District of Sooke

Transportation
MASTER PLAN

Prepared for:

District of Sooke
2205 Otter Point Road
Sooke BC
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JUNE 2020

ACKNOWLEDGEMENTS

The community of Sooke is within the unceded traditional territory of the T'Sou-ke peoples.

The planning team thanks all members of the community who contributed to this plan that will help to improve the quality of life in Sooke.

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Executive Summary

The purpose of the Transportation Master Plan (TMP) is to prepare a long-term guide for the planning, design, and development of transportation facilities and infrastructure. The TMP was prepared in conjunction with the District's Parks and Trails Master Plan (PTMP) and in consideration to many existing plans and policies including BC Transit's concurrent Sooke Local Area Transit Plan.

The TMP was developed with the participation of Sooke residents, key community stakeholders, District staff and Council to ensure the plan addresses current transportation issues and reflects community values and interests. Throughout the course of developing the plan, there were several opportunities for key stakeholders, District Council, and the public to provide input. The development of the TMP included a comprehensive review of existing transportation conditions, land uses, demographic data, and relevant municipal plans and policies.

Moving forward with implementing the TMP is important for several reasons:

- **To inform and support staff and District Council's decisions on transportation and land use matters for existing areas and new developments;**
- **To promote a healthy and active community;**
- **To help the District to work in partnership with stakeholders, local businesses, and government partners in making informed future transportation decisions;**
- **To ensure the Official Community Plan (OCP) and Strategic Plan are adhered to as the build-out of the transportation network occurs; and**
- **To assist the District with preparing annual budgets and developing capital plans.**

The TMP informs other plans and documents such as future master plan and Official Community Plan (OCP) processes, as well as to be informed by new direction provided by future plans, policies, and decisions, both locally, and regionally. The TMP was developed with equity, inclusivity and the creation of a barrier-free community as key objectives. It is a living document and is to be reviewed and updated every five years (or as needed) so that it continues to reflect changing community characteristics and changing transportation demands. Implementing the TMP will ensure Sooke continues making progress toward realizing its vision of.

a community where people of all ages and abilities meet their day-to-day mobility needs using a variety of travel options that are convenient, safe, connected and support Sooke's aspirations to be a healthy, vibrant and sustainable community.

Supporting each of these outcomes is critical to ensuring Sooke meets its following transportation goals:

Multi-Modal Options

Create convenient, safe multi-modal travel options

Connectivity

Improve connections within Sooke and to elsewhere in the Capital Region

Sustainable Transportation

Minimize greenhouse gas emissions and environmental impacts

Livelihood

Preserve Sooke's character and enhance the local economy

Investment

Balanced, equitable investments in Sooke's transportation infrastructure and services

Partnerships

Enhance transportation conditions in partnership with land development, service providers and adjacent jurisdictions

A

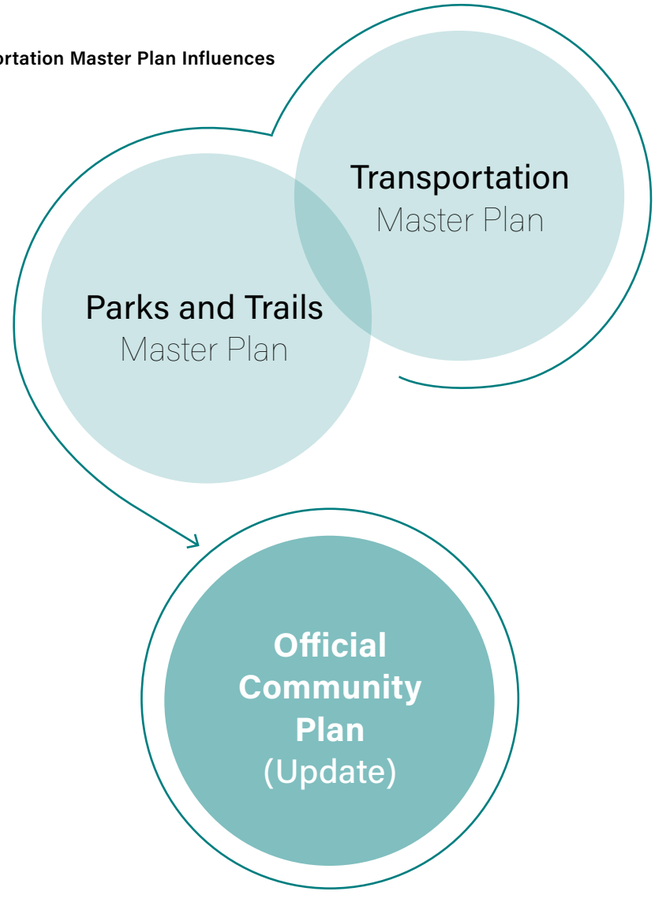
Process and Setting

1. Overview

1.1 An Integrated Approach

The District of Sooke is taking a unique approach to the preparation of the major plans that will guide the evolution of the District's physical form. Building on the 2019-2022 Council Strategic Plan, and District Council's commitment to climate action and sustainability, the Transportation Master Plan (TMP) and the Parks and Trails Master Plan (PTMP) are being prepared through one integrated process that will focus on community connectivity and sustainability. Refer to **Figure 1**. The District's OCP update will follow closely, using the TMP and the PTMP as key inputs.

Figure 1: Transportation Master Plan Influences



Sooke's core values and guiding principles as set out in the 2019-2022 Council Strategic Plan are as follows:

- **Effective Governance**
- **Community Well-Being + Safety**
- **Community Vibrancy**
- **Long-Term Thinking**
- **Effective + Consistent Communication**
- **Environmental Leadership**

The District of Sooke is a BC Climate Action Community, consistent with the objectives of the Strategic Plan and District Council's commitment to demonstrate leadership in climate action. As a signatory to the Climate Action Charter since 2008, Sooke has demonstrated its commitment to work with the Province and the Union of BC Municipalities (UBCM) to act on climate change and reduce greenhouse gas (GHG) emissions in municipal operations and the community. This commitment was reaffirmed in April 2019 when District Council supported the Region's climate emergency declaration.

The TMP and PTMP were prepared as part of a single process to allow for enhanced and coordinated public engagement activities, more efficient use of technical resources (both staff and consulting team) and – perhaps most importantly – integrated planning outcomes. The following are some of the ways that the coordination between the two master plans is reflected in the TMP:

- The vision and goals of the TMP were prepared in coordination with and generally reflect those in the PTMP
- The sidewalk and trail networks were developed in a coordinated manner to ensure a continuous walking and rolling experience throughout Sooke
- The cycling and multi-use trail networks were developed in a coordinated manner to ensure a continuous cycling experience throughout Sooke
- Parks are one of the key community destinations used as the basis for the walking and cycling networks
- Street cross-sections in the TMP include design input from the PTMP team to achieve objectives related to street trees, landscape, and stormwater management

Further, BC Transit undertook the Sooke Local Area Transit Plan process simultaneous with the TMP. This included BC Transit staff present at TMP engagement activities – and vice versa – as well as coordinated directions established in each plan document. Generally, transit