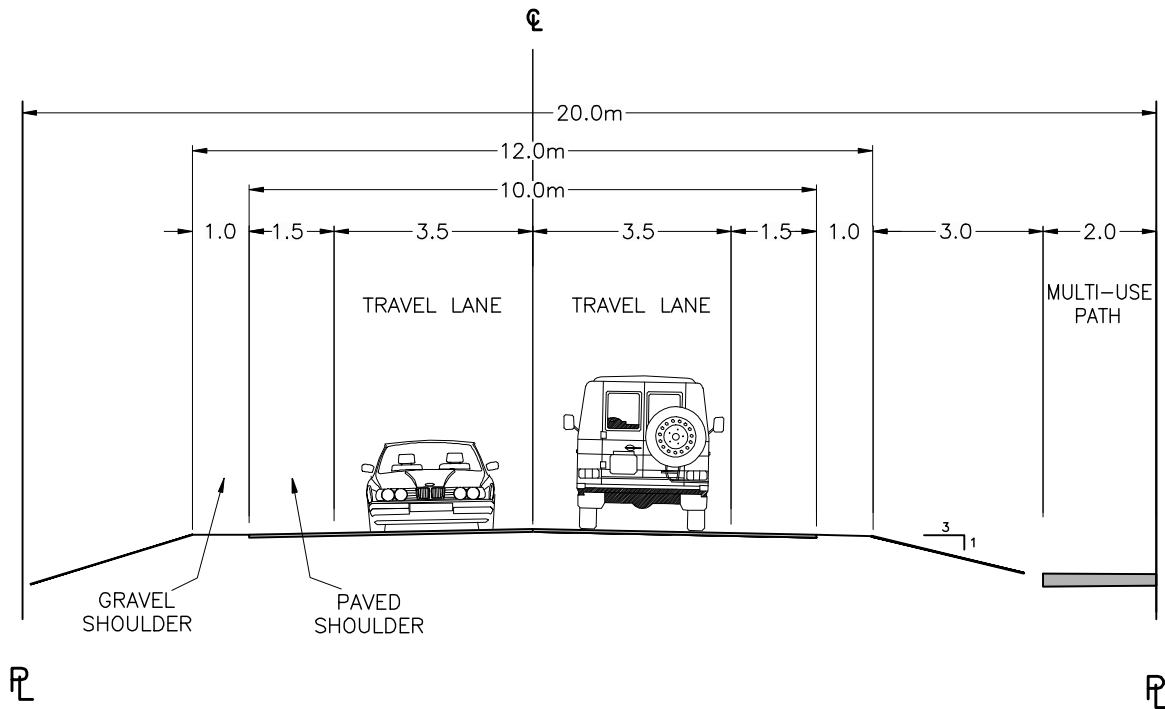


TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b> TYPICAL CROSS SECTIONS URBAN/SUBURBAN LOCAL ROADS			
DESIGNED:	DC	DRAWN:	mo
		SCALE:	N.T.S.
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			REV.



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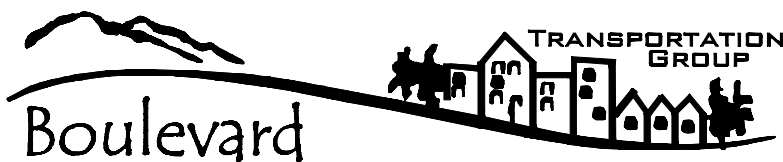
# Rural Collector



## NOTES:

1. A 2m MULTI-USE PATH MAY BE ADDED TO THIS CROSS SECTION. THE MULTI-USE PATH SHOULD BE SEPARATED FROM THE EDGE OF THE GRAVEL SHOULDER BY A MINIMUM OF 3m. THE PATH MAY BE ASPHALT, GRAVEL OR OTHER MATERIAL AS APPROVED BY THE MUNICIPAL ENGINEER. SEE THE PARKS AND TRAILS MASTER PLAN FOR DETAILS ON THE PATH.
2. THIS SECTION IS TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS, AND BYLAWS.
4. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.
5. IF WATER DRAINS TO ADJACENT PROPERTIES, BLANKET STATUTORY DRAINAGE RIGHT OF WAY MUST BE PROVIDED.

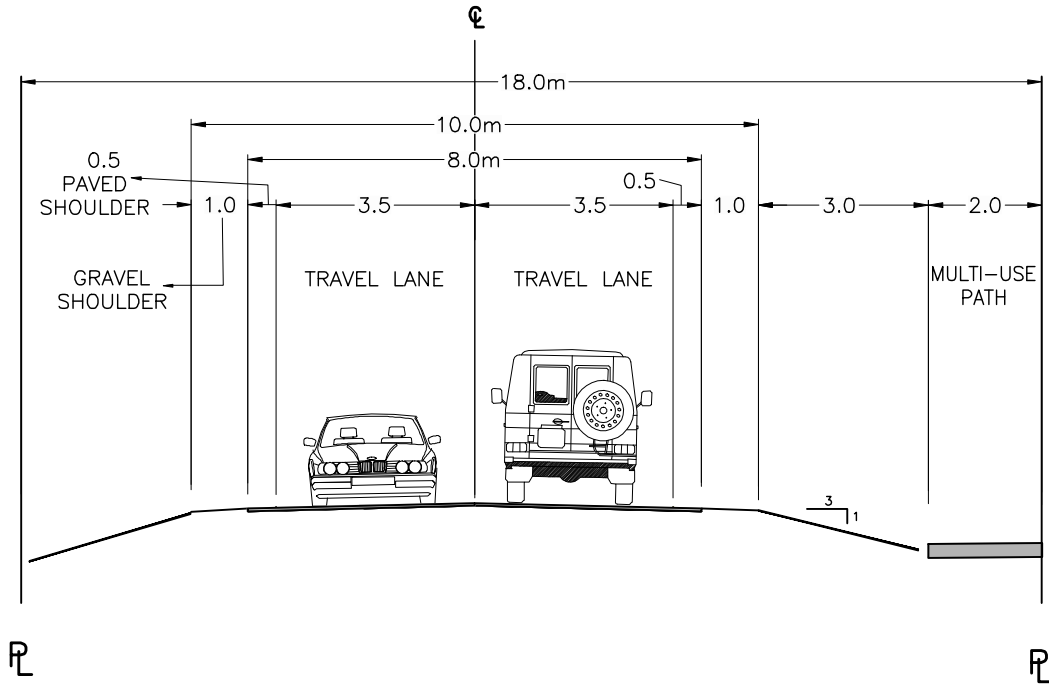
FIGURE 4



TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b> TYPICAL CROSS SECTIONS RURAL COLLECTOR ROAD			
DESIGNED:	DC	DRAWN:	mo
		SCALE:	N.T.S.
DATE: SEP 24 - 08		DRAWING NO: 927_XS4	
			REV.

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 PLOTTED BY: Dany Samanchuk

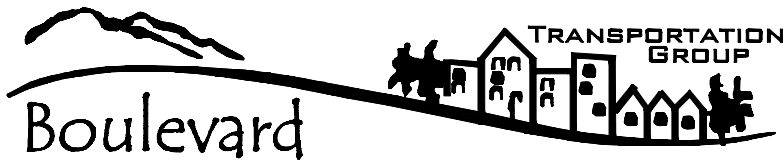
# Rural Local



## NOTES:

1. A 2m MULTI-USE PATH MAY BE ADDED TO THIS CROSS SECTION. THE MULTI-USE PATH SHOULD BE SEPARATED FROM THE EDGE OF THE GRAVEL SHOULDER BY A MINIMUM OF 3m. THE PATH MAY BE ASPHALT, GRAVEL OR OTHER MATERIAL AS APPROVED BY THE MUNICIPAL ENGINEER. SEE THE PARKS AND TRAILS MASTER PLAN FOR DETAILS ON THE PATH.
2. THIS SECTION IS TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS, AND BYLAWS.
4. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.
5. IF WATER DRAINS TO ADJACENT PROPERTIES, BLANKET STATUTORY DRAINAGE RIGHT OF WAY MUST BE PROVIDED.

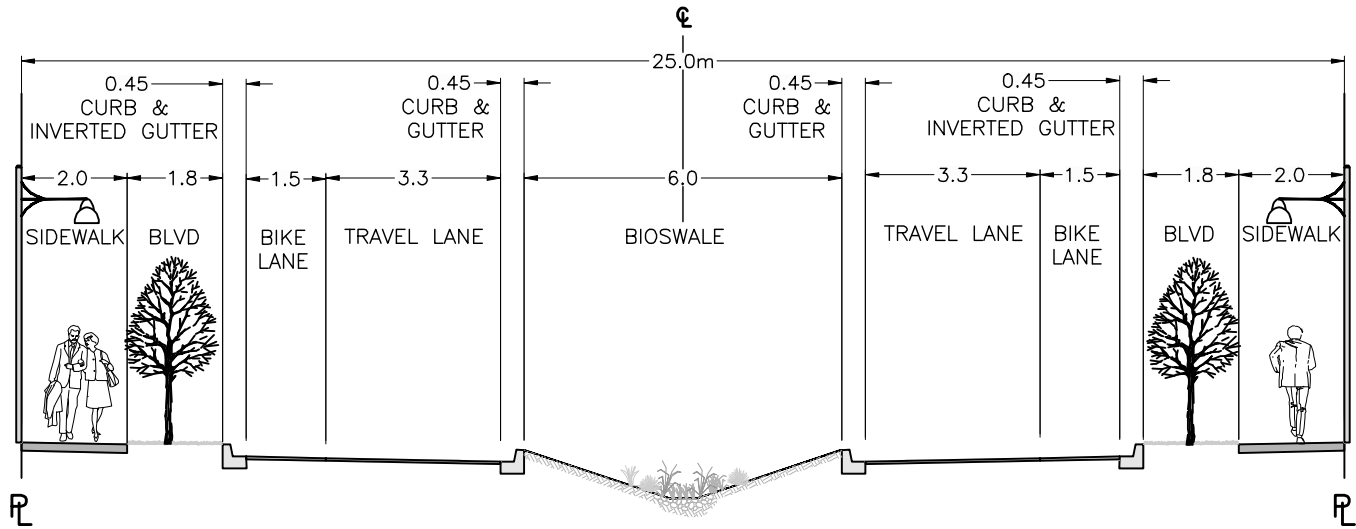
FIGURE 5



TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b>			
TYPICAL CROSS SECTIONS Rural Local Roads and Lanes			
DESIGNED:	DC	DRAWN:	mo
SCALE:		N.T.S.	
DATE:	SEP 24 - 08	DRAWING NO:	927_XS5
REV.			

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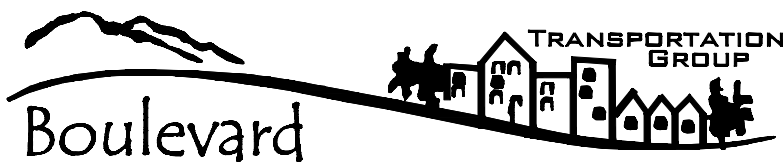
# Grant Road



NOTES:

1. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS AND BYLAWS.
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.

FIGURE 6

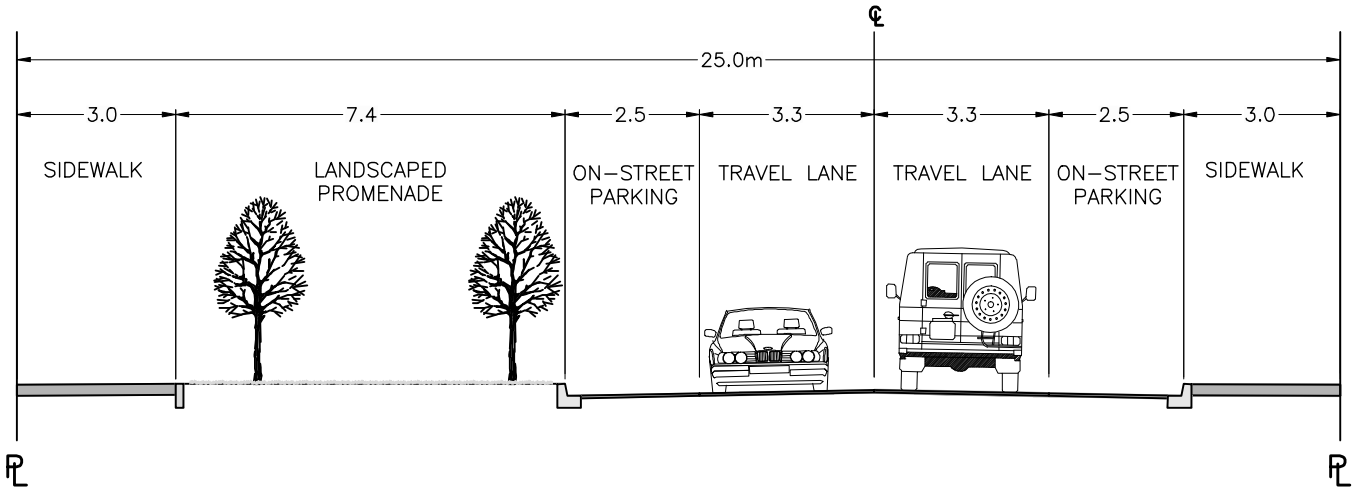


TITLE: SOOKE TRANSPORTATION MASTER PLAN TYPICAL CROSS SECTIONS Grant Road			
DESIGNED:	DC	DRAWN:	mo
SCALE:		N.T.S.	
DATE:	SEP 24 - 08	DRAWING NO:	927_XS6
REV.			

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 PLOTTED BY: Greg Samerchuk

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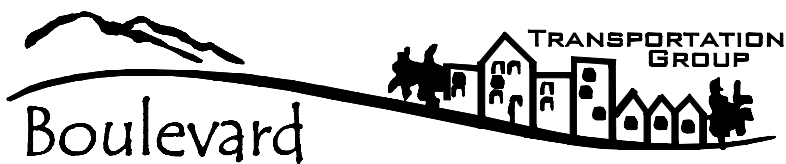
# ' Waterview ' Promenade



**NOTES:**

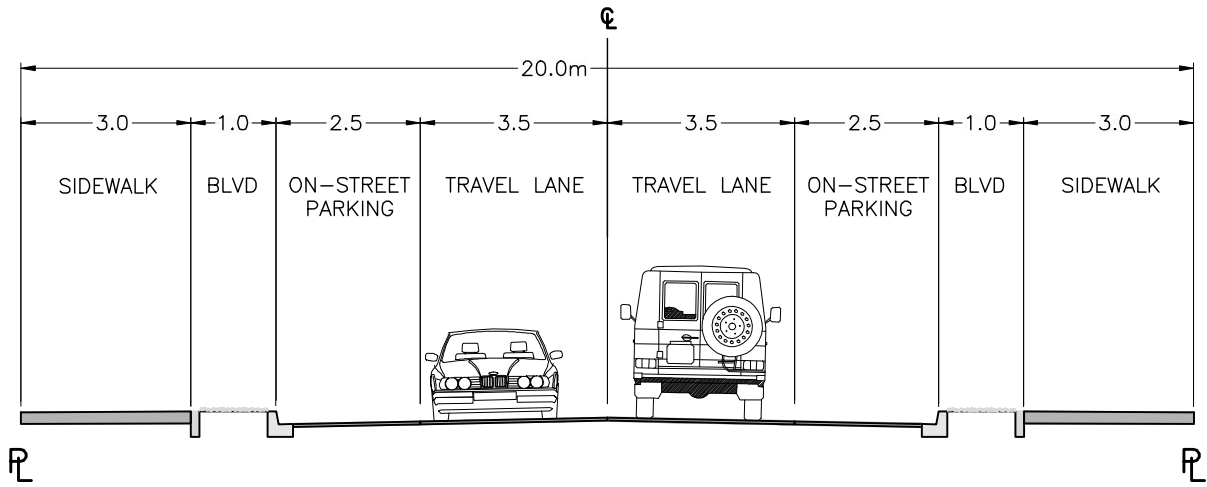
1. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS AND BYLAWS.
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.

FIGURE 7



TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b>			
TYPICAL CROSS SECTIONS Waterview Promenade			
DESIGNED:	DC	DRAWN:	mo
SCALE:		N.T.S.	
DATE:	SEP 24 - 08	DRAWING NO:	927_XS7
			REV.

# Town Centre Local Road

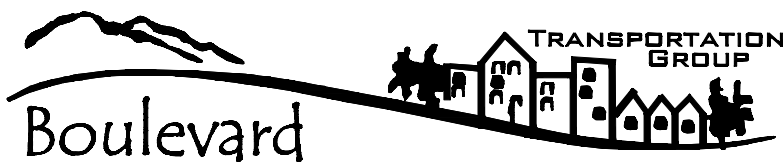


**NOTES:**

1. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS AND BYLAWS.
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.

FIGURE 8

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TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b> TYPICAL CROSS SECTIONS Town Centre Local Road			
DESIGNED:	DC	DRAWN:	mo
		SCALE:	N.T.S.
DATE:	SEP 24 - 08	DRAWING NO:	927_XS8
			REV.

truck route bylaw should also specify roads with weight restrictions and could identify areas for parking trucks and trailers. The truck route bylaw must be accompanied by a truck route map, identifying the routes that trucks are allowed. There must also be signage along the routes and at key entry points to the route that make it clear to drivers the permitted routes.

Even with a truck route bylaw it is important to be aware that trucks are allowed to deviate from the designated truck routes, as long as they remain on the designate route as long as possible prior to leaving the route, to provide service to a property off the designated route. The truck must then return to the designated route by the shortest (or quickest) possible route.

Similar to the truck route bylaw a new bylaw defining hazardous goods routes in Sooke should be developed. This bylaw would define hazardous and dangerous goods, identify appropriate routes, time of day restrictions on roads, provide a map of routes and outline fines and penalties. Appropriate routes may include Otter Point Road and in the long term the Pascoe connection.

#### **4.4 Roundabouts**

Circular intersections have been used in North America for over 100 years; however there have been substantial improvements since the early 1900s in the design of these types of intersections. Modern roundabouts have been used in England since the 1960s, but didn't start to gain popularity in North America until the late 1990s/early 2000s.

Properly designed and implemented roundabouts operate safer than conventional intersections (signals, two and four way stops) due to reduced speeds and significantly lower conflict points. A conventional intersection has 32 conflict points compared to 8 for a roundabout. Collisions in roundabouts are typically side swipes or right turn collisions. These types of collisions are typically less severe than other types (head on, left turns, etc.) The lower speeds on the approach and through a roundabout also reduced the severity of collisions and allow for cyclists to safely integrate with vehicles.

Typically roundabouts operate more efficiently than traffic signals since vehicles only have to yield (stop) when a vehicle is front of them in the roundabout. While there are decreased speeds through a roundabout, overall traffic typically spends less time traversing the intersection compared to a traffic signal, where vehicles may be required to stop (when light is red) even if there is no traffic on the side street. Roundabouts are better able to adapt to time of day traffic compared to a traffic signal. Less stop and go traffic (more continuous) relates to carbon and general emission reductions due to reduced idling at intersections.



Roundabouts allow for crosswalks on all legs of the intersection and allow pedestrians to cross one lane of traffic at a time with a splitter island refuge to stop and observe the next lane of traffic. Cyclists are accommodated by integrating with the vehicle traffic, which is travelling at similar speeds to the cyclist, while travelling through the roundabout.

Roundabouts also provide an opportunity to landscape and beautify an intersection. Roundabouts are typically more expensive to implement than traffic signals during construction; however, typically in the long term the maintenance costs are lower, due to the lack of need for power to run the signal and signal maintenance costs.

Roundabouts need more right of way at the intersection of two roads compared to traffic signals, but typically require less on the approaches due to the lack of turn lanes. Typical inscribed diameters for single lane roundabouts are between 35m and 46m. For two lane roundabouts the inscribed diameter ranges from 45m to 60m.

#### 4.4.1 Policy

Roundabouts should be considered the first option for all intersections which require upgrading (to a four way stop or traffic signal) in Sooke. A feasibility study should be undertaken for each intersection, as it requires upgrading, to determine if a roundabout can be accommodated at the intersection. The evaluation should include traffic operations (comparison of delays, queues, and emissions), geometrics (number of lanes, grades, inscribed diameter, entries and exits), drainage and right of way identification.

The following locations have been identified as preferred roundabout locations within the District and will require a feasibility study:

- Highway 14/Sooke River Rd
- Highway 14/Maple Rd
- Throup Rd/Church Rd
- Highway 14/Charters Rd
- Highway 14/Grant Rd
- Grant Rd/Otter Point Rd
- Highway 14/ 'Waterview' Rd
- Throup Rd/Phillips Rd
- Grant Rd/Maple Rd
- Highway 14/Gatewood Rd

All Highway 14 (Sooke Road) intersections will require discussions with MoT as these intersections are under the jurisdiction of the Ministry. The District has also identified Sooke Road/Phillips Road, Sooke Road/Church Road, and Sooke Road/Otter Point Road as intersections where they would prefer roundabouts; however, these three intersections are currently signalized and under MoT jurisdiction. Two of the intersections are relatively new to signalization (less than 6 years). Feasibility studies are

required at these three intersections, as well, and will require a cost-benefit analysis which includes the cost to remove the signal (and associated travel lanes) and implement a roundabout.

#### 4.5 Bioswales

Bioswales are an alternative method to dealing with stormwater in an urban/suburban environment. Bioswales are engineered depressions at the edge of the travelled roadway which collect stormwater and naturally filter toxins and contaminants from the stormwater through the use of vegetation. Bioswales are designed for a given capacity to infiltrate into the subsurface and any stormwater that is not absorbed into the subsurface enters the conventional piped stormwater system. Bioswales can be integrated into existing infrastructure or designed into new infrastructure. They require a minimum width of 2.75m. Stormwater is channelized into the bioswales through gaps in the barrier curb. Catchbasins are located within the bioswales to collect excess stormwater. Bioswales should be incorporated/or planned for within the Town Centre, along any new urban/suburban roads and Sooke Road, and any frontage improvements (due to development) on urban/suburban roads.

#### 4.6 Subdivision and Development Bylaw

A review of the Subdivision and Development Bylaw was undertaken to identify sections which required updating as a result of the *2009 Transportation Master Plan*. Schedules A, B and C were reviewed.

Schedule A outlines the Service Levels for Works and Service for rural, suburban and urban areas. The Town Centre area should be added to Schedule A and indicated on the Schedule A map. Consideration should be given to upgrading the drainage and walkways, trails, and sidewalks to Service Level 2 for the suburban areas. Based on the road cross sections the suburban areas will be the same as the urban areas and therefore this should be reflected in the Service Level.

Schedule B of the bylaw provides the Standards for Service. Standards are included for storm water, roads, sanitary sewer, other services, water, walkways and trails, and street trees. The section on storm water (section D), outlines the traditional methods of handling storm water – ditches and enclosed pipe systems. This section should be updated to include bioswales as an appropriate option within Service Level 2 where acceptable to the Municipal Engineer and the Ministry of Water, Land, and Air Protection.

In Section R of Schedule B (Roads) the following items require updating based on the new road cross sections: item 2, item 11, and item 12. Item 12 should include the *2009 Transportation Master Plan* as a source for road classification designations. Item 18 is required to be removed as the small lot urban

local road standard is proposed to be removed from the bylaw. This plan and the *2009 Town Centre Plan* identify a number of roundabouts to be implemented within the District. The road section does not currently address roundabouts. Item 1 should be updated to include ‘all roads and roundabouts to be designed in accordance with the recommended practise as outlined in the latest edition of the *TAC’s Geometric Design Guide for Canadian Roads* or as accepted by the Municipal Engineer’. The road section does not include an item on the use of permeable road surfaces. An item should be added to identify roads where permeable surfaces would be appropriate and acceptable types of surfaces.

The section on walkways and trails (section WT) should be updated to include sidewalks. A subsection on sidewalks should be added outlining the width, cross slope, types of material (concrete, brick pavers, stamped concrete, stamped asphalt, etc.), and where they should be used.

The standard road cross sections (SDD-R01 to SDD-R09) should be replaced with road cross sections identified in *Section 4.2*. Standard drawings for bioswales and sidewalks should also be added to Schedule C.

#### 4.7 Future Road Network Links

The District of Sooke’s road network lacks east-west connectivity on both the north and south side of Sooke Road. Currently residents of the Otter Point, Broomhill, Western Sooke, Western Town Centre, Central Town Centre, Eastern Town Centre, and Whiffin Spit must use Sooke Road to travel between their houses, downtown Sooke and Victoria.

The implementation of the Grant Collector Road system will provide a secondary route between Phillips Road and Otter Point Road. The collector road system includes extending Throup Road from Charters Road to Phillips Road and creating a new Grant Road between Church Road and Otter Point Road within the short term.

A *2009 Town Centre Plan* is being prepared which outlines the vision for downtown Sooke. As part of this plan new network roads are proposed to help create the Town Centre. A new north-south road (‘Waterview’) will connect the Evergreen Mall and Goodmere Road and form the ‘spine’ of the Town Centre. Lincroft Road and Goodmere Road will extend to ‘Waterview’ in the short term and ultimately to an extension (south) of Church Road in the long term. Goodmere Road will be further extended to Clairview Road, and Lincroft Road will extend to Lanark Avenue to create a continuous east-west route from Charters Road to Murray Road.

Additional road network connections are proposed for the following locations:

- Extension of north Maple Avenue to Grant Road
- Extension of Eustace Road to Maple Avenue
- Extension of new collector road to Grant Road
- Extension of Grant Road East to Church Road and to Phillips Road
- Extension of Goodmere Road to Clairview Road
- Extension of Lincroft Road to Lanark Avenue
- Extension of Church Road south to the Goodmere Road extension
- Extension of Caldwell Road to Grant Road
- Extension of Country Road from Church Road to Otter Point Road
- Extension of Lalonde Road from Otter Point Road to Sun River Estates
- Extension of Church Road to Lalonde Road
- Extension of Pascoe Road to Fernwood Road to Phillips Road to Sooke River Road via a new vehicular bridge.
- Extension of Gatewood Road from West Coast Road to Grant Road.

See **Figure 9** for future road links.

#### 4.7.1 Highway 14

The Ministry of Transportation and Infrastructure is in the process of undertaking an assessment of Highway 14 (Sooke Road / West Coast Road) from Langford to Sooke to determine the long term requirements for the highway. It is our understanding that this study is looking at the need for additional travel lanes and the need for a second bridge crossing of the Sooke River. At the time of this *2009 Transportation Master Plan* the Ministry was not at a stage to release their findings. It is recommended that District staff continue to correspond with Ministry staff to determine the results of their study and how their plans integrate with the District's *2009 Transportation Master Plan*.

For the portion of Sooke Road / West Cost Road from Phillips Road to Gatewood Road, the Ministry has in principle accepted a three lane cross section on Highway 14 contingent on the completion of the collector road network. The Ministry is reserving the right to widen Sooke Road / West Coast Road to a five lane cross section in the future, and is collecting a 30m right of way along Sooke Road / West Coast Road as development occurs. The proposed three lane cross section for Sooke Road / West Coast Road includes two travel lanes, a centre median/left turn lane, bicycle lanes, bioswales, and sidewalks. See **Figure 10** for details of the cross section.

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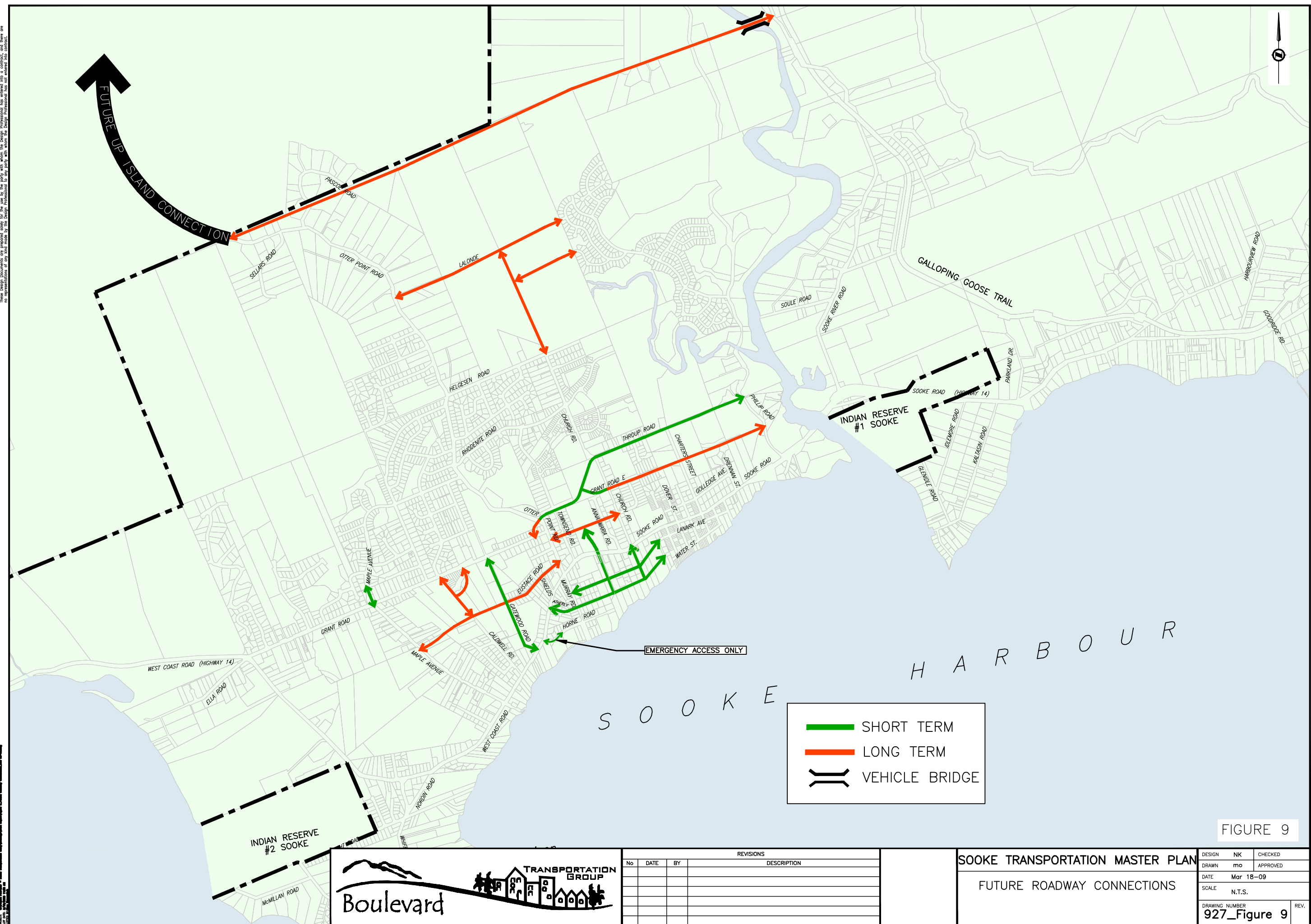
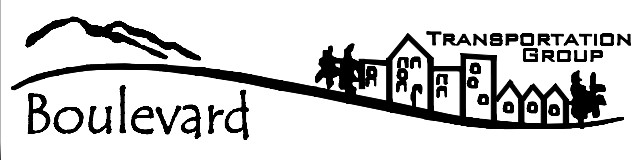


FIGURE 9

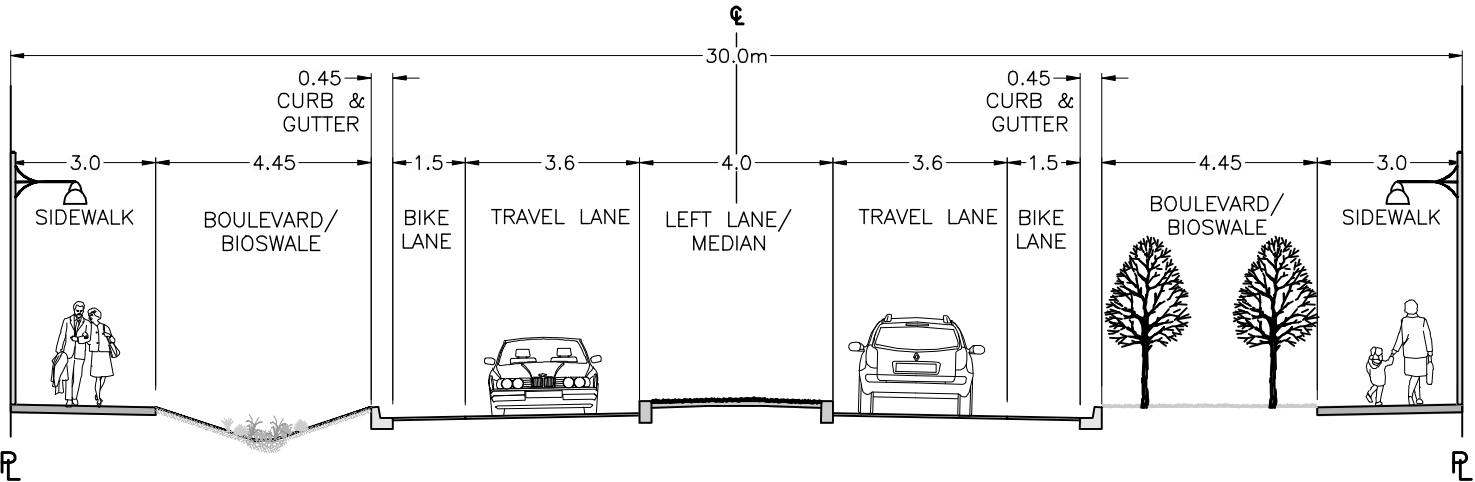


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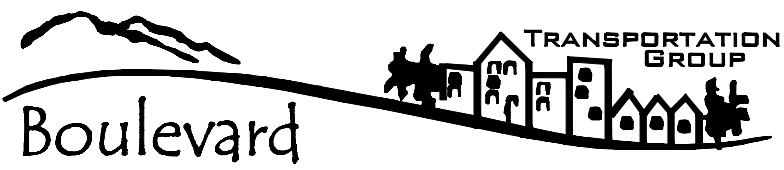
# Sooke Road



**NOTES:**

1. ALL CONSTRUCTION TO CONFORM TO MMCD SPECIFICATIONS AND DISTRICT OF SOOKE SUPPLEMENTS AND BYLAWS.
2. THIS SECTION IS A TYPICAL MID-BLOCK DESIGN. INTERSECTIONS ARE TO BE DESIGNED INDEPENDENTLY.
3. PLACE HYDRANT 1.0m FROM EDGE OF PAVEMENT.

FIGURE 10



TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN</b> TYPICAL CROSS SECTIONS Sooke Rd			
DESIGNED:	DC	DRAWN:	mo
		SCALE:	N.T.S.
DATE: SEP 24 - 08		DRAWING NO: 927_XS 10	
			REV.



For the sections of West Coast Road to the west of Gatewood Road and Sooke Road from Phillips Road to east of Ludlow Road where the Galloping Goose crosses Sooke Road there will be two travel lanes, wide paved shoulders (min 2.0m) and a multi-use path. For Sooke Road east of the Galloping Goose crossing near Ludlow Road there will be two travel lanes plus wide paved shoulders. For details on the multi-use trail see the *2009 Parks and Trails Master Plan*.

## 4.8 Existing Traffic Conditions

### 4.8.1 Traffic Volumes

Am (7:00am to 9:00am) and pm (3:00pm to 6:00pm) traffic counts were undertaken by Boulevard Transportation Group, in June and July 2008, at key intersections within the District. These counts were supplemented by previous manual traffic counts undertaken by Boulevard within the last two years. The busiest intersections within the District of Sooke are on Sooke Road between Sooke River Road and Otter Point Road.

The am peak hour was found to occur between 8:00am and 9:00am, while the pm peak hour occurred between 4:30pm and 5:30pm. See **Figures 11 and 12** for the am and pm peak hour volumes.

### 4.8.2 Collision Data

Collision data from 2003 to 2008 was collected from the Ministry of Transportation and Infrastructure's HAS database for Highway 14 within Sooke.

Table 2 summarizes the collision data. Column one is not collision data, but is the total number of daily vehicles entering the intersection. This data is used to help determine the average collision rate per million vehicles entering. Column two is the number of collisions that occurred at the intersection between 2003 and 2008. Column three is the average number of collisions per year or average yearly number of collisions at that location. The average per year is based on the total number of collisions in five years divided by five (for the number of years in the data set). Column four is based on the average number of collisions per year which is used to compare exposure at intersections. The average collision rate per million entering vehicles (MEV) is equal to the number of collisions in one year times one million divided by the daily entering vehicles times 365 days of the year. The fifth column is the provincial average collision rate per MEV for the same type of road and intersection, and average daily volume range. See Table 2 for a summary of the collision data along Sooke Road. The table lists the data based on the highest average number of collisions per MEV.







**Table 2: Collision Data at Key Intersections along Sooke Road from 2003 to 2008**

<b>Intersections on Sooke Road</b>	<b>Daily Entering Vehicles*</b>	<b># of Collisions in 5 years</b>	<b>Avg. # of Collisions per year</b>	<b>Avg. Collision Rate per MEV</b>	<b>Provincial Avg. Collision Rate per MEV</b>
Gillespie Road	12,160vpd	13	2.6	0.59	0.17
Phillips Road	15,190vpd	9	1.8	0.32	0.63
Church Road	15,560vpd	9	1.8	0.32	0.63
Otter Point Road	14,680vpd	8	1.6	0.30	0.63
Shields Road	7,240vpd	7	1.4	0.53	0.25
Connie Road	11,760vpd	7	1.4	0.33	0.17
Sooke River Road	14,800vpd	6	1.2	0.22	0.17
Kaltasin Road	13,030vpd	6	1.2	0.25	0.17
Polymede Place	10,870vpd	5	1.0	0.25	0.17
Townsend Road	14,540vpd	5	1.0	0.19	0.17
Grant Road	3,630 vpd	4	0.8	0.60	0.44
Anna Marie Road	15,050vpd	4	0.8	0.15	0.17
Maple Road	6,410 vpd	3	0.6	0.26	0.25
Whiffin Spit Road	5,920vpd	2	0.4	0.19	0.25
Charters Street	14,620vpd	1	0.2	0.04	0.17

\*Daily Entering Vehicles was determined by dividing the pm peak hour entering vehicles (at an intersection) by 10%. Daily Entering Vehicles for intersections without traffic counts were estimated using adjacent intersections.

From the above table the following intersections average collision rate is higher than the provincial average collision rate per MEV:

- Gillespie Road,
- Shields Road,
- Connie Road,
- Sooke River Road,
- Kaltasin Road,
- Polymede Road,
- Townsend Road,
- Grant Road, and
- Maple Road.

A review of the critical rates for each of these intersections was undertaken. Critical rates are utilized to determine if an intersection or corridor is collision prone. The results of the review found that only Gillespie Road is at the critical collision rate, which indicates that this intersection is on the border of being collision prone.

See Table 3 for the top 10 intersections by exposure.

Table 3: Top 10 Intersections by Exposure

Ranking	Intersection	Daily Entering Vehicles*	Avg. # of Collisions per year	Avg. Collision Rate per MEV
1.	Grant Road	3,630 vpd	0.8	0.60
2.	Gillespie Road	12,160vpd	2.6	0.59
3.	Shields Road	7,240vpd	1.4	0.53
4.	Connie Road	11,760vpd	1.4	0.33
5.	Church Road	15,560vpd	1.8	0.32
5.	Phillips Road	15,190vpd	1.8	0.32
7.	Otter Point Road	14,680vpd	1.6	0.30
8.	Maple Road	6,410 vpd	0.6	0.26
9.	Kaltasin Road	13,030vpd	1.2	0.25
9.	Polymede Road	10,870vpd	1.0	0.25

There have been five fatalities along Sooke Road in the past five years. The fatality at Phillips Road/Sooke Road (October 2003) involved a pedestrian with the contributing factor pedestrian error/confusion. In January 2005 a fatality occurred approximately 200m west of Connie Road. The collision record states that the first contributing factor to the collision was driver inattention. The third fatality occurred at Nordin Road in February 2005 and alcohol is suspected at the contributing factor. The next fatality occurred in August 2007 at the intersection of Kaltasin Road/Sooke Road and the contributing factor was driver confusion/error. The fifth fatal collision (April 2008) occurred 100m west of Anna Marie Road and was due to driving too fast for conditions.

Grant Road/Ella Road has the highest exposure. The District should consider providing an alternative connection for Ella Road further east of Grant Road and closing Ella Road at Grant Road.

ICBC has a Road Improvement Program where they will contribute to road improvement projects where countermeasures (or safety improvements) are implemented that will reduce amount of claims at

a location. The countermeasures could include paint markings, signage, improved road alignments, signals, roundabouts, and medians or barriers. The Road Improvement Program criterion for funding requires an internal rate of return on claims savings to be 50% over either 2 or 5 years depending on the service life of the countermeasure implemented. The amount of funding would depend on the amount of claims and the type of countermeasures implemented.

See **Figures 13 to 15** for collision diagrams of the collisions on Sooke Road and West Coast Road.

#### 4.8.3 Traffic Conditions and Intersection Improvements

A level of service (LOS) of LOS C or better is considered to be acceptable traffic operations under normal conditions (ie. not a special event) within a municipality. A LOS D is considered to be border-line acceptable. When a movement or intersection operates at a LOS D the District should consider options to improve the LOS within the short term (one to five years). When a movement is at a LOS E/F, improvements should be undertaken as soon as possible if the side street traffic exceeds 100 vph.

A review of the 2008 pm peak hour traffic operations found that there are several locations where movements are at a LOS D or worse. These movements are:

- Sooke Road/Church Road Westbound Through - LOS D
- Sooke Road/Evergreen Mall access Southbound – LOS F
- Sooke Road/Townsend Road Southbound – LOS F
- Sooke Road/Otter Point Road Southbound Left – LOS E
- Sooke Road/Sooke River Road Southbound – LOS F

In the am peak hour the only movement experiencing a poor LOS is the northbound movements at the intersection of Sooke Road/Gillespie Road at a LOS E. A review of the Ministry's signal warrants for collisions, the peak hour volume and delay found that the peak hour volume warrant is met, but the delay and collision warrants are not met. However, since the location is collision prone and at least one signal warrant is met, and delays will only increase, it is recommended that the intersection be upgraded to either a traffic signal or roundabout. A roundabout review should be undertaken to confirm the appropriate traffic control at this intersection. There is limited sight distance on the east approach and therefore advance warning flashers and signal ahead signs (overhead) may be required. Realignment of Sooke Road may be required as part of the signalization of this intersection to improve the existing geometrics. These improvements may include building retaining walls on the south side of the highway. A review of potential realignments of Gillespie Road and the connection to Sooke Road was undertaken, and found that there is no viable option that would improve sight distances significantly, and have an appropriate approach grade without significant cut/fill.



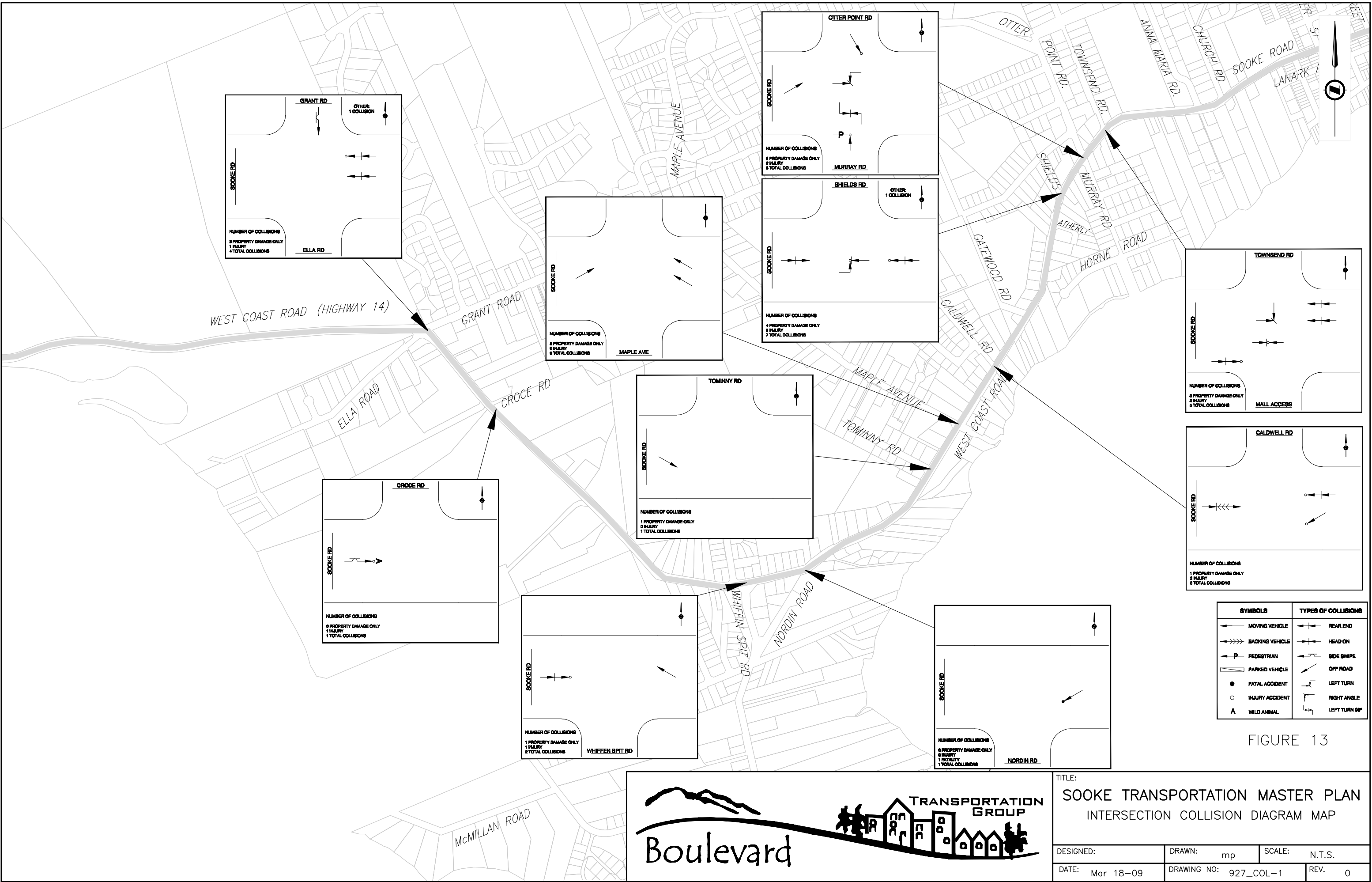


FIGURE 13

**Boulevard**  
 TRANSPORTATION GROUP

TITLE: SOOKE TRANSPORTATION MASTER PLAN  
 INTERSECTION COLLISION DIAGRAM MAP

DESIGNED:	DRAWN: mp	SCALE: N.T.S.
DATE: Mar 18-09	DRAWING NO: 927_COL-1	REV. 0

PROJECT: G:\Project Files\927 - Sooke Transportation Study\Drawings\Craft Report\Figure 15-18 Collision Data\_M07 24 2008.dwg  
 PLOT DATE: 3/19/2009 11:47 AM  
 PLOTTED BY: Greg Sammutnik

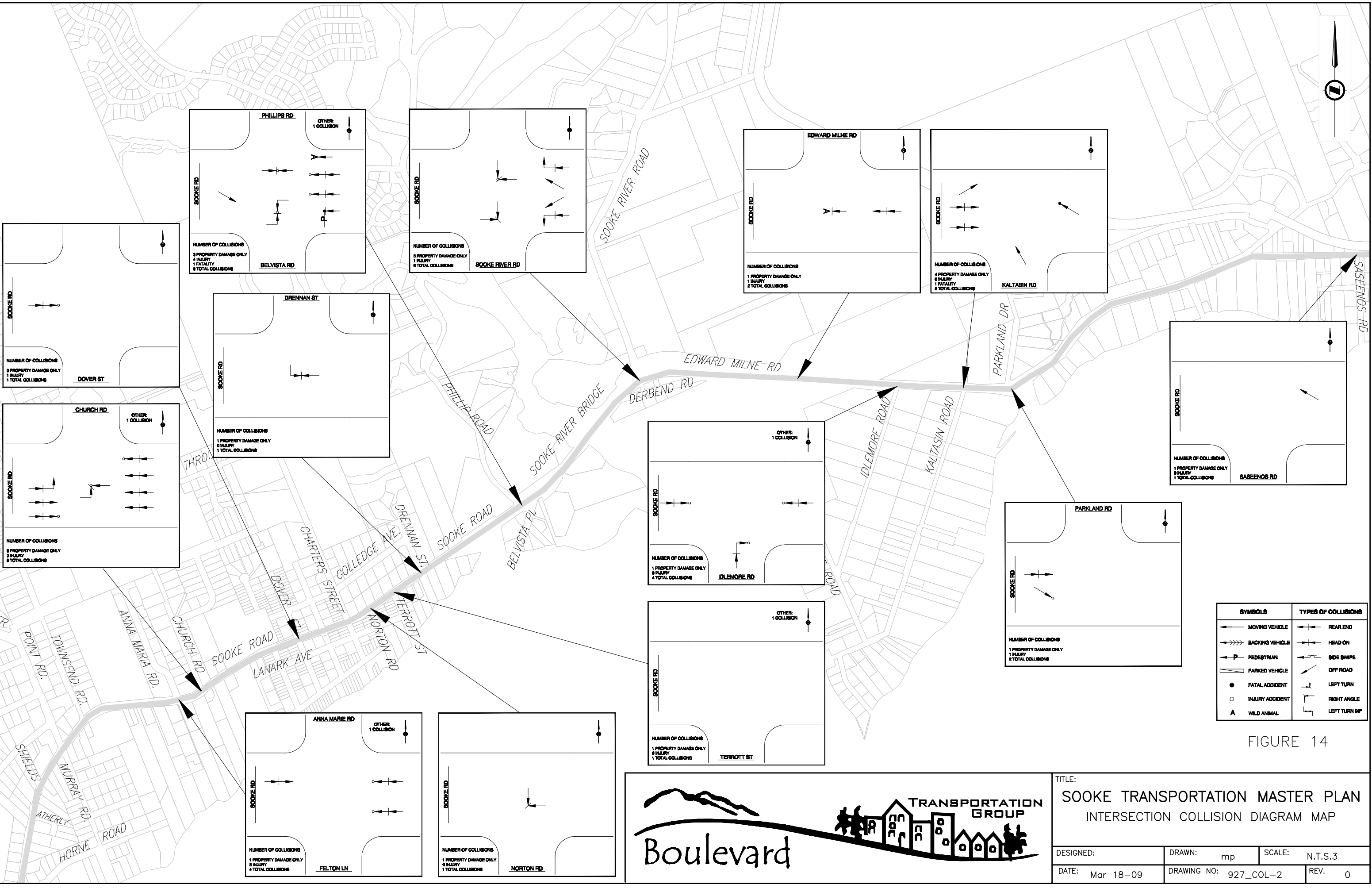


FIGURE 14

**Boulevard**  
 TRANSPORTATION GROUP

TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN INTERSECTION COLLISION DIAGRAM MAP</b>		
DESIGNED:	DRAWN: mp	SCALE: N.T.S.3
DATE: Mar 18-09	DRAWING NO: 927_COL-2	REV. 0

PROJECT: G:\Project Files\927 - Sooke Transportation Study\Drawings\Craft Report\Figure 15-15 Collision Data\_May 24 2008.dwg  
 PLOT DATE: 3/19/2009 11:44 AM  
 PLOTTED BY: Ong Sammutrak

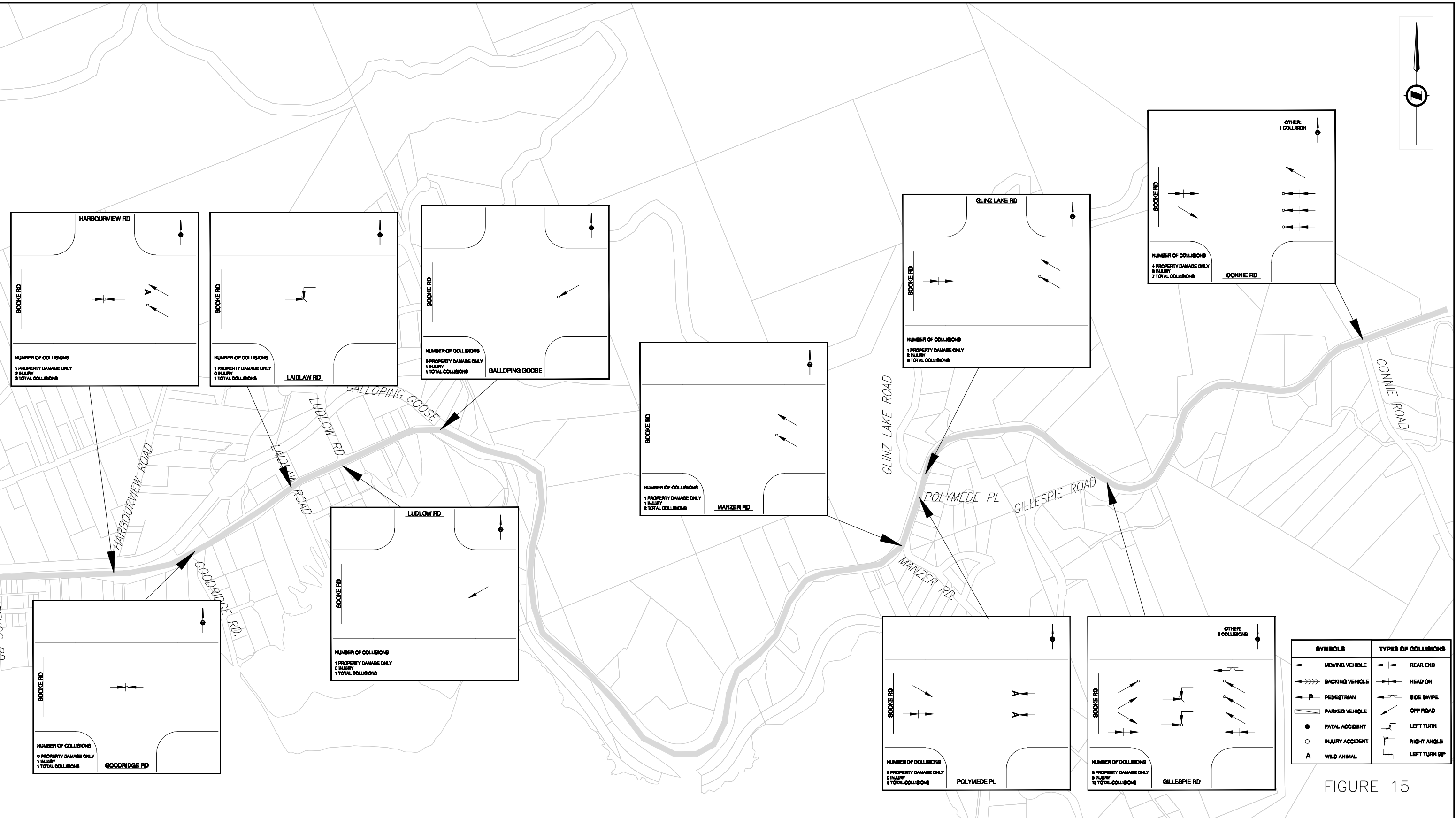
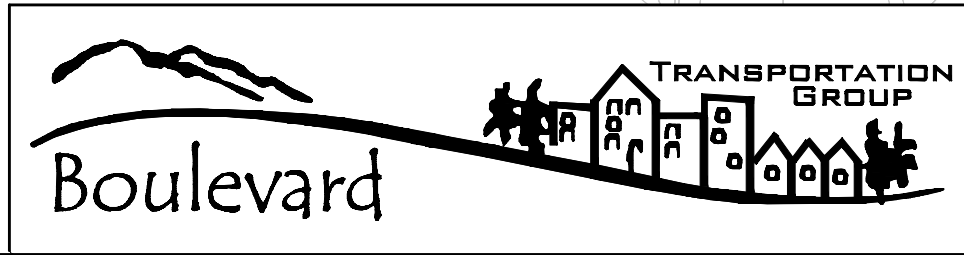


FIGURE 15



TITLE: <b>SOOKE TRANSPORTATION MASTER PLAN INTERSECTION COLLISION DIAGRAM MAP</b>		
DESIGNED:	DRAWN: mp	SCALE: N.T.S.
DATE: Mar 18-09	DRAWING NO: 927_COL-3	REV. 0

By providing the collector road system, the volume of traffic on Sooke Road will be reduced and improve the existing LOS at Church Road/Sooke Road and Otter Point Road/Sooke Road to a LOS C or better in the pm peak hour. The LOS at Sooke Road/Evergreen Mall access will improve to a LOS D, while the southbound movement at Sooke Road/Townsend Road will improve, but only to a LOS E. However, the traffic volumes on Townsend Road are less than 100vph.

At this time there is no alternative access to Sooke River Road that has a higher level of traffic control (ie. traffic signal or roundabout) than the existing stop controlled intersection of Sooke River Road/Sooke Road. Sooke River Road provides a connection to Sooke Potholes, a residential neighbourhood, Edward Milne Road and Edward Milne Community School. A review of the Ministry's signal warrant found that both the peak hour delay and volume warrants are met with existing traffic conditions. This intersection is also a key location for the No. 61 bus route with a Park and Ride located at the intersection and it is a timing point for BC Transit. BC Transit has indicated a desire for transit priority at this intersection to reduce bus delays entering/exiting the intersection. This intersection should be upgraded to provide better transit priority and improved traffic control.

Although not identified as an intersection with poor LOS, the intersection of Charters Road/Sooke Road should be upgraded as part of the collector road project. A roundabout is the preferred option for upgrading; however, a feasibility study is required to determine if grades, volumes, right of way and geometrics are suitable for a roundabout. This intersection would operate at a worse LOS if all movements were allowed and is a network link. Protected phases and advance warning flashers/signs maybe required to deal with the geometry at the intersection.

#### **4.9 Traffic Projections**

Various resources were reviewed to determine the number of housing units expected in Sooke over the next 20 years (2028) including census data, existing zoning and proposed zoning in the Town Centre. Census data on dwellings<sup>1</sup> within Sooke from 1946 to 2006 was reviewed to determine the housing unit trends within the District over the last 60 years. In addition, information was gathered from District staff on existing subdivisions (under development), approved re-zonings, approved development permits and potential applications for re-zoning. Based on this information it was determined that the estimated growth (constructible units) would be 1,800 single family equivalent units over the next 20 years. (A single family lot is equal to one single family equivalent while two multi family units are equal to one single family equivalent.) Traffic was generated for the 1,800

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<sup>1</sup> [www.bcstats.gov.bc.ca/data/cen06/profiles/detailed/59017052.pdf](http://www.bcstats.gov.bc.ca/data/cen06/profiles/detailed/59017052.pdf)



single family equivalents and assigned to the road network based on the location of current subdivisions, re-zonings and development permits as well as growth areas identified by District staff.

#### **4.10 Future Traffic Conditions**

Future traffic conditions were reviewed at five (5) year horizons to determine long term traffic conditions and associated improvements. Traffic signal timings should be reviewed on an on-going basis to ensure efficient traffic operations. Timing plans should be reviewed every 3-5 years and/or at the completion of a large scale development (100+ units).

##### **4.10.1 Horizon Year 2013**

The intersection of Townsend Road/Sooke Road will continue to operate at a poor LOS (LOS F) in 2013 after the completion of the collector road system. Therefore the intersection should be right in/right out as alternative routes would be available for left turning vehicles. Two roundabouts are recommended to be implemented by 2013 at Church Road/Thrup Road and at Sooke Road/'Waterview' (new Town Centre road).

##### **4.10.2 Horizon Year 2018**

By 2018 a roundabout at the intersection of Phillips Road/Thrup Road is required to handle the volume of traffic utilizing the collector road network. In addition the intersection of Sooke Road/Phillips Road/Belvista Road will require changes in laning to allow for the removal of the north-south split phasing. Prior to implementing laning changes, a cost benefit analysis should be undertaken to determine if implementation of a roundabout is a better option to revised laning.

##### **4.10.3 Horizon Year 2023**

No intersection improvements are required at this horizon year.

##### **4.10.4 Horizon Year 2028**

By 2028 the westbound queue lengths on Sooke Road at Otter Point Road and Church Road will have increased to over 100m without the implementation of separate right turn lanes. Property is required for each of these right turn lanes and should be acquired as properties along Sooke Road re-zone. A westbound right turn lane will also be required at Otter Point Road and the new collector road in 2028. When the right turn lanes are required a cost-benefit analysis for replacing the signal (with improved laning) compared to implementing a roundabout at these two intersections is needed. A feasibility study for a roundabout at each location will also be required.

## 5.0 BICYCLE NETWORK

Bicycle use is an environmentally, socially and economically viable alternative to automobile travel. Bicycles offer additional mobility options for those looking for an economical alternative and can cover fairly significant distances, while being virtually carbon-zero. Bicycling offers health benefits to users, while being a relatively safe travel mode when operated on designated routes. Bicycles are highly flexible, allowing users to choose a variety of routes with the possibility of combining with other travel modes (ie. transit, vehicles, walking, etc). Currently the District of Sooke has limited bicycle facilities, particularly within the urban area of Sooke (Grant Road to Phillips Road). The lack of facilities is reflected in the 2006 CRD Origin and Destination Household Travel Survey, which found that the bicycle mode share split for bikes in Sooke was 0% compared to 3% for the region.

### 5.1 Proposed Bicycle Network

In order to promote bicycle use, it is necessary to ensure that appropriate infrastructure is provided. The following sections outline the types of on street bicycle facilities proposed for Sooke to encourage cycling as a viable alternative to driving. See **Figure 16** for the bicycle network plan. Additional information on parks, trails and paths can be found in the 2009 *Parks and Trails Master Plan*.

#### 5.1.1 Bicycle Lanes

Bicycle lanes are separate lanes located on the right hand side of the roadway, and are intended for use exclusively by cyclists. Bicycle lanes are separated from vehicular traffic by a solid line and marked to ensure the intended use of the lane is clear. Bicycle lanes will be implemented on the following roads as construction permits:

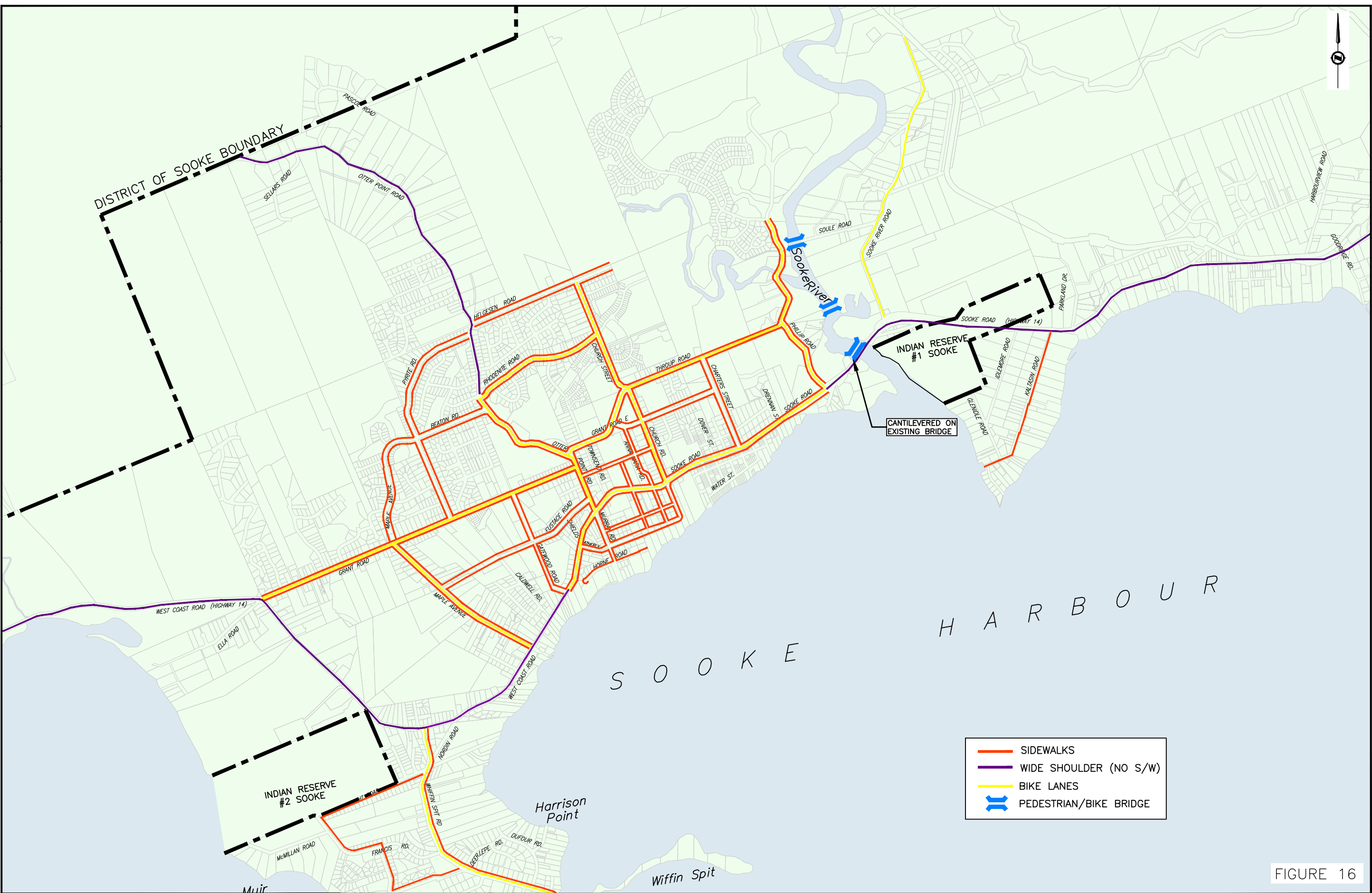
- Sooke Road/West Coast Road
- Grant Road/Thrup Road
- Church Road
- Maple Road
- Otter Point Road
- Phillips Road
- Whiffin Spit Road
- Rhodonite Drive
- Sooke River Road

See **Figure 16** for where bicycle lanes will be constructed.

#### 5.1.2 Wide Shoulder

In the areas where Sooke Road/West Coast Road are outside of the urban/suburban area of Sooke wide paved shoulders (1.5m to 2.5m) are more appropriate than separate bicycle lanes. The wide shoulder acts like a bicycle lane, but allows for pedestrian use of the shoulders. These wide shoulders will be supplemented with paths. See the 2009 *Parks and Trails Master Plan* for the location and types of paths.

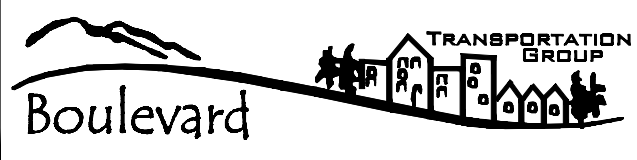
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- SIDEWALKS
- WIDE SHOULDER (NO S/W)
- BIKE LANES
- = PEDESTRIAN/BIKE BRIDGE

FIGURE 16

NOTE: FOR ADDITIONAL DETAILS ON MULTI-USE PATHS AND TRAILS, SEE THE 2009 PARKS & TRAILS MASTER PLAN



REVISIONS				
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**SOOKE TRANSPORTATION MASTER PLAN**  
 PEDESTRIANS AND BICYCLE FACILITIES

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DATE	Mar 18-09	
SCALE	N.T.S.	
DRAWING NUMBER	927_Figure 16	REV.

A wide shoulder should be implemented along the Highway 14 portion of Sooke Road east of the intersection at Phillips Road, and on West Coast Road west of the intersection at Gatewood Road. The District should request that the Ministry provide the wide shoulder along these segments of Sooke Road as part of any road improvement project.

### 5.1.3 Paths

Multi use paths are off road paths intended for shared use by pedestrians and cyclists. Off-street trails primarily serve recreational users, but can also be used by commuters as a link to increase connectivity between on-street routes or as an alternative to cycling on a road without bicycle facilities. The Galloping Goose Regional Trail travels through East Sooke and crosses Sooke Road near Ludlow Road and then continues to Sooke Potholes. Currently the Galloping Goose does not continue west of the Sooke River. Several pedestrian/cycling bridge options have been identified for the long term; however in the short term the option to cantilever a pedestrian/cycling bridge off the north side of the existing Sooke River bridge is being explored by the District of Sooke and CRD. This bridge would allow for a multi-use trail to cross the Sooke River along Sooke Road.

A multitude of trails and paths are proposed for Sooke to increase the pedestrian and cycling accesses throughout the District. For additional information and details on existing and proposed paths, boardwalks, and trails see the *2009 Parks and Trails Master Plan*.

## 5.2 Bicycle Parking

Bicycle parking facilities are a major factor in choosing bicycling as a mode choice. If a potential bicycle rider is unable to securely park their bicycle, they are less likely to cycle. In addition to the provision of parking, it is essential that bicycle parking facilities offer an element of comfort, including being well-lit and protected from weather. Bicycle parking is typically provided as part of a private development in two (2) ways; or may be provided by the municipality in appropriate public places.



### 5.2.1 Long Term Parking (Class I)

Class I parking facilities are intended for bicycle users parking a minimum of four (4) hours, typically residents of a residential use, employees of a commercial use or transit users. Class I parking must be fully secure and weather protected, as the bicycle may be unattended for a long period of time. Each bicycle must be independently accessible and securable to a sturdy rack, and an enclosure should provide protection from theft and damage to both the bicycle and its accessories. There are two main types of Class I parking – secured rooms/cages and bicycle lockers. Typically secured rooms/cages are utilized in residential and commercial uses with underground parking or a room within the building. Bicycle lockers can be utilized in residential and commercial uses; however they are typically used in outdoor environments (ie. park and rides) and allow for users to store and lock their bicycles. Bicycle lockers can utilize locks (provided by user) or on a swipe card/user pay system.



Example of Secured Room/Cage



Example of Bicycle Lockers

### 5.2.2 Short Term Parking (Class II)

Class II facilities are intended for short-term users, typically residential visitors and retail customers, and are not meant to accommodate bicycles overnight. They should provide theft protection to the bicycle and core components (ie. frame, tire), but do not protect from theft of accessories, such as a pump or water bottle. Class II facilities are not required to be weather protected, but may be suggested to do so. Facilities should secure a bicycle in such a way as to not damage the frame and tires, and



Examples of Class II Bicycle Parking

must permit both the frame and tires to be locked by the users own locking device. Class II facilities should be located no more than fifteen (15) metres from the building entrance. The District should work with the Sooke Harbour Chamber of Commerce and large retail centres (malls) to provide Class II facilities within the core.

### 5.2.3 Bicycle Parking Requirement

It is suggested that the Sooke Zoning bylaw be amended to include bicycle parking requirements according to the table below. It is also suggested that the bylaw require a development application to include details indicating the size of Class I and Class II parking facilities, as well as specifications for the fixtures and security measures.

Table 4: Recommended Bicycle Parking Rates

Use	Bicycle Parking Requirement
Residential multi-family	1 space per residential unit (80% Class I, 20% Class II)
Hotel/Motel	1 space for every 15 rooms (60% Class I, 40% Class II)
Commercial, retail	1 space per 200m <sup>2</sup> GFA (25% Class I, 75% Class II)
Commercial, office	1 space per 400m <sup>2</sup> GFA (75% Class I, 25% Class II)
Recreational/Cultural/Educational	1 space per 200m <sup>2</sup> GFA (25% Class I, 75% Class II)
Parking Structure/Lot	10% of motor vehicle spaces provided
Other Uses	As determined by the District

### 5.2.4 Public Bicycle Parking

In addition to adjusting the District’s Zoning Bylaw to include bicycle parking requirements, the District should consider a retrofit program to locate bicycle parking in public places that currently lack parking. Bicycle parking in public places could be a simple outdoor rack for users to lock their bicycle (ie. Class II) or secured lockers (ie. Class I). Eligible places include locations such as parks, schools, SEAPARC, the library, and park and ride facilities. A review of public locations to determine those in need of bicycle parking should be undertaken to identify the areas where there is a high demand for public bicycle parking.

### 5.3 Bicycle Shower/Change Facilities

Shower/change facilities remove one of the primary barriers to bicycle commuting that is that business attire is not conducive to cycling. The District should investigate opportunities to implement a bylaw that requires all retail and office with more than ten (10) employees to provide a shower facility for employees.

## 6.0 PEDESTRIAN NETWORK

Most trips include walking as a portion of the trip whether it is actually walking to the store, walking to the bus stop or walking from your vehicle to the store. Similar to cycling, walking is also an environmentally, socially and economically viable alternative to automobile travel within the core of Sooke. In addition, recreational walking allows residents to enjoy the beauty of Sooke and improve their health. There are limited existing pedestrian facilities within Sooke and the facilities that are provided are generally in poor shape or lack accessibility for all pedestrians. The 2006 CRD Origin and Destination Household Travel Survey identified the daily mode share split, for a range of modes including pedestrians, transit, bicycles, carpool and single occupied vehicles. A comparison of the pedestrian mode split share between the regional pedestrian mode share and Sooke's pedestrian mode share, found in Sooke the pedestrian mode share is 3% compared to 10% for the region. This indicates that walking as a mode share is relatively low in Sooke compared to the average for the region.

### 6.1 Existing Conditions

There are limited concrete sidewalks within some of the newer subdivisions within the District. Along Sooke Road, where the majority of commercial land uses are, the sidewalks consist mainly of a paved shoulder behind an extruded asphalt curb. Antidotal information from residents and stakeholders indicates that the 'sidewalks' along Sooke Road are sloped towards the waterfront and are difficult to use for seniors and the physically disabled. Pedestrian links between the commercial core, residential areas, and schools are missing along Otter Point Road, Grant Road, Church Road and Charters Road. Several of the pedestrian pushbuttons at Sooke Road/Otter Point Road are located behind the paved shoulder or behind obstacles (dips in asphalt) and are inaccessible to seniors and people with physical disabilities.



## 6.2 Proposed Plan

Concrete or brick paver sidewalks are proposed for Sooke Road between Phillips Road and Gatewood Road (Ed MacGregor Park) to replace the discontinuous paved shoulders and asphalt curb. Sidewalks are also proposed along all of the collector roads and downtown roads. The focus of the sidewalk improvements should be along Sooke Road, Otter Point Road and Church Road as a starting point and continue outward from the core. As new subdivisions and redevelopments occur sidewalk improvements should be incorporated into the frontage improvements regardless of when the sidewalks are proposed to be implemented. See **Figure 16** for pedestrian plan.

When sidewalks are installed at signalized intersections the sidewalks should extend to the signal poles to allow for pedestrians to access the pushbuttons without having to step off the sidewalk or reach for the pushbutton.

## 6.3 Pedestrian Realm Design Considerations

As the Sooke pedestrian network continues to develop, it is important that consideration is given to certain design elements to ensure the pedestrian realm is attractive, safe and accessible. The following is a series of design guidelines that the District should incorporate in the design of pedestrian facilities.

### 6.3.1 Sidewalk Width

Sidewalks within the downtown core and areas of higher pedestrian activity are recommended to be a minimum of 3.0m. In areas of lower pedestrian activity sidewalks should be a minimum of 2m and wider where possible.

### 6.3.2 Safety

The pedestrian realm must be designed for safety and security. Pedestrian safety means protecting pedestrians from vehicle conflict, but it also means designing a built environment that reduces incidences of crime and the perception of crime. Fundamental built environment elements, such as natural surveillance, lighting and landscaping, as well as programming and maintenance, are key in this regard.





pedestrian to cross), and an adjustment for community population. The warrant will determine the level of cross as follows:

- Unmarked or not warranted
- Signed and marked
- Special crosswalk – which includes crosswalks with overhead signs, downlighting, pushbuttons, and/or flashers
- Pedestrian activated signals – flashing green signal heads for main street and stop control on side street
- Grade separation – ie. overpasses.

## 7.0 PUBLIC TRANSIT

### 7.1 Existing Service

BC Transit currently provides three transit routes within the District of Sooke. The 2006 CRD Origin and Destination Household Travel Survey which found that the mode share split for transit use by Sooke residents was 5% compared to 6% for the region. This indicates that the percentage of people using transit in Sooke (compared to other modes) is only slightly lower than the regional average for transit use. Although the percentage of people using transit in Sooke is similar to the region the use of transit should be encouraged. Therefore, Sooke should work with BC Transit to continue to develop facilities, routes and schedules that would further increase the use of transit as an alternative mode to the single occupied vehicle, especially for trips between Sooke and Greater Victoria.

The No. 61 bus provides service between Sooke and Langford (and onto Victoria). Service on this route runs between 5:30am and 1:00am on weekdays, 7:30am and 12:30am on Saturdays, and 8:00am and 11:30pm on Sundays. The No. 61 bus route includes Otter Point Road, Quartz, Pyrite, Grant, West Coast Road, and Sooke Road. The other two bus routes are community buses and provide more limited service. The No. 63 provides service to the Church Road, Helgesen Road, Otter Point Road, Kemp Lake Road, West Coast Road, Whiffin Spit Road and Sooke Road areas of town. The No. 66 provides service along Gillespie Road, East Sooke Road, Llanilar Road, Andover Road and Coppermine Road. The No. 66 also has limited service along Sooke Road to Kaltasin Road, Idlemore Road and Sun River Estates (Phillips Road). Service on the community buses is Monday to Friday only. For the No. 63 there are only four buses per day between 8:30am and 5:00pm while the No. 66 has only eastbound service between 6:00am and 7:00pm.

Based on data collected from residents and stakeholders there is a desire for additional transit service on the existing community bus routes (including weekends) and more bus service in general within the District. Other concerns expressed regarding transit included the No. 66 not being timed correctly to connect with the No. 61 at 17 Mile Pub (it misses by several minutes) and the timing of service does not match resident's needs to run errands or get to appointments within Sooke.

### 7.2 Future Facilities

As the new road network connections are made there will be opportunities for BC Transit to expand their community bus system within the District. This includes a potential route along Sooke Road to Phillips Road through Sun River Estates to Helgesen Road to Otter Point Road and back to Sooke Road. This route would provide transit service to the Sun River Estates development, which is currently the largest development within Sooke at over 700 units, and outside of walking distance

(more than 1km) to the downtown area. See **Figure 17** for potential future transit routing and existing routing.

A transit exchange is proposed for Sooke Road in front of the Villages Foods (expansion of the existing bus stop/exchange) and Evergreen Mall. The transit exchange should be able to handle eight to ten buses.

### **7.3 Park and Rides**

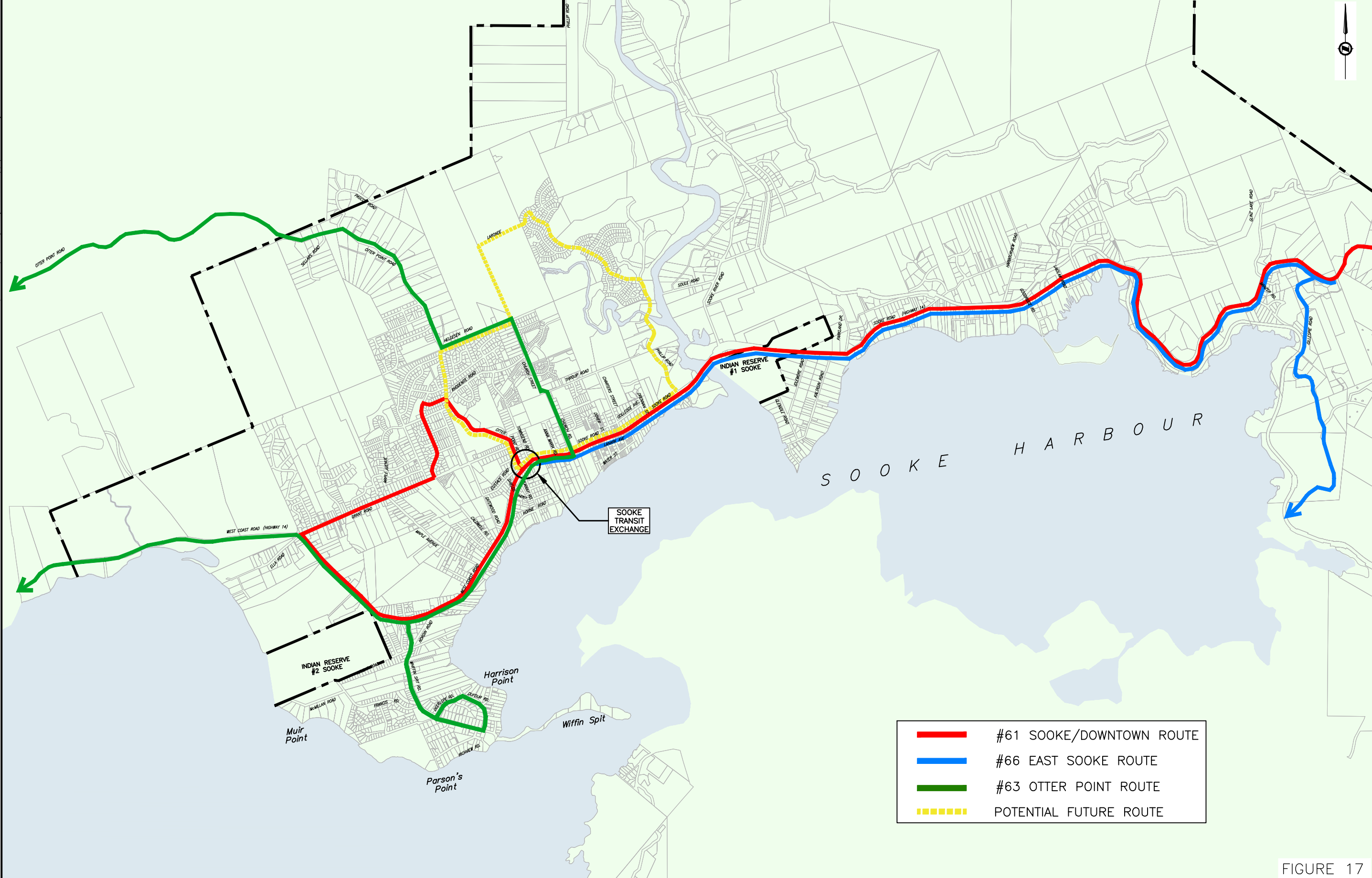
There is currently only one formal park and ride location within Sooke and two informal park and rides. The formal lot is located on Edward Milne Road at Sooke River Road and has the capacity for 25 vehicles. This park and ride location experiences high demand and is consistently full with overflow vehicles parking on the shoulders of Edward Milne Road. One informal lot is located across the street from the 17 Mile Pub. This gravel lot has space for approximately 15 vehicles and is also consistently full. The second informal park and ride is on Sooke Road at Kaltasin Road near Saseenos Elementary School.

Potential park and ride locations have been identified at the southeast corner of Sooke Road/Gillespie Road and on Derbend Road. The Sooke Road/Gillespie Road location would be located on property owned by MoT while the Derbend Road location would be within MoT/Sooke road right of ways. There is room to add a second lot at Kaltasin Road across Sooke Road from the existing informal lot. These locations could add more than 60 park and ride stalls within the Sooke area. There are no publicly owned properties or sufficient right of ways west of Sooke River Road to accommodate a park and ride location at this time. Ideally a park and ride location should be identified for the area west of Otter Point Road for transit users west of downtown. This park and ride could be incorporated into a development or public facility (park, library, recreation centre, etc.). The Park and Ride location should be either on West Coast Road or Grant Road and be able to accommodate 30 parking stalls.

### **7.4 Bus Stop Guidelines**

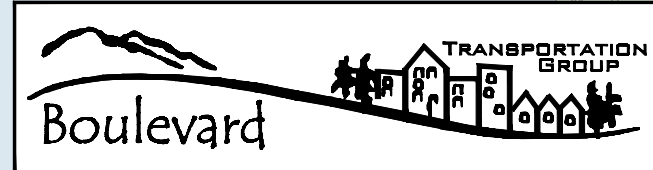
BC Transit is in the process of updating their a 'Bus Stop Design Guidelines' checklist/manual, which provides guidelines on bus stop placement and type of stop, as well as waiting area, pedestrian, street furniture and signage considerations. This manual will allow the District to develop consistent transit stops. Within the District, BC Transit has a preference for on street bus stops as transit buses do not need to re-enter traffic, which can delay them (especially in the peak hours); however, speed, traffic conditions and road geometrics should be reviewed for each new bus stop location.

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- #61 SOOKE/DOWNTOWN ROUTE
- #66 EAST SOOKE ROUTE
- #63 OTTER POINT ROUTE
- - - - POTENTIAL FUTURE ROUTE

FIGURE 17



REVISIONS				
No	DATE	BY	REVISIONS	DESCRIPTION

SOOKE TRANSPORTATION MASTER PLAN		
FUTURE TRANSIT ROUTES		

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SCALE	N.T.S.	
DRAWING NUMBER	927_Figure 17	REV.

## 7.5 Transit Supportive Policies

### 7.5.1 Land Use Planning

Transit use can be increased by creating increased densities within four hundred (400) metres of a transit routes (typical distance transit users are willing to walk.) The *2009 Town Centre Plan* includes increased densities within the core of Sooke; however the *2009 Official Community Plan* should look at other areas of Sooke where there are transit routes and identify areas where increased densities would be appropriate. Increased density, combined with varied land uses, is the key concept in creating a built environment that is supportive of transit.

### 7.5.2 Intermodal Integration

Transit users begin and end every trip by walking, either to their home, to their bicycle or their car. By improving the pedestrian realm, users will be encouraged to use transit with greater frequency and walk further distances to access transit. Appropriate pedestrian infrastructure is therefore essential to the success of transit. Bicycle use can also extend the geographic extent of transit's range. Appropriate bicycle trails/routes, combined with bicycle lockers at park and rides and on-board bicycle racks, are essential to an effective transit service. Increased park and ride opportunities will allow those living outside of walking distance to transit an opportunity to use transit.

### 7.5.3 Transportation Demand Management

There are various policy and program incentives that can be created to encourage District residents to travel via transit. Transportation demand management is explored in further detail in *Section 9.0*.



## 8.0 NEIGHBOURHOOD ZERO EMISSION VEHICLES

Neighbourhood Zero Emission Vehicles (NZEVs) present an opportunity to expand the breadth of transportation options available to Sooke residents, while creating a sustainable alternative to automobile travel. A NZEV is a slow moving vehicle that is powered by an electric motor, produces no emissions, and is designed to travel on four (4) wheels at a maximum speed of between thirty-two (32) km/h and forty (40) km/h. They are low in weight and do not use fuel as an on-board source of energy. Normally a NZEV is re-charged in a standard home electrical outlet; a typical charge lasts anywhere from fifty (50) to seventy (70) kilometers. These electric vehicles provide triple bottom-line benefits to both the user and the District. They address sustainability objectives by producing zero emissions, while improving transportation equity by providing an affordable option for lower-income residents and increasing mobility for seniors. These vehicles are ideally suited as a second vehicle for couples or families to complete local commute/errand trips, and seniors uncomfortable driving a heavier, faster automobile.



## 8.1 Regulatory Environment

The Low Speed Vehicle (LSV) class was created under the federal Motor Vehicle Safety Act (MVSA) in 2000. On June 6, 2008, the BC Provincial Government amendments to the Motor Vehicle Act (MVA) regulations regarding NZEVs came into effect. A definition of “neighbourhood zero emission vehicle” was added to the Motor Vehicle Act; a Neighbourhood Zero Emission Vehicle is a vehicle that travels on four (4) wheels and is powered by an electric motor that is designed to allow the vehicle to attain a speed of thirty-two (32) km/h but not more than forty (40) km/h and meets or exceeds standards of the Motor Vehicle Safety Act (Canada) for a low-speed vehicle and bears a compliance label for a low-speed vehicle in accordance with that Act. The new definition and regulations effectively distinguish NZEVs from slow moving vehicles, recognizing them as a separate type of vehicle. The government regulations allow NZEVs to operate on municipal and highway roads with a speed limit of forty (40) km/h or less, however; a new regulation allows individual municipalities to locally alter bylaws to allow NZEVs on municipal roads with a speed limit up to fifty (50) km/h. Therefore within the District of Sooke, NZEVs could be allowed on all roads except Sooke Road (Highway 14).

## 8.2 Implementation

It is not recommended that NZEVs be allowed on District of Sooke roads at this time due to the fact that NZEVs are not able to use Sooke Road/West Coast Road. Without east-west connecting roads north and south of Highway 14, NZEVs would have a difficult time navigating to keep destinations, including the commercial land uses along Sooke Road, and SEAPARC. Once additional east-west connectors and the Town Centre roads are constructed, the District should review the use of NZEVs within the District. Once the District decides to implement NZEVs, the District should establish a plan to guide the process. The plan should include the following:

- Bylaw amendments
- Necessary infrastructure upgrades
- Routing plan
- Signage plan
- Education and promotional plan
- Actions or recommendations to deal with barriers to expansion

## 8.3 Policy

The District should include statements in the OCP that indicate their intentions to implement NZEV use on public roads in the future.



## 9.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is an integrated approach to planning and development that utilizes existing capacity in certain transportation modes in order to delay or eliminate the need to provide/expand infrastructure for other modes. In essence, TDM aims to influence user travel mode to achieve an environmental, social and economic balance. Typical municipal objectives are a reduction in single-vehicle trips and an increase in sustainable transportation alternatives, including transit, cycling, walking and ridesharing. Utilizing TDM allows the District to delay roadway improvements, while increasing use of underutilized transit, bicycle and pedestrian facilities.

### 9.1 Multi-modal Access Guides

The misinterpretation of information or the failure to recognize the options available can be an impedance to shifting travel mode. Multi-modal access guides will provide residents with up-to-date, concise information on how to access destinations and areas by various travel modes. Such a guide typically includes maps, schedules, fares, and other important information to help individuals access destinations by cycling, walking or taking public transport. Guides can be produced in a variety of formats including websites, brochures, maps, or as part of an information package, or tourism booklet of the area. Different versions of the guides may be required to accommodate individuals with disabilities, individuals travelling from specific areas, or for those people who speak another language. The following multi-modal guides should be considered:

- maps of area cycling and pedestrian routes, including multi-use trails and linkages
- maps of bicycle lock-up facilities and rental locations (outside and indoors)
- map of Park and Ride locations
- Transit Schedules and Fare information including where to purchase tickets and passes and how to read the schedules
- Taxi information
- Car Co-op information
- Ridematching websites and information specific to Sooke

### 9.2 Pedestrian Facilities

The most effective way to encourage walking as a travel mode is to ensure the pedestrian realm is designed to make the pedestrian realm safe and aesthetically appealing.

- Improved sidewalks (actual sidewalks, increased width, reduced/eliminated cross slope). Sidewalks within the town core should be 2.5m and all other sidewalks 2.0m (min).
- Improved connectivity between neighbourhoods and core.
- Improved connectivity within the core between sites.

- Inter-connection with trails.
- Improved pedestrian safety through lighting, landscaping, natural surveillance and the built environment.
- Improved accessibility including improvements to pushbuttons (in particular at Sooke/Otter Point), audible signals, tactile surfaces, let downs at intersections and road crossings for wheelchairs.
- Implementation of street furniture within the core and at key places along the collector roadways for pedestrians to rest.

### 9.3 Bicycle Facilities and Parking

Bicycle facilities are a major factor in choosing cycling as a mode of travel. Facilities include bicycle lanes or shared lanes, parking and end of trip facilities. The implementation of a connective bicycle network will allow cyclists to feel more comfortable cycling within the District. The bicycle network will consist of routes with bicycle lanes, shared vehicle/bicycle lanes and multi-use trails/paths. Bicycle parking is typically provided in two (2) ways. Class I parking must be fully secure and weather protected, as the bicycle may be unattended for a long period of time. Class II facilities are intended for short-term users, typically residential visitors and retail customers, and are not meant to accommodate bicycles overnight. Placement of bicycle parking within new residential (multi-family) developments, shopping centres and park and ride locations will allow for the safe storage of the bicycle. End of trip facilities include showers, change rooms and storage for their cycling clothes. People are more willing to cycle to work if they can have a shower, change into work appropriate attire and store their belongings. See *Section 5.0* for additional details on bicycles.

### 9.4 Park and Ride

Park and Ride facilities allow residents to park their car at a point along a transit route and use transit to complete the remainder of their trip. This offers economic savings to the user in that they exchange the cost of fuel for their trip for the transit fare. It provides significant emissions reductions by preventing further single-occupancy automobile travel. It is recommended that the District of Sooke work with BC Transit to increase the number of Park and Ride locations and parking stalls in or near the existing Edward Milne Park and Ride and formalize a Park and Ride at 17 Mile and Kaltasin. A Park and Ride location should be identified west of Otter Point Road.

### 9.5 Transit-oriented Development

Transit-oriented development (TOD) is the practice of tailoring land use so that it maximizes the effectiveness of transit. TOD outlines policies and design standards for increasing density, increasing

the mixture of land uses and improving pedestrian and bicycle facilities in close proximity to transit stations. The traditional rule of thumb is that transit users are willing to walk four-hundred (400) metres to access transit. The District should consider a slight density bonus provision for those properties within four-hundred (400) metres of a transit stop, relative to other properties. Increased density, combined with varied land uses, is the key concept in creating a built environment that is supportive of transit.

### **9.6 Municipal Transit Pass Program**

The District should negotiate a reduced-rate transit pass for all staff members. The District could work with transit and some of the larger employers (grocery chains, industries etc) in the municipality to negotiate reduced transit passes for their employees to encourage transit use.

### **9.7 Increased Transit Frequency and Routes**

Providing road connectivity will improve the potential for additional community bus routes. Increased frequency of community buses into the town core will improve the ability of people to access amenities within the core without having to drive. The District should work with BC Transit to provide more bus service to key development areas.

### **9.8 Carshare**

Carshare co-ops allow members access to a vehicle on an as-need basis. Members pay a refundable one-time membership fee into the program, a nominal monthly fee, and a set per-kilometre and per-hour rate every time they use a vehicle. Membership gives you access to the Victoria Car Co-op vehicles as well as the Co-operative Auto Network in Vancouver, Cortes Island, Nanaimo and Tofino and the Nelson Car Co-op.

There are currently no vehicles in the West Shore or Sooke. Implementation of carshare vehicles in Sooke could provide an additional alternative for people needing a second vehicle for short and longer trips. Vehicles could be located at the Municipal Hall, Sun River Estates or SEAPARC, Village Foods, Evergreen Centre, and/or new condominium developments.

### **9.9 Carpooling/ Vanpooling**

Ridesharing, including vanpooling and carpooling, is a potential travel option for individuals commuting to and from the West Shore and Victoria. Ridesharing can be a great alternative to driving alone; however, it is typically only successful if commuters can find other individuals in their areas and people who have similar schedules.

The District could promote carpooling and vanpooling using their municipal website and provide information and education material online. A link could be created to an informal Sooke ride-matching service for individuals looking to share rides to and from their workplace, or for errands in Sooke. Some examples of more formal ride-matching services include Carpool.ca (<http://www.carpool.ca>), Jack Bell Rideshare Foundation: (<http://online.ride-share.com>), Viva Commute: (<http://www.vivacommute.ca>) and Carpool World: (<http://www.carpoolworld.com>).

### **9.10 Priority Parking**

Priority parking is a provision made for drivers of certain vehicles to have the most sought after parking spaces reserved for their use. Carpool priority spaces should be located in areas of high convenience and exposure, to promote carpooling to non-carpoolers on a site. Look at updating parking bylaws to provide incentives for providing carpooling parking stalls. Priority parking may also be available to drivers of Micro-vehicles. Micro-vehicle spaces are designed with smaller dimensions than typical spaces and are to be used by vehicles less than three (3) metres in length, such as SmartCars, NZEVs and motorcycles.

## 10.0 IMPLEMENTATION PLAN

### 10.1 Capital Plans

#### 10.1.1 2008-2013

ITEMS	Cost (2008 Dollars)
Sooke Road/Gillespie signalization and geometric improvements	\$775,000.00
Sooke Road/Sooke River Road signalization	\$200,000.00
Collector Road Project	\$10,000,000.00
Church Road/Throup Road roundabout	\$400,000.00
Phillips Road/Throup Road roundabout	\$400,000.00
Revised laning at Phillips Road/Sooke Road	\$365,000.00
Install bike lanes and sidewalks on Phillips Road to Throup Road	\$611,100.00
Sooke Road update signal timing plans along corridor	\$17,550.00
Sooke Road Upgrades	\$6,900,000.00
Sooke Road/Charters Road signalization	\$200,000.00
Townsend Road/Sooke Road right in/right out	\$35,000.00
Sooke Road/Otter Point Road improve pedestrian accessibility	\$15,000.00
Install new 'Waterview' Road	\$3,087,500.00
'Waterview'/Sooke Road roundabout	\$400,000.00
Install new Lincroft and Goodmere Downtown Roads	\$7,455,000.00
Extend Church Road south of Sooke Road	\$1,188,000.00
Install sidewalks on Murray Road	\$440,200.00
Gatewood Road – Grant Road to West Coast Road	\$2,485,000.00
<b>Total 2008 to 2013 Capital Plan</b>	<b>\$34,974,350.00</b>

**10.1.2 2013-2018**

ITEMS	Cost (2008 Dollars)
Grant Road West improvements (sidewalk, bike lanes, drainage)	\$14,175,000.00
Install new local road connecting Maple Road North and Maple Road South	\$408,250.00
Install a roundabout at Maple Road/Grant Road	\$400,000.00
Install bike lanes and sidewalks on Church Road between Sooke Road and new collector road	\$433,400.00
Install bike lanes and sidewalks on Otter Point Road to Grant Road	\$788,000.00
Implement bicycle lanes and sidewalks on Rhodonite Drive	\$2,288,000.00
<b>Total 2013 to 2018 Capital Plan</b>	<b>\$18,492,650.00</b>

**10.1.3 2018-2023**

ITEMS	Cost (2008 Dollars)
Install bicycle lanes and a sidewalk on one side of Whiffin Spit Road	\$1,890,000.00
Extend Eustace Road to Maple Road and add sidewalks on the existing portion of Eustace	\$2,862,000.00
Extend Caldwell Road to Grant Road	\$1,295,000.00
Install sidewalks and bicycle lanes on Maple Road	\$2,068,500.00
Install new Downtown Road between Otter Point & Church	\$2,430,000.00
<b>Total 2018 to 2023 Capital Plan</b>	<b>\$10,545,500.00</b>

**10.1.4 2023-2028**

ITEMS	Cost (2008 Dollars)
Install bike lanes and sidewalks on Sooke Road - Atherly Cl. to Gatewood and Charters to Philips Road	\$1,960,150.00
Install sidewalks on Charters Street	\$809,400.00
Install bike lanes and sidewalks on Otter Point Road - Grant to Rhodonite Dr.	\$1,526,750.00
Install bike lanes and sidewalks on Church Road - Throup to Helgesen	\$1,438,100.00
Install a sidewalks on both sides of Helgesen Road	\$944,300.00
Construct Pascoe Road Truck Route	\$16,710,000.00
<b>Total 2023 to 2028 Capital Plan</b>	<b>\$23,388,700.00</b>



10.1.5 After 2028

ITEMS	Cost (2008 Dollars)
Extend Lalonde Road to Sun River Estates	\$3,367,000.00
Install new collector connecting Lalonde Road to Church Road	\$2,645,500.00
Install wide shoulders on Otter Point Road – Rhodonite Drive to Boundary	\$1,848,000.00
Extend Grant Road East from Church Road to Phillips Road	\$8,385,000.00
Install bike lanes and sidewalks on Phillips Road - Throup to Sun River	\$1,329,750.00
Install bike lanes on Sooke River Road to Galloping Goose Crossing	\$1,031,250.00
Sidewalks on Wright, Francis, Maple North, Beaton, Pyrite/French, Kaltasin & Anna Marie	\$7,781,600.00
Install westbound right turn lane at Sooke Road/Otter Point Road	\$169,000.00
Install westbound right turn lane at Sooke Road/Church Road	\$169,000.00
Widen shoulder on West Coast Road	\$2,079,000.00
Widen shoulder on Sooke Road	\$6,160,000.00
<b>Total 2028+ Capital Plan</b>	<b>\$34,965,100.00</b>

The total investment in sidewalk, bicycle and road infrastructure over the next 25+ years is \$122,366,300.00. These costs do not include the implementation of any paths or trails.

10.2 Funding Opportunities

10.2.1 Development Cost Charges

The District of Sooke raises capital funds through Road Development Cost Charges (DCC) on development. DCC are allowed under Provincial legislation and are calculated by determining the cost of infrastructure associated with growth; these costs are then divided by the forecasted number of development units to determine a cost per unit. This cost is collected at the subdivision or building permit stage and used to fund capital projects. The charges are shown in Table 5 as are charges for selected other cities.

Table 5: Comparison of Road Development Cost Charges

	Single Family	Multi-Family	Apartment	Commercial	Institutional
Penticton	\$2,343	\$615 central \$1230 suburb		\$2.69/ m <sup>3</sup>	\$0.43/m <sup>3</sup>
<b>Sooke</b>	<b>\$3,173</b>	<b>\$2,053</b>	<b>\$1,929</b>	<b>\$43.55/ m<sup>3</sup></b>	
Ladysmith	\$3,460	\$2768		\$17.30/m <sup>3</sup>	\$5.19/m <sup>3</sup>
Langford	North \$3,576 Small \$5,364 Large South \$2,373 Small \$3,560 Large	\$3,291		\$45.96- \$69.25/m <sup>3</sup>	\$7.13- \$10.76/m <sup>3</sup>
Summerland	\$4,187	\$4,187 (>850 sq.ft) \$2,931 (<850 sq.ft)		\$13.97/ m <sup>3</sup>	\$1.22/ m <sup>3</sup>
Vernon	\$12,913	\$7,748		\$34.06/ m <sup>3</sup>	\$55,470/ac
Kelowna	\$9,001 central \$13,334 to \$24,847 suburb	\$7,201 central \$7,251- \$19,877 suburb		\$29.82/m <sup>3</sup> central \$46.19- \$82.06/m <sup>3</sup> suburb	\$9,001/ac central \$13,334- \$24,847/ac suburb

The Sooke DCC was set in 2004 after being studied by the District. The study developing these rates recommended that they be reviewed every two to five years. A review at this time is appropriate. The capital program has increased dramatically and the forecast number of units to support the program has declined slightly. Current DCC rates were based on a ten year program of \$9,395,000 and 1430 equivalent residential units. The current proposed ten year capital road program is in excess of \$20,000,000 after senior government grants and the forecast of residential units is about 900.

One can draw three general conclusions:

1. Sooke's DCC rates are low compared with most other cities and low compared with input variables. This is important as the legislation governing DCC requires that they not discourage development and reflect actual needs. Sooke's DCC rates could increase and still be competitive with other jurisdictions.

2. Some other municipalities have chosen to make greater use of variable rates to further other policies. The variable rates can encourage or discourage location of development. For example, Kelowna has relatively low rate for development in the city centre and high rates for outlying areas. Rates can also be designed to support affordable housing. Vernon waives DCC for low income housing.
3. Sooke's rate for commercial development appears to be particularly low.

The best practices guide for DCC suggests that charges for multi-family be based on area and applied at the building permit stage rather than based on the housing unit and applied at the subdivision stage<sup>2</sup>. The rationale is that it will make smaller homes more affordable, it better reflects the use of roads (wealthier people in big homes make more trips) and it is more affordable for the developer. Typically the total subdivision is done at one time attracting a large DCC, whereas building permits are issued in smaller numbers as the project proceeds.

#### 10.2.2 Alternate Sources of Funds

##### Special Levies

Special levies are taxes that are applied to specific property or added to the property tax bill. They are intended to fund a particular, identified service and they carry certain additional requirements for accountability and transparency. Of course there must be broad public support for such a levy for it to be approved and extensive consultation is a prerequisite. They may be helpful in funding new requirements or services not generally covered by conventional property taxes. For example, a specific levy could be added to the property tax bill to fund an expansion of transit service or to construct a pathway system in the town.

Okotoks, Alberta instituted a special levy to cover a recapitalization of their infrastructure. They had discovered that there was a significant deficit in funding infrastructure replacement and that a recapitalization was necessary to restore integrity to their facilities. They were able to convince the public that the need was real and that the funds would be used for that purpose only.<sup>3</sup> Sooke has recently completed an Asset Management Plan.<sup>4</sup> It has suggested that there is a significant backlog of maintenance work that has accumulated. Recommendations were made for a strategy to fund maintenance on a rigorous, asset management basis. A special levy may be useful in funding relatively

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<sup>2</sup> BC Ministry of Community Development, *Development Cost Charges Best Practice Guide, 2005* cited at <http://www.google.ca/search?hl=en&q=dcc+best+practice&meta=> on October, 22 Oct 07

<sup>3</sup> National Research Council, *Alternative Funding Mechanisms, National Guide to Sustainable Municipal Infrastructure, April 2002.*

<sup>4</sup> Stantec, *Asset Management Plan (Draft), December 2008*

high expenditures for the next five years which will bring the road system to a more sustainable condition. At the end of that period the levy would be removed and road maintenance would return to being funded from general taxation revenue.

### **Strategic Budget Allocations**

The intention of Strategic Budget Allocations is to collect taxes and reserve them in an interest bearing fund for future use. They are helpful where there is a large expenditure anticipated that can be clearly defined and which receives public support. Some Strategic Funds are used to stabilize budgets. In Surrey, projects were funded and savings arising from the projects (lower energy costs or reduced maintenance, for example) were used to repay the fund.<sup>5</sup>

### **Senior Government Programs**

#### *Gas Tax Fund*

The Province and the Federal Government have an agreement to share gas tax revenue with municipalities and currently expect to deliver about \$250,000,000 of funding each year until 2013<sup>6</sup>.

The Gas Tax Agreement finances three funds set up to achieve environmental objectives of reduced green house gases, cleaner water and cleaner air. The three delivery mechanisms are:

- Community Works Funds – to support local priorities that are supportive of the environmental objectives. Funding is allocated by population; Sooke’s allocation is about \$315,000 per year until 2013. This funding may be banked and does not have to be applied for. There is a requirement for reporting after the fact to ensure that selected projects met the objectives of the program. The projects also have to be shown to be incremental. Strategic Priorities Fund – these are similar to the Community Works Funds, but are larger and have a regional effect. Conceivably these are projects which could be undertaken by the Capital Regional District.
- Innovations Fund – These may constitute five percent of the total and seek new approaches to solving environmental problems.

#### *The Green Municipal Fund*

\$550,000,000 has been allocated nationally for plans, studies and capital projects in support of environmentally sustainable initiatives. Projects which shift transportation to more sustainable modes

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<sup>5</sup> *Ibid.*

<sup>6</sup> *The Gas Tax Agreement cited at <http://www.civicnet.bc.ca/siteengine/ActivePage.asp?PageID=294>.*

or which encourage active transportation and Transportation Demand Management are considered. Grants of up to \$400,000 and low interest loans up to \$2,000,000 are available.<sup>7</sup>

#### *The Public Transit Infrastructure Funds*

This program is intended for transit systems and their partners. It is expected that the District of Sooke would be eligible as they provide on-street transit facilities and are responsible for network connectivity for transit passengers.

#### *The Canada Strategic Infrastructure Fund*

This \$4 Billion fund requires funding from three levels of government and is intended for large projects. Eligible projects must be in excess of \$75,000,000. It is not expected to be relevant to the District of Sooke's program.

#### *Infrastructure Canada Program*

This program is dedicated to local infrastructure and economic development projects and has been fully subscribed.

#### *ICBC Road Improvement Program*

This program funds road improvements, where implemented countermeasures provide ICBC with an internal rate of return of 50% on claims savings over 2 or 5 years, depending on the service life of the countermeasure. To obtain funding the District must write ICBC describing the countermeasure(s) being implemented and request funding. ICBC will do an analysis and determine the amount of funding they will provide.

*The Municipal Rural Infrastructure Program and the Public Transit Fund* have been fully subscribed.

### **Sponsorships**

Sponsorships allow for funding of a project or service by a corporation or other organization in return for recognition. Examples include donation of land for environmental protection or for construction of pathways.<sup>8</sup> Sponsorships may be more suitable for cities with a large corporate presence but there still may be some opportunities for sponsorship of transit facilities or pathways.

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<sup>7</sup> <http://www.sustainablecommunities.fcm.ca/GMF/Transportation-call-for-applications-2008.asp>

<sup>8</sup> NRC 2002.

### 10.2.3 Funding Source Plans

The large number of funding programs which have been introduced but are now closed illustrates the difficulty of municipalities finding consistent, long term funding. Programs are introduced and quickly oversubscribed because of a built up need. The District needs to have project plans available so that funding may be requested when a new program is announced.



The available funding programs, specifically the Community Works Fund and the Public Transit Infrastructure Fund need to be exploited. These have tight application deadlines and will require significant preparation. The Capacity Building and Integrated Sustainability Planning Fund is also useful although the amounts available are quite small. They can facilitate the preparation of a long term infrastructure management plan as discussed in *Section 10.1*.

Sponsorships or joint public-private arrangements may be useful in specific cases such as the development or maintenance of a pathway or provision of a transit exchange however their widespread use is probably limited.



# APPENDIX A

## Open House No. 1 – June 12, 2008 Panels, Exit Survey and Results

<p>1. Kick-off Meeting</p>	<p>Present</p>			
<p>2. Open House #1</p>	<p>June – July</p>			
<p>3. Data Collection and Analysis</p>	<p>June</p>			
<p>4. Meeting with Stakeholders</p>	<p>July – September</p>	<p><b>5. Analysis and Development</b>                  Review road network and intersection improvements                  Review pedestrian, cyclist and transit routes                  Transportation Demand Management (TDM)                  Review subdivision standards and bylaw                  Prepare cost estimates and identify funding opportunities                  Work with the Official Community Plan team (OCP)</p>		
<p>6. Open House #2</p>	<p>October</p>			
<p>7. Transportation Master Plan Draft Report</p>	<p>October – November</p>			
<p>8. Transportation Master Plan Final Report</p>	<p>December</p>			
<p>9. Present to Council</p>				

\*\* This project is being undertaken in conjunction with the Road Asset Management Project.



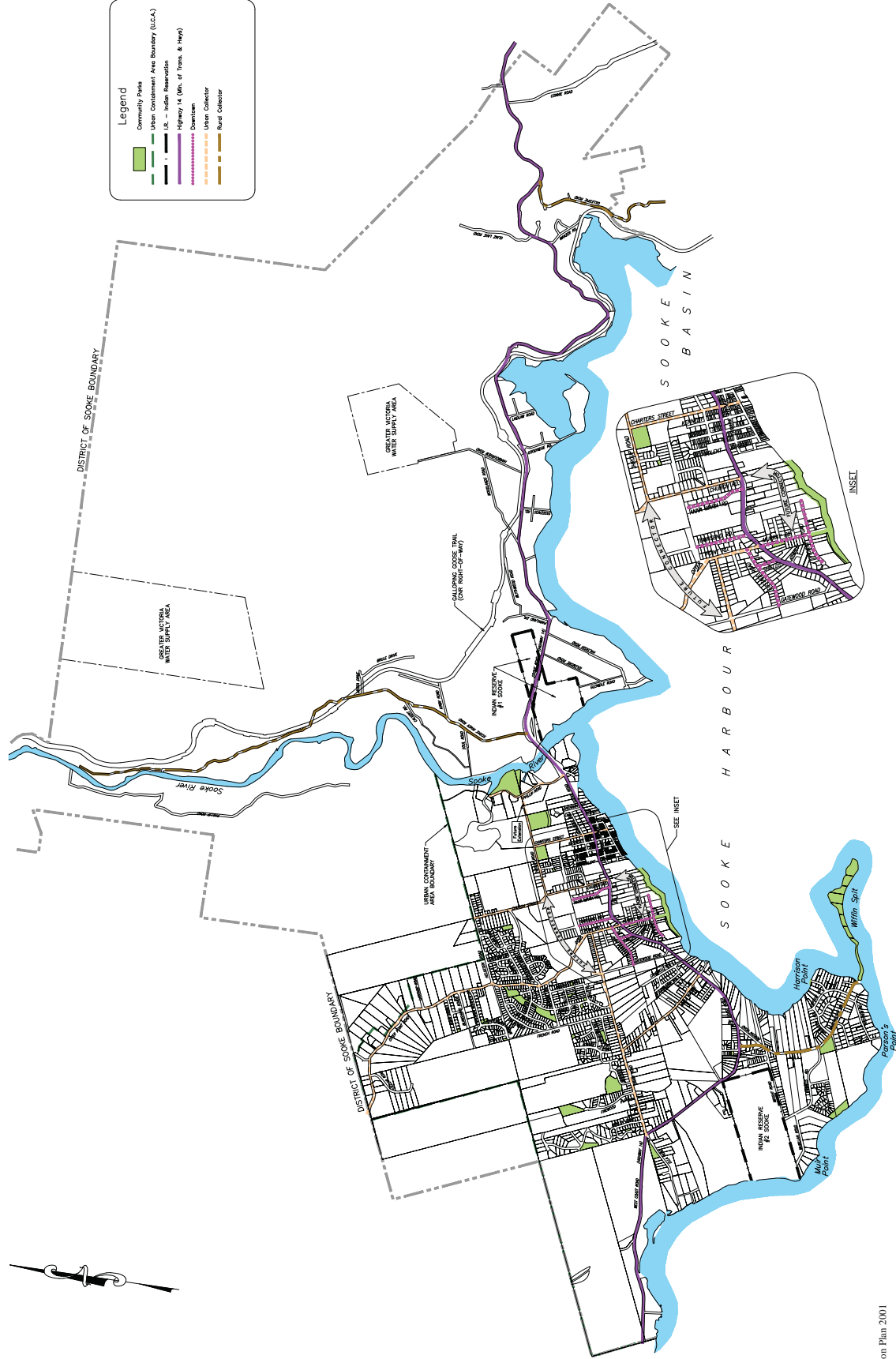


**Legend**

Bicycle Routes

Plan from Sooke Transportation Plan 2001



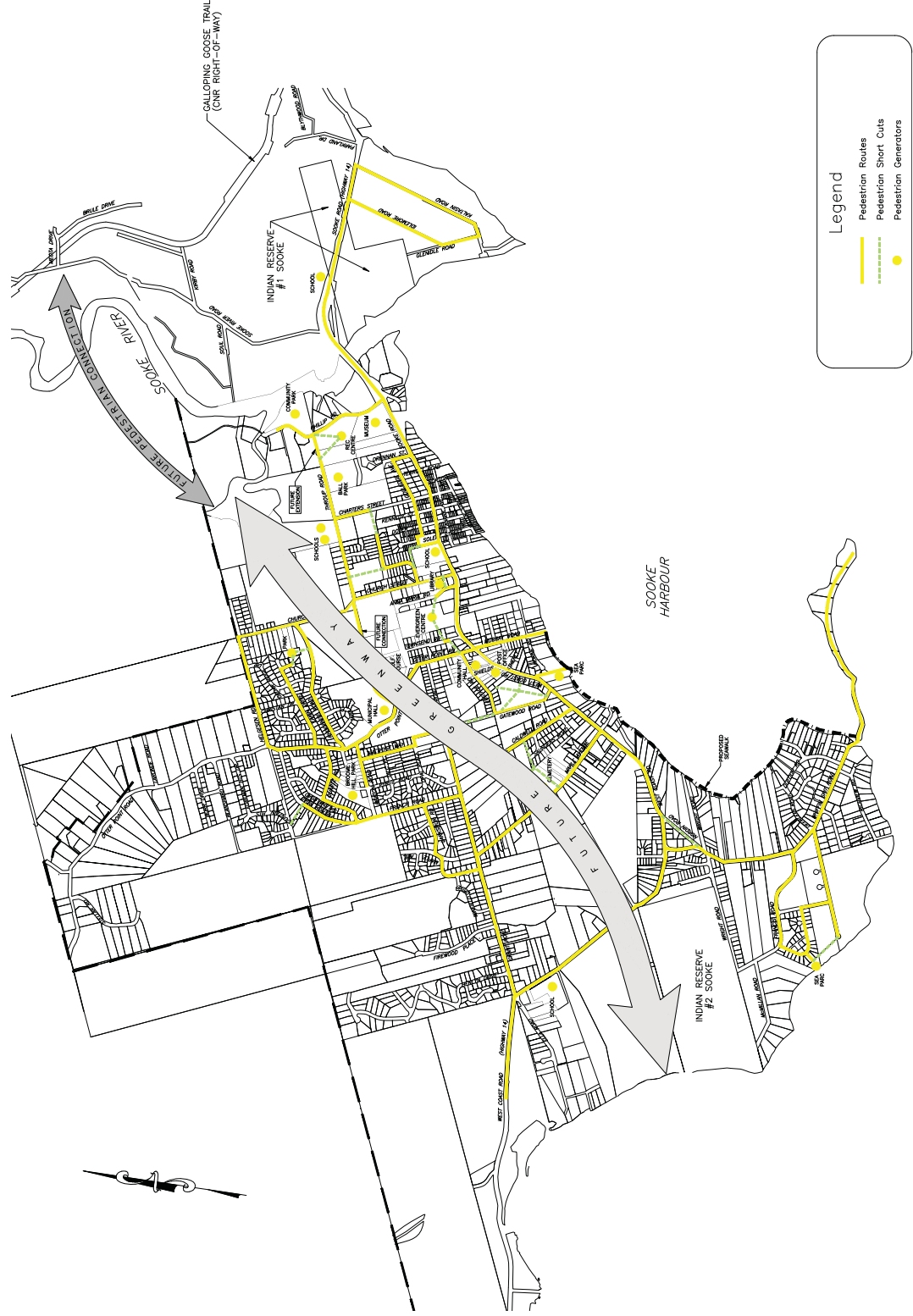


Plan from Sooke Transportation Plan 2001









Plan from I.C.B.C. Pedestrian Project 2000





### 1. Bicycles

Are there any locations that you feel need bicycle facilities (*bicycle lanes, wider bicycle lanes, paths etc.*)?

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Additional Comments

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### 2. Pedestrians

Are there locations where you feel sidewalks or a path are needed?

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Additional Comments

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### 3. Mobility

Do you or anyone else in your household have a mobility impairment?

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If **YES**, please explain travel challenges for the mobility impaired in Sooke:

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### 4. Roads

Are there locations where traffic congestion is a concern?

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Are there locations where traffic safety is a concern?

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Additional Comments

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5. Priorities

Please rank the following 1 through 5 based on importance to you (1 is most important, 5 is least important)

Pedestrian Facilities (sidewalks, paths, etc.)

Bicycle Facilities (bicycle lanes, wider bicycle lanes, paths, etc.)

Transit Facilities (bus stops, etc.)

Road Network Improvements

Other  Please Specify: \_\_\_\_\_

6. Modes

Which modes of travel do you use on a typical weekday? (select all that apply)

Single Occupied Vehicle  Carpool  Transit  Bike  Walk

Which roads/routes do you use on a typical weekday?

\_\_\_\_\_  
\_\_\_\_\_

7. Additional Comments

Are there any additional comments you wish to make regarding transportation in Sooke?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Optional

Name: \_\_\_\_\_

Contact: \_\_\_\_\_

Thank You For Your Time!

Please hand your survey in prior to leaving



A total of six responses were received.

### **QUESTION 1 - BICYCLES**

Are there any locations that you feel need bicycle facilities (bicycle lanes, wider bicycle lanes, paths, etc.)?

- Follow any bus route
- Join the Goose & Rail System
- There should be air pumps every km along the road in case your tire has a leak
- Sooke River Rd. to Potholes & to Galloping Goose
- Downtown core could use lockable bike stands
- All along Sooke Rd.

### **QUESTIONS 2: PEDESTRIANS**

Are there locations where you feel sidewalks or a path are needed?

- Sidewalks do not have to follow roads. Some pedestrian only routes may be helpful
- On the side of the roads
- In town
- All over town
- All along Sooke Rd.

### **QUESTION 3: MOBILITY**

Do you or anyone else in your household have a mobility impairment?

- Yes – I am clumsy and fall down a lot
- Yes – Walking on roadsides without bike lanes or sidewalks

2 did not response and 2 have no mobility issues.

### **QUESTION 4: ROADS**

Are there locations where traffic congestion is a concern?

- Yes at intersections and busy spots on the road
- Sooke and Ludlow, Sooke and Drennan, Sooke and Townsend across to the mall
- At the malls on Sooke Rd
- All of Sooke Rd / Hwy 14
- Kaltasin & Sooke Rd.

Are there locations where traffic safety is a concern?

- Potential Connector Road where it joins Church will be over the top of a blind hill. Takes a large chunk of property and current green space
- Yes on the roads
- In front of the mall
- At the main crosswalk, Sooke Rd and Parklands, Sooke and Woodlands
- At the malls and Sooke Rd.

Additional Comments

Sometimes really difficult to get out of Kaltasin and onto Sooke Rd.

### **QUESTION 5: PRIORITIES**

Please rank the following 1 through 5 based on importance to you (1 is the most important)

Note: Only 5 of the respondents answered this question.

	Ranking 1	Ranking 2	Ranking 3	Ranking 4	Ranking 5
Pedestrian	1	4	0	0	0
Bicycle	1	0	2	1	1
Transit	0	1	3	1	0
Road Network	2	0	0	2	1
Other – Ferry	1	0	0	0	0
Other – LRT	0	0	0	1	0

Using a system of 5 points for every first priority, 4 for a second, etc. The following table outlines the highest priorities

Priority Rank	Improvement Area	Ranking Total
1	Pedestrian	21
2	Transit	15
2	Road Network	15
4	Bicycle	14
5	Other – Ferry	5
6	Other – LRT	2

## **QUESTION 6: MODES**

Which modes of travel do you use on a typical weekday (select all that apply)? Note: Only 5 of the respondents answered this question.

Single Occupied Vehicle – 5

Carpool - 0

Transit – 0

Bike – 1

Walk – 3

Which roads/routes do you use on a typical week?

- The one that is to my job – then I use the same route to go home after work
- Sooke Rd.
- Sooke – West Coast Rd.
- Kaltasin – Sooke – Phillips

## **QUESTION 7: ADDITIONAL COMMENTS**

Are there any additional comments you wish to make regarding transportation in Sooke?

- We need LRT on Galloping Goose combined with bike & hike. This is a 90 ft right of way
- Getting out of Evergreen Mall is sometimes quite a challenge!

## **APPENDIX B**

### **Open House No. 2 – October 4, 2008 Panels, Exit Survey and Results**



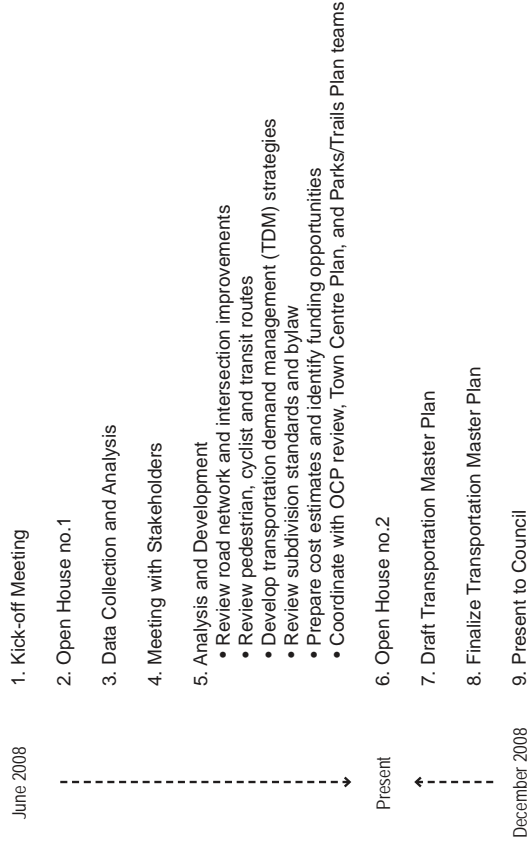
## WHAT IS A TRANSPORTATION MASTER PLAN?

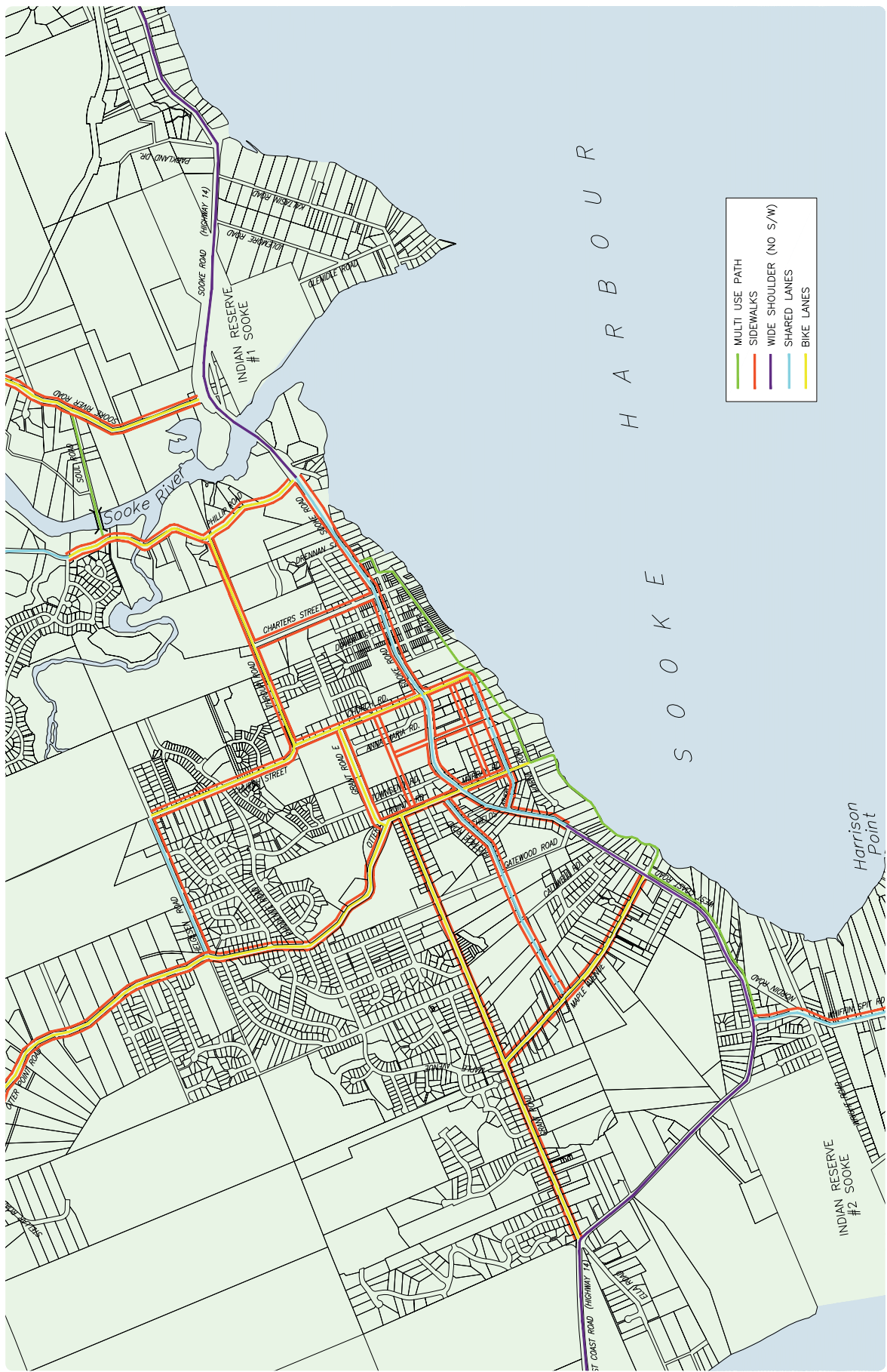
A transportation master plan is a formal plan, adopted by Council, that allows the municipality to budget and prioritize future transportation network improvements. They are long-term planning tools that take expected future land use into consideration, as illustrated in long-range planning documents such as the Official Community Plan. Transportation master plans consider the needs of vehicles, but they also factor in facilities for pedestrians, cyclists and transit vehicles.

As part of the transportation master plan process, a pavement asset management plan is being developed, which will inventory the existing condition of paved roadways in the District and identify areas in need of improvement. The findings of the pavement asset management study will be integrated with the master plan to ensure that improvements are prioritized appropriately.



## PROJECT SCHEDULE

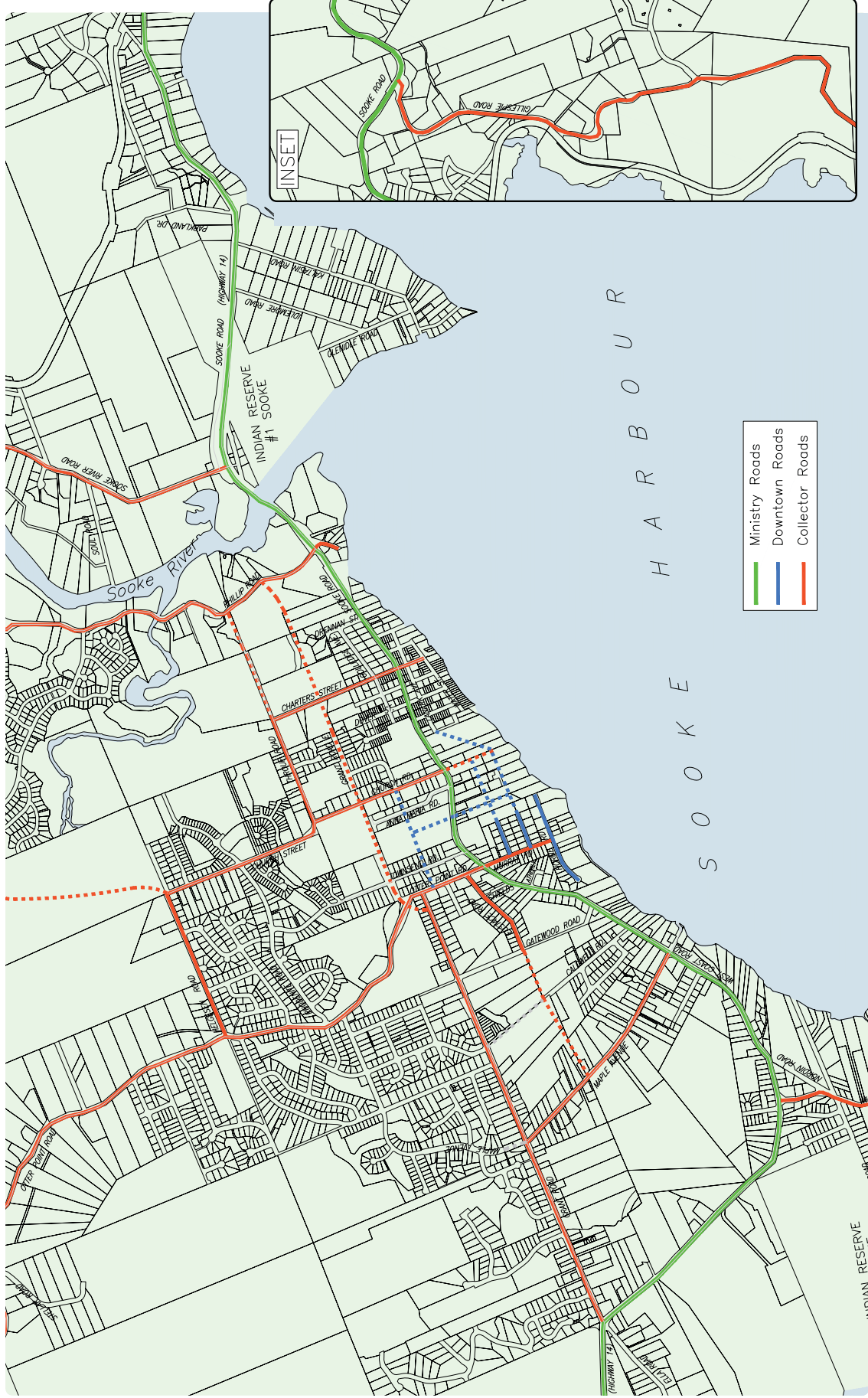




- MULTI USE PATH
- SIDEWALKS
- WIDE SHOULDER (NO S/W)
- SHARED LANES
- BIKE LANES

# PEDESTRIAN AND BICYCLE FACILITIES

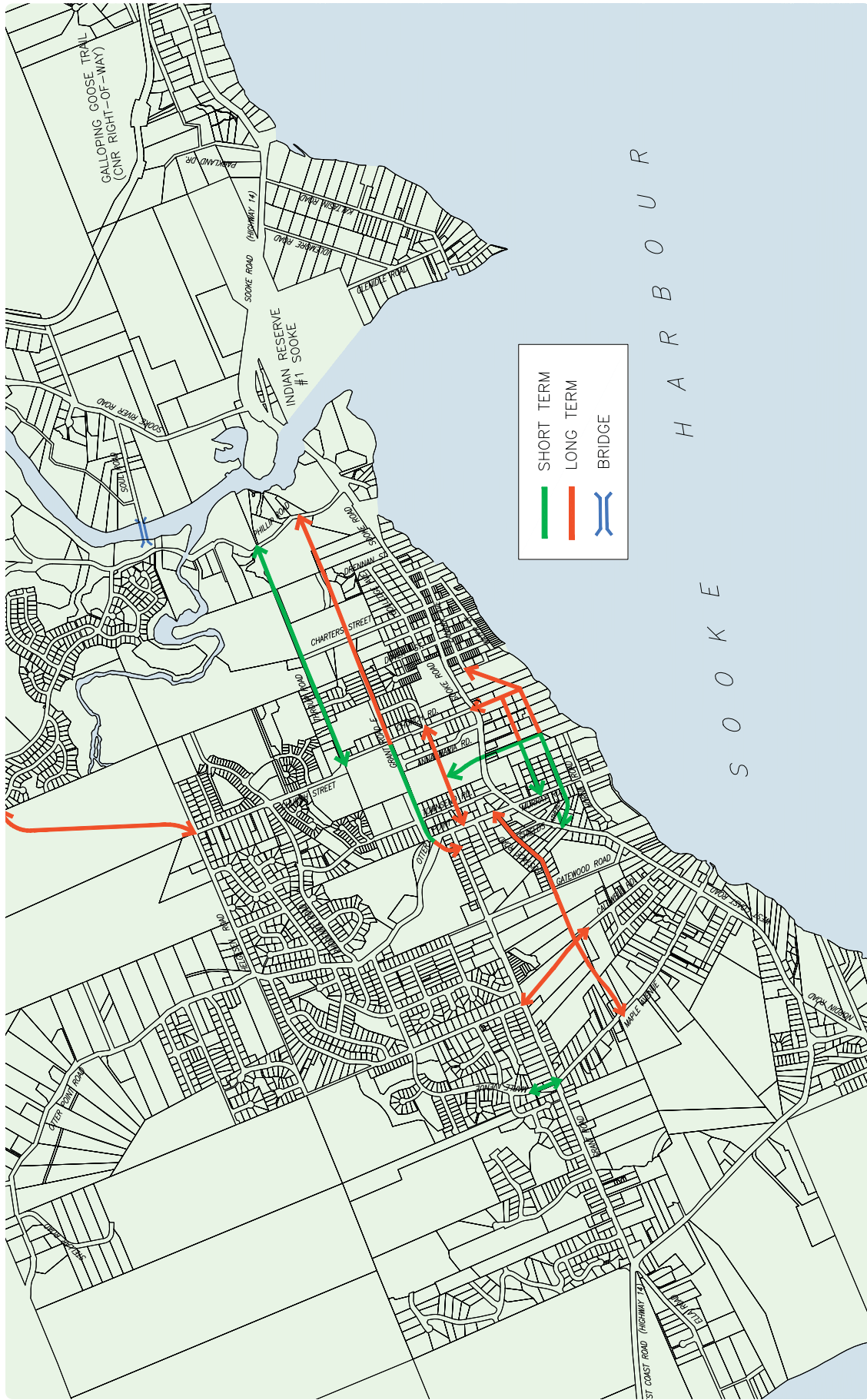




- Ministry Roads
- Downtown Roads
- Collector Roads

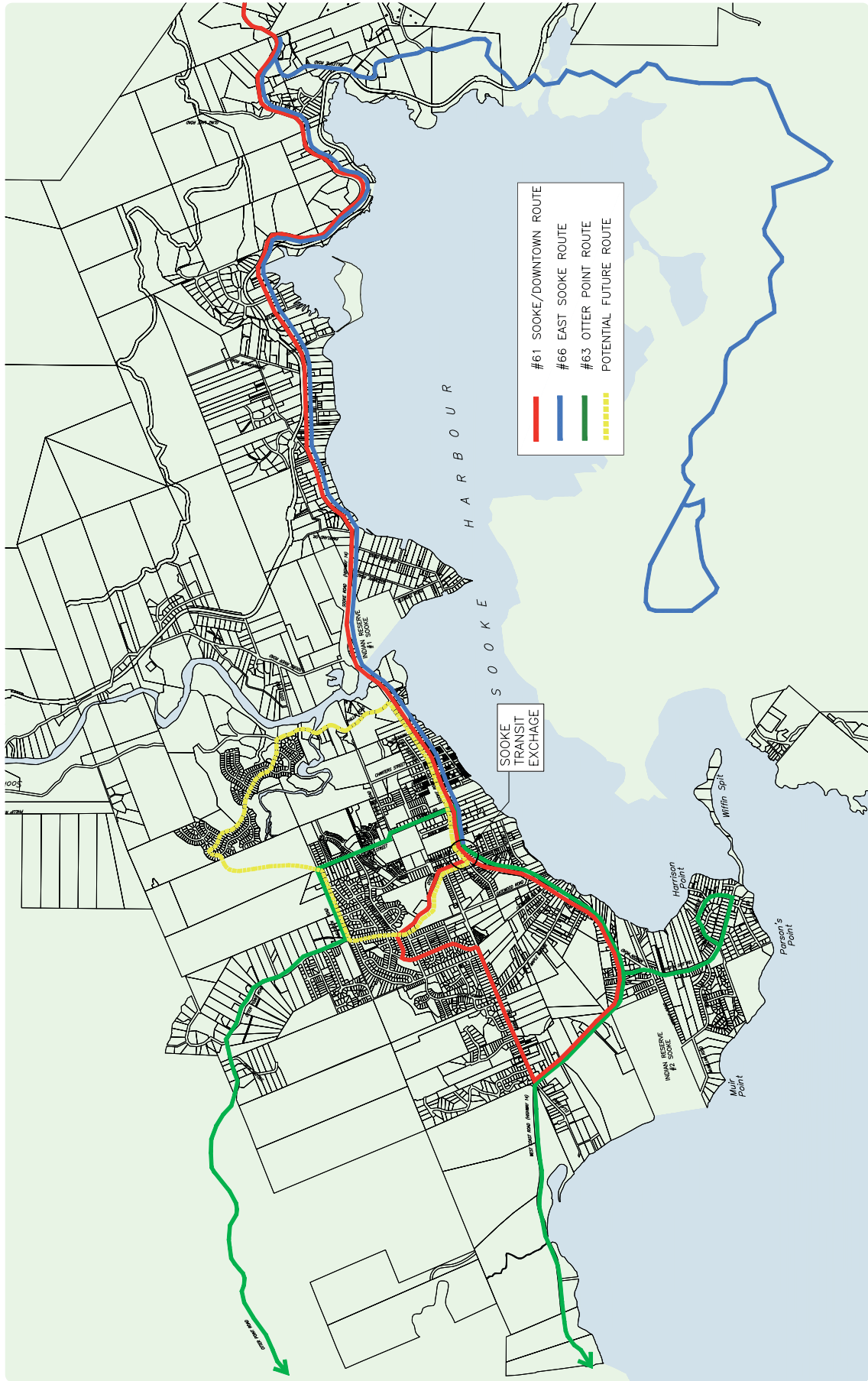
# PROPOSED ROAD CLASSIFICATIONS

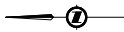




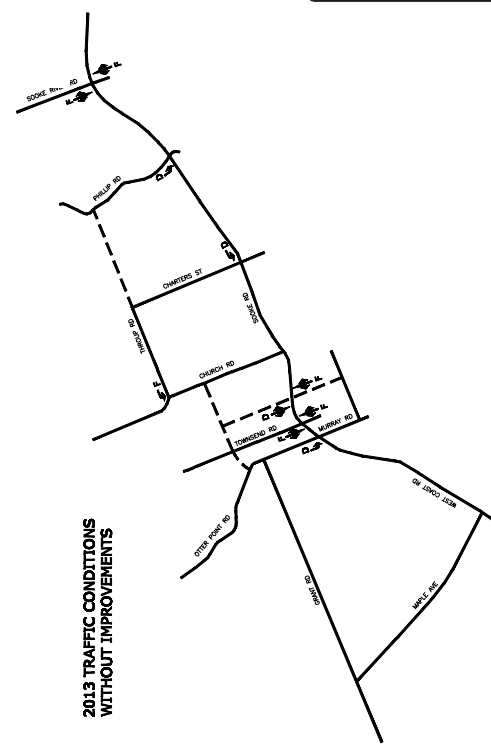
# FUTURE NETWORK LINKS







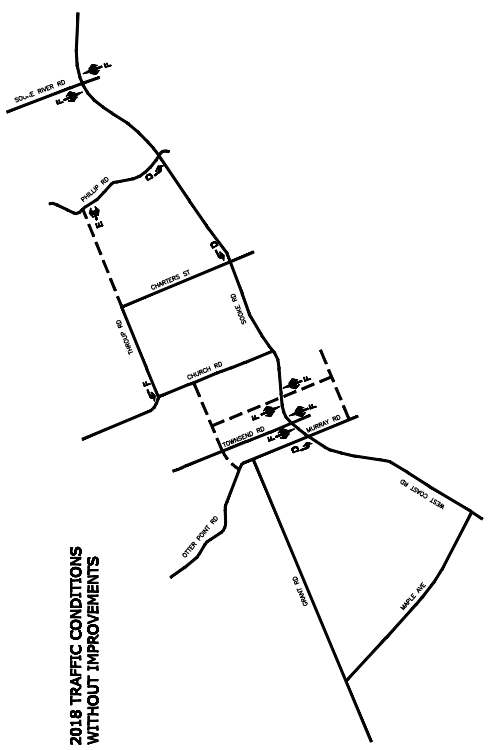
2013 TRAFFIC CONDITIONS WITHOUT IMPROVEMENTS



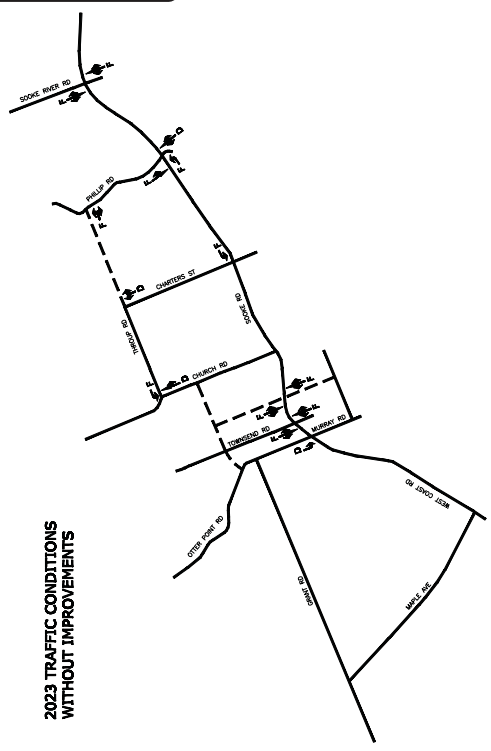
**What is Level of Service?**  
 Traffic operations are typically described in terms of levels of service (LOS), which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions.

LOS	Unsignalized Intersection Avg. Delay (sec/veh)	Signalized Intersection Avg. Delay (sec/veh)
A	< 10	< 10
B	10 to 15	11 to 20
C	16 to 25	21 to 35
D	26 to 35	36 to 55
E	36 to 50	56 to 80
F	> 51	> 81

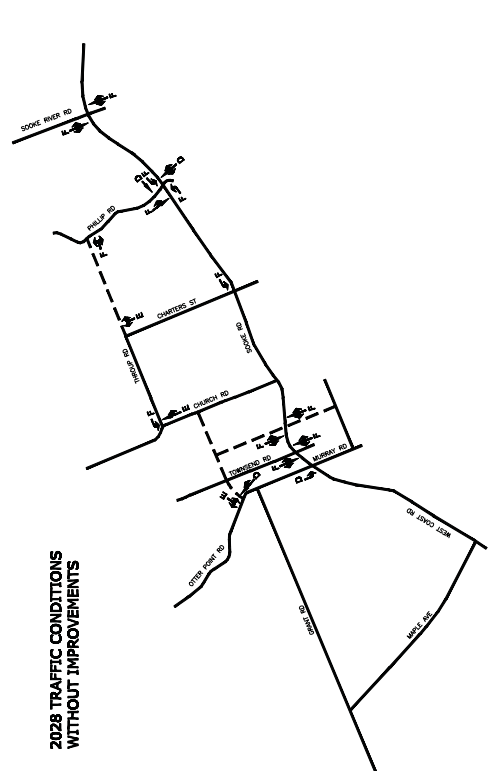
2018 TRAFFIC CONDITIONS WITHOUT IMPROVEMENTS



2023 TRAFFIC CONDITIONS WITHOUT IMPROVEMENTS



2028 TRAFFIC CONDITIONS WITHOUT IMPROVEMENTS



SOOKE COMMUNITY HALL - OCTOBER 4, 2008



# EXISTING PAVEMENT QUALITY





## What is Transportation Demand Management (TDM)?

Transportation demand management (TDM) is the integrated approach to transportation planning that focuses on improving the efficiency of the existing transportation infrastructure and increasing the sustainability of the network through the management of transportation demand and modal integration. Using a multimodal approach, successful TDM strategies increase transportation sustainability and mitigate the need for longer term transportation infrastructure improvements for single occupant vehicles, resulting in substantial cost savings. TDM effectively supports and addresses many of the long range goals of local, regional, provincial and federal governments. TDM supports infrastructure elements or systems, such as dedicated transit right-of-ways, high occupancy vehicle (HOV) lanes, road pricing (toll roads), intelligent transportation systems (ITS), and modal integration hubs (terminals, park and rides, etc.). It also supports the policies and tools that result in a sustainable transportation system such as land use planning, parking policies, sustainable site design and focused programs that seek to maximize the livability of a community through encouraging behaviour change.

Integrating a comprehensive series of TDM strategies into land use and transportation planning has proven to influence commuter choice and provide economic, environmental, community and social benefits to all concerned.



### PEDESTRIAN REALM IMPROVEMENTS

Improvements to the pedestrian realm, things like additional sidewalks, street furniture and/or public art, make the pedestrian realm more comfortable for pedestrians and thereby promote walking.



### CARSHARE PROGRAMS

Carshare programs are services that offer the user access to cooperatively owned vehicles on an as-needed basis, allowing them to rely on more sustainable travel modes on a more regular basis.



### RIDESHARE SERVICES

Ridesharing, which includes informal carpooling and formal vanpooling, promotes long-distance commute travel in higher-occupancy vehicles, reducing network traffic and overall vehicle emissions.



### PARKING MANAGEMENT

Parking can be managed to discourage single-occupancy vehicle travel. Through Zoning Bylaw regulations and providing priority spaces for carpool and/or micro vehicles.



### TRANSIT INCENTIVES

Transit use can be encouraged in a variety of ways, including pay-roll deduction monthly passes, providing Park-and-Ride facilities, and through transit-oriented development patterns.



### BICYCLE PARKING

Bicycle parking encourages cycling as a primary and secondary travel mode, and is provided in new development through Bylaw requirements and by the District in public spaces.



At the Sooke Transportation Master Plan Open House #1, the community was asked to give feedback on bicycle facilities and lanes, pedestrian paths and sidewalks and transit routes. We have taken this feedback into consideration in the current plans.

**1. Additional Routes**

Are there locations not identified on the display boards where bicycle, pedestrian or transit routes are required?

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**2. Location Priorities**

What locations do you think are priorities for improvements?

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

**3. Future Use of Improvements**

Would you bike or walk more if this plan is implemented?

Yes     No

If **Yes**, approximately how many kilometres of trips would be walking or cycling where you currently drive? \_\_\_\_\_ km

**4. Concerns**

Does this plan address your transportation concerns?

Yes     No

If **No**, please explain in the following space.

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Completed exit surveys can be returned to the District of Sooke  
Email: info@sooke.ca                      Fax: 250-642-0541  
In-person: 8:30-4:30 M-F at Municipal Hall (2205 Otter Point Rd)

A total of 22 responses were received.

## QUESTION 1-ADDITIONAL ROUTES

*Are there locations not identified on the display boards where bicycle, pedestrian or transit routes are required?*

- Utilize a shuttle bus on weekends to serve the potholes-maybe Friday, Saturday, and Sundays work with CRD. for all parks in summer. Transit #61 more expresses-offer more scheduled evening at least Thurs/Fri/Sat nights. Need more park and rides.
- Traffic circle on corner of Maple.
- East Sooke water taxi to Sooke core. Designated bike route from Galloping Goose into town (separate bridge across river). Separate bus on weekends in summer to Sooke Potholes.
- My main concern would be safe cycling routes throughout the Sooke area so that one can safely get to any part of the town--so the biggest priorities from my standpoint would be to make Grant Rd. and West Coast Rd.. as well as Otter Point Rd. safe to cycle on. It appears as though you are planning to address these issues.
- All the way up West Coast Rd.. to Ella should be sidewalks. Get scooters, pedestrians, bicycles, baby buggies off roads. As well as Grant Rd., Otter point to West Coast Rd.
- I would definitely use a community bus route from Sooke core to Whiffen Spit that took a more direct route.
- Also community bus on weekends would be appreciated.
- Second bridge should be at the corner of Phillips and Throup.
- Pedestrian access to Sooke elementary is terrible and dangerous off Dover side and Golledge Ave.
- They need transit routes pass Grant Rd. on Highway #14.
- My main concern would be safe cycling routes throughout the Sooke area so that one can safely get to any part of the town--so the biggest priorities from my standpoint would be to make Grant Rd. and West Coast Rd. as well as Otter Point Rd. safe to cycle.
- Nordim Rd.--it was agreed that there would be a trial to Westcoast Rd.--must have pedestrian and bike access.
- Require sidewalk along Westcoast Rd. to John Muir Elementary.

## QUESTION 2-LOCATION PRIORITIES

*What locations do you think are priorities for improvements?*

1. Traffic calming on Kaltasin (lots of kids).
2. Bridge for Pedestrians/bikes/horses across Sooke River.
3. Access to Galloping Goose.
4. Crosswalk lights at Saseenos Elementary.
5. Left hand turn lane from Sooke Rd. to Kaltasin--very dangerous when you get off bus at Saseenos transit stop. If people are turning left to Kaltasin traffic comes over into pedestrian area.

1. Corner of Otter Point and Sooke Rd.
2. Grant Rd. and Sooke Rd.
3. Traffic calming and wider main Rd. (Sooke Rd.).
4. Better traffic flow on Main St.

1. End of Grant Rd. at Ella Rd./West Coast Rd. needs to be made safer. Suggestion-make Ella Rd. dead end at West Coast Rd. Re-route Ella Rd. through the land that the town owns which is where there is road width and hydro poles and around out past the school on the lower side. There are 2 pieces of land the town owns that can be used to do this. The intersection at Ella Rd. will experience increased traffic since there is development going on at Errand Land.

1. Demand that Highways at least tells council that there is a bypass route in the plans or not. If not make it a priority.
2. A parallel route that goes down east Grant to Charters bypassing both schools, then down to Phillips Rd.

1. Traffic calming on Kaltasin.

1. Town Centre--2 lanes--centre turn lane and landscaping plus boulevards and landscaping.

1. Grant Rd.
2. West Coast Rd.

1. Sidewalks--we have an aging community--get scooters off roads as well as bikes and young people with carriages.
2. Sidewalks all the way to Ella on West Coast even only one side.

1. Pedestrian route from spit to core.

1. Sidewalks on Grant Rd. plus a system to slow traffic.
2. Grant Rd. east should not join Otter point.

1. Whiffen Spit Rd.
2. Westcoast Rd.

1. Bridge across Sooke River at Soul Rd. for bikes.
2. Grant Rd. and Throup Rd. connectors.
3. Goodmere extension and roads to develop town centre.

1. Grant Rd. with sidewalks.
2. Alternative bridge.

1. Evergreen mall-can't still get out!!
2. We need alternate route north of town and another river crossing.
3. How long is it going to take? The problems have been obvious for 10 years.

1. Centre core of Sooke.
2. Sooke Rd.
3. Otter point.

1. We need an alternate route to Sooke.

1. Highway 14, at least from Gillespie Rd. to Grant and West Coast Rd., shoulder on both sides to accommodate cyclists and pedestrians safely.
2. Connector route, to ease congestion through downtown core.
3. Second river crossing, with bicycle lanes and pedestrian walkway.

### QUESTION 3-FUTURE USE OF IMPROVEMENTS

*Would you bike or walk more if this plan is implemented? If yes approximately how many kilometres of trips would be walking or cycling where you currently drive?*

Yes- 18

No- 0

We received one response to the second part of this question - 10km.

## QUESTION 4-CONCERNS

*Does this plan address your transportation concerns?*

No- 8

Yes- 8

*If NO, please explain*

- You still have a 45-1 hr commute to Victoria! And the busses don't run at night!
- Traffic calming at Kaltasin Rd., boat transportation. Have not identified sidewalks for Kaltasin/ Idlemore area (one of the densest areas for Sooke).
- Need an alternate route in and out of Sooke and need washrooms for the public in the downtown area.
- Sidewalks and speed bumps on Kaltasin Rd.
- This plan is terrific! We need to get on with it ASAP!!! We cannot fail again or this community is doomed.
- Proposed Rd. to Sunriver Estates not wanted (too much traffic).
- I disagree with the proposed connector to Sunriver Estates. It will cause additional traffic on my street.
- Stop doing plans and fix the problems.
- We are a growing community. If we want people to get out of their vehicles more, transit routes and frequency, walking and cycling traits that provide access to downtown core need to be coordinated and provided.

# APPENDIX C

## Open House No. 3 – February 26, 2009 Panels, Exit Survey and Results



## WHAT IS A TRANSPORTATION MASTER PLAN?

A transportation master plan is a formal plan, adopted by Council, that allows the municipality to budget and prioritize future transportation network improvements. They are long-term planning tools that take expected future land use into consideration, as illustrated in long-range planning documents such as the Official Community Plan. Transportation master plans consider the needs of vehicles, but they also factor in facilities for pedestrians, cyclists and transit vehicles.

As part of the transportation master plan process, a pavement asset management plan is being developed, which will inventory the existing condition of paved roadways in the District and identify areas in need of improvement. The findings of the pavement asset management study will be integrated with the master plan to ensure that improvements are prioritized appropriately.



## PROJECT SCHEDULE

- June 2008
- > Present
1. Kick-off Meeting
  2. Open House no.1
  3. Data Collection and Analysis
  4. Meeting with Stakeholders
  5. Analysis and Development
    - Review road network and intersection improvements
    - Review pedestrian, cyclist and transit routes
    - Develop transportation demand management (TDM) strategies
    - Review subdivision standards and bylaw
    - Prepare cost estimates and identify funding opportunities
    - Coordinate with OCP review, Town Centre Plan, and Parks/Trails Plan teams
  6. Open House no.2
  7. Draft Transportation Master Plan
  8. Present to Committee of the Whole
  9. Open House no. 3
  10. Finalize Transportation Master Plan
  11. Present to Council



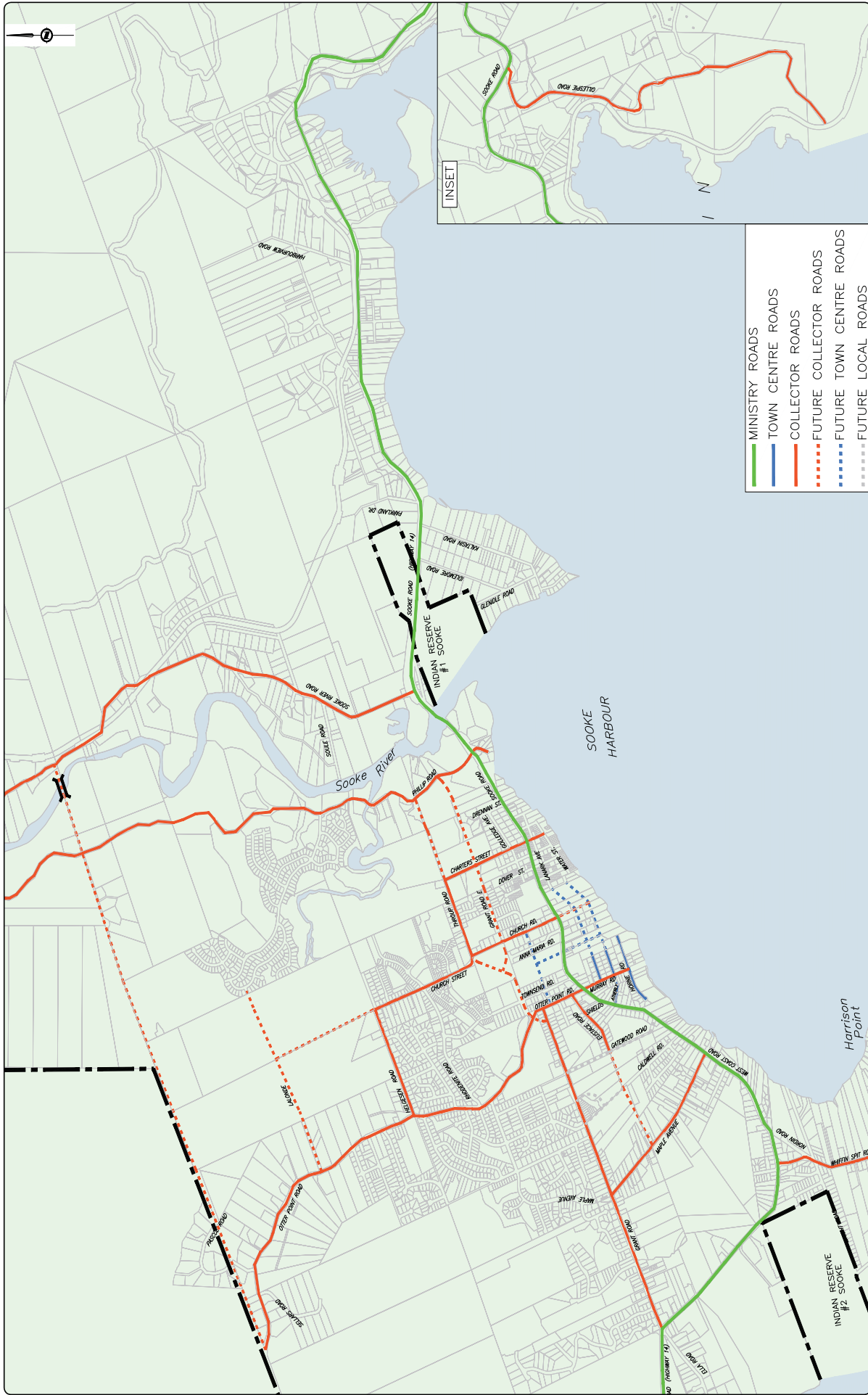


- SIDEWALKS
- WIDE SHOULDER (NO S/W)
- BIKE LANES
- = PEDESTRIAN/BIKE BRIDGE

# PEDESTRIAN AND BICYCLE FACILITIES

Sooke Transportation Master Plan





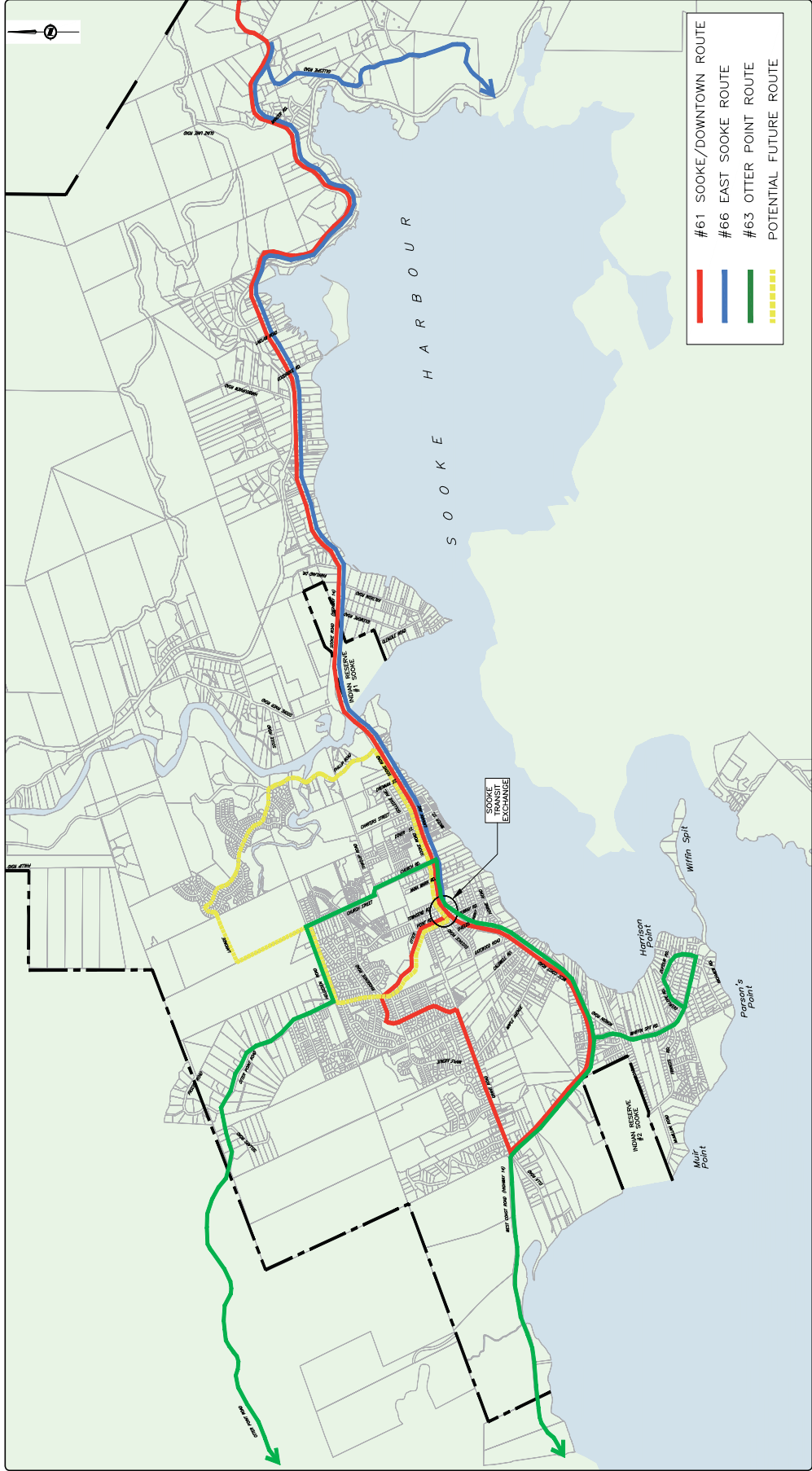
Sooke Transportation Master Plan  
**ROAD NETWORK**

SOOKE COMMUNITY HALL - FEBRUARY 28, 2009









Sooke Transportation Master Plan  
**TRANSIT NETWORK**



5 Year Plan (2008 to 2013)

- Sooke Road/Gillespie signalization and geometric improvements
- Sooke Road/Sooke River Road upgrade
- Grant Road/Thrup Road Collector Road
- Church Road/Thrup Road roundabout
- Phillips Road/Thrup Road roundabout
- Revised laning at Phillips Road/Sooke Road
- Install bike lanes and sidewalks on Phillips Road to Thrup Road
- Update signal timing plans along Sooke Road corridor
- Sooke Road Upgrades - Atherly Close to Charters Road
- Sooke Road/Charters Road upgrade
- Townsend Road/Sooke Road right in/right out
- Sooke Road/Other Point Road improve pedestrian accessibility
- Install new Town Centre "Waterview" Road
- "Waterview"/Sooke Road roundabout
- Install new Lincroft and Goodmere Downtown Roads
- Extend Church Road south of Sooke Road
- Install sidewalks on Murray Road
- Extend Gatewood Road - Grant Road to Westcoast Road

10 Year Plan (2013 to 2018)

- Grant Road West improvements (sidewalk, bike lanes, drainage)
- Install new local road connecting Maple Road North and Maple Road South
- Install a roundabout at Maple Road/Grant Road
- Install bike lanes and sidewalks on Church Road between Sooke Road and new collector road
- Install bike lanes and sidewalks on Otter Point Road to Grant Road
- Implement bicycle lanes and sidewalks on Rhodonte Road

15 Year Plan (2018 to 2023)

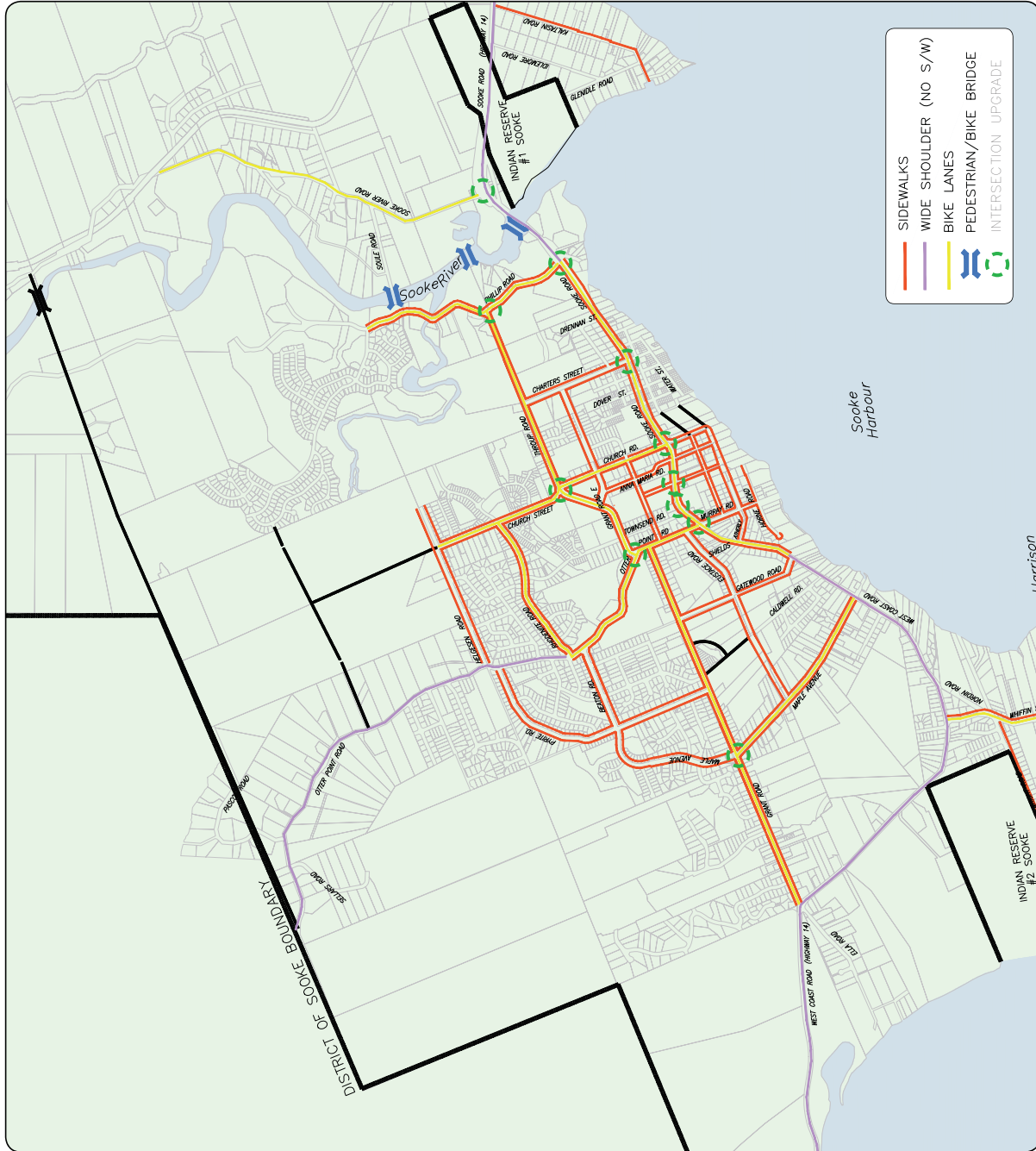
- Install bicycle lanes and a sidewalk on one side of Whiffen Spit Road
- Extend Eustace Road to Maple Road and sidewalks on the existing portion of Eustace
- Extend Caldwell Road to Grant Road
- Install sidewalks and bicycle lanes on Maple Road
- Install new Downtown Road between Otter Point & Church

20 Year Plan (2023 to 2028)

- Install bike lanes and sidewalks on Sooke Road - Atherly Ct. to Gatewood and Charters to Phillips Road
- Install sidewalks on Charters Street
- Install bike lanes and sidewalks on Otter Point Road Grant to Rhodonte
- Install bike lanes and sidewalks on Church Road Thrup to Helgesen
- Install a sidewalks on Helgesen Road
- Construct Pascoe Road Truck Route and Bridge

25+ Year Plan (2028 Onwards)

- Extend Lalonde Road to Sun River Estates
- Install new collector connecting Lalonde Road to Church Road
- Install wide shoulders on Otter Point Road - Rhodonte to Boundary
- Extend Grant Road East from Church Road to Phillips Road
- Install bike lanes and sidewalks on Phillips Road - Thrup to Sun River
- Install bike lanes on Sooke River Road to Galloping Goose Crossing
- Sidewalks on Wright, Francis, Maple North, Beaton, Pyrite/French, Kaitasin & Anna Marie
- Install westbound right turn lane at Sooke Road/Other Point Road
- Widen shoulder on Westcoast Road
- Widen shoulder on Sooke Road



SOOKE COMMUNITY HALL - FEBRUARY 26, 2009





A total of 11 responses were received:

## QUESTION 1 - ADDITIONAL ROUTES

*Are there locations not identified on the display boards where road, bicycle, pedestrian or transit routes are required?*

- A sign should be put up at the BRIDGE that says “DO NOT PASS CYCLISTS WHEN ON BRIDGE”. It is against the law to ride on sidewalks and there is not enough room for large trucks to pass safely.
- Sidewalks mostly at least 10 years away!
- Sidewalks need to be a mere immediate priority, not long term. It is not SAFE to be a pedestrian in Sooke.
- Re Bus Routes: (1) Work with transit to have people bus into Sooke early in am (2) Set up so that every bus leaving Sooke can carry passengers to CanWest / or Depot. Currently half (1/2) return empty or not in service. Ridership will only be proportionate to convenience.
- Make Downtown Waterfront Core mostly pedestrian and have small bus route through it – provide parking lot – more parks and green space – small community parks have great value!

## QUESTION 2 – PROPOSED CAPITAL PLANS

*Do the proposed capital plans meet your priorities for improvement?*

- No – There is alternate logging roads that could be used as disaster back up routes
- No – Obviously we need alternative access through Sooke in place before all the changes on Sooke Rd (Hwy 14). The BIG QUESTION is how/when is the province going to approve access to/from Sooke Rd. for all this planned development.
- No – Timing. Sooke-Galloping Goose connector is GREAT!
- No
- Yes

## QUESTION 3 – CONCERNS

*Does this plan address your transportation concerns?*

- No – Solar lights at all major (all) bus stops! I’ve given lots of ideas.
- No – My only concern is with emergency vehicles in roundabouts. Often there is not enough room for them to navigate through them in an emergency.
- No – Sooke needs a designated DISASTER ROUTE. This should be a priority during bad weather or earthquake. Sooke needs a mutual aid agreement with Metchosin and Colwood to

*SOOKE TRANSPORTATION MASTER PLAN  
OPEN HOUSE #3 – FEBRUARY 26, 2009*

open damaged ROAD WAY. At present Metchosin's priority is to clear roads and bus routes towards hospitals in Victoria – not to Sooke.

- No – Traffic entering and exiting Sooke Village, even with Throup connector it is going to be bottle-necked at the bridge AND all those roundabouts on Sooke Rd will cause a back-up like now – or will they? The Phillips road connection will be tricky from/to Throup Road. How much in the future are Pascole (20 yrs), Throup, Grant Roads. I did look at 5/10/20 yr plans are very distant!
- No – New development at Butler property removed all shoulder on west bound side! Why are bike lanes not continuing along the length of West Coast Rd. Make new Waterfront downtown core commercial and small business traffic only (and emergency ). No private vehicles to commercial sections – pedestrian and cyclists only.
- No – Grant Rd West No divider in middle of road, people can't get to homes or town without driving extra miles. Firefighters can't get to fire hall in a timely manner.
- No – I am concerned about the proposed bicycle/pedestrian bridge that seems to go from just under Fred Milne Park across the river to Phillips Road. I feel this would be redundant if you use the existing bridge for one bike/walking crossing, Sooke Road for the second, at least they go somewhere!
- What happened to the Sun River Park – Sun River was to put in a soccer and ball field when they reached 350 houses, they have surpassed that???
- No – Mainly Yes – great to see long range plans! Roundabouts are superb as traffic calmers and keep traffic moving, BUT: are very difficult for large commercial vehicles to negotiate or is the bricked area a “safety value” that such truck would use (slowly).
- Yes – but sidewalks needed faster!

# APPENDIX D

## Stakeholders Interview Summaries

*SOOKE TRANSPORTATION MASTER PLAN  
STAKEHOLDER INTERVIEWS*

## QUESTIONS

What are your major concerns/issues with all modes of transportation within the District of Sooke?  
How can the District provide or facilitate better service?

The following comments were received between September 2 and September 12, 2008.

### RCMP

- Flow of traffic through town is key. Need to have a secondary route to help with calls and reduce traffic on Sooke Road.
- Main periods of concern on Sooke Road are 6am to 8am and 3:30pm to 6pm.
- Need sidewalks on Sooke Road, in particular near the 3 schools.
- There is a lack of bike facilities
- In the residential areas there is a lack of sidewalks. Main area of concern is Church Road.
- There is a lack of lighting in Sooke
- On Throup Road there was 4 pedestrian collisions in 2005; however this seems to have resolved itself with the opening of Arranwood connecting to the schools.
- Transit service is good, but would be nice to have additional park and ride parking.

### Fire Department

- Road connections off and parallel to Sooke Road are critical. Sooke Road is currently quite congested and more east-west connections are needed.
- Would like to have pre-emption (lights or sound activated) at traffic signals. In the long term dedicated emergency service lanes at intersections would be nice.
- Concerned about potential lane width standards. They need 6m without any parking on the street, 7m with parking on one side and 8m minimum with parking on both sides. Ideally they would like the residential roads at 10m if there is parking on both sides. Any narrower than the minimums and they can't access areas.
- Would like a second bridge to access the community.
- Secondary route to Sun River is needed in the near future as they will soon be outside of the 8km radius for the Fire insurance. A secondary route was originally promised off Pascel. Chief not sure what happened to this plan.

*SOOKE TRANSPORTATION MASTER PLAN  
STAKEHOLDER INTERVIEWS*

### **BC Ambulance**

- They are in the middle of their disaster route planning. The community could be isolated due to the road system. Would be nice to have an alternative route into the town (west of Sooke River). Water service road has been 'decommissioned' and the large excavations in the road make it impossible for the Ambulance service to use as an alternative. Second bridge would be helpful.
- Road network, within town, is not too bad. Everything is along Sooke Road. There is a bit of a rush hour, but not too bad.
- They don't like traffic calming devices. They create bottlenecks they can't get through and they end up having to shut off their sirens.
- Sidewalks in the core would be nice.
- Transit service seems fine.

### **BC Transit (James Wadsworth)**

- Direct link between Otter Point Road and Sun River estates
- Develop collector road networks that are conducive to direct, fast transit service
- Sidewalks along Transit corridors.
- Sidewalk space that can accommodate street furniture such as benches and shelters.
- Establishment of a centrally located transit terminal/exchange in Sooke that can accommodate future growth
- Curb side bus stops are preferred over bus bays
- Expansion of car parking capacity at the Sooke River Park & Ride
- Signalization of the Sooke/Sooke River intersection
- Improved pedestrian pathways to provide direct bus service on Sooke Road rather than Edward Milne
- Transit's goal is to increase transit ridership and improve BC Transit's travel mode share from 7%-12% over the next 20 years
- To meet this goal transit service in the region will expand by a 5-7% annual rate
- In Sooke expansion plans will involve improved trip frequency on local community bus routes and conventional service to the Westshore and Downtown Victoria
- This may also involve the establishment of a new community bus route in Sooke and an expanded route in Sun River estates

### **Measuring Up Committee (Sheila Beach)**

- They undertook a wheelchair review and found that all wheelchair access seem to slope. Wheelchair users couldn't seem to stay on the 'sidewalks' on Sooke Road as they sloped towards the harbour (for drainage). Paved shoulders are in poor condition.
- If wheelchair users used the shoulders or road way there is substantial debris and gravel.
- At Otter Point/Sooke all of the pushbuttons are inaccessible to people in wheelchairs. In particular the southeast corner where there is a 2ft drop to the button.
- The pedestrian sidewalk from Evergreen Mall to Payless and Petro Canada has stormwater grates in the sidewalk area with large openings that are very dangerous to people in wheelchairs.
- West of Cedargrove Mall there is a lack of any pedestrian facilities and the paved shoulder has too much gravel on it. Similar on Shields Road.
- Otter Point Road there is only a shoulder on one side of the road and that shoulder typically has lots of gravel on it.
- Would like to see a sidewalk from the new seniors housing on Ayre to Otter Point Road and extending to Sooke Road.
- Highway 14 is a dangerous place for pedestrians, particularly for school children. In addition cyclists use the sidewalk areas and are in conflict with pedestrians.
- Needs to be more facilities to accommodate cyclists and scooters.
- Town core is key starting area for accessibility improvements. Getting across Sooke Road can be difficult.
- The crosswalk at Townsend is particularly dangerous as motorists can see you in a wheelchair. In addition the northbound right turning vehicles can block the view of a pedestrian waiting to cross to the north side of the road.
- At the Village Centre bus bay, the buses can block the view of oncoming traffic for vehicles exiting from the Village Centre. Lots of things happening at this area of town and seems very congested with vehicles, buses and pedestrians.
- Crosswalk at the school seems to work fine, but no place to cross after that.
- Kids used the paved area (sidewalks) to bike which conflicts with pedestrians and there is a lack of space for both currently.
- Bike lanes on Highway 14 are needed.
- Would be nice to have more transit service to Victoria; however this is a very long bus ride.
- Wants to see a train on the Goose (old E&N) right of way
- Community buses are at odd times and don't match the routines of most people.



*SOOKE TRANSPORTATION MASTER PLAN  
STAKEHOLDER INTERVIEWS*

**Sooke Harbour Chamber of Commerce (John Zarembo)**

- We are on the verge of a dilemma – how do we get people out of their cars? We need more mass transportation – need a train.
- Sidewalks in town are not pedestrian or wheelchair friendly. Need more sidewalks.
- Lack bicycle racks/parking in the core. Ease of bicycle use is lacking in the town.
- More feeder bus circuits might help encourage transit use.
- No congestion issues.
- Would like to see a second bridge into/out of town.

**Sooke Elderly Citizens Housing Society (Carrol Mallet)**

- Need the sidewalk that Sooke staff removed from plans on Ayre Manor to Otter Point Road. Also need sidewalk from there to Sooke Road.
- Lack of sidewalks on Otter Point Road in general.
- Otter Point/Sooke signal is a major issue. Seniors have fallen trying to reach the pushbuttons and people in wheelchairs can reach them at all. Improvements to this intersection's pedestrian facilities are a priority.
- Seniors have been known to stay on the road instead of using the 'sidewalks', which slope steeply. Sidewalks are too steep for wheelchairs.
- Would like to see more traffic calming on the highway. Right now it is dangerous to cross with vehicles turning everywhere.
- Would like to have more transit service to the town core. Would be nice if a community bus went to Arye Manor. Additional service to the top of Sun River would also be nice, rather than just to the entrance.
- Would like to have the access to the proposed Sun River school off Philips Road rather than Sun River Way. This would keep traffic out of Sun River.
- There is congestion on Sooke Road. Need more cross street connections.

**Sooke Seniors Drop-in Centre (June Hill)**

- Bus schedules/timetables are very confusing to read and figure out
- Community buses don't always connect with others. For example the #66 misses the #61 at 17 Mile by 1 minute.
- There is no bus from CanWest (Westshore Town Centre) to Sooke between 4 and 6pm. The #61 during this time bypasses the mall.
- More bicycle routes would be nice

*SOOKE TRANSPORTATION MASTER PLAN  
STAKEHOLDER INTERVIEWS*

- More traffic signals needed, especially at Kaltasin/Sooke and Saseenos/Sooke
- More sidewalks, especially main routes for children and elderly. Sidewalk on Ayre Road (to Ayre Manor) and Otter Point Road.

**HB Lanarc (Jana Zelenski)**

They don't have any information for us at this time. They are meeting with stakeholders this week. They plan on having an open house on Oct 1, 2008 to gather additional information and would then have information for us.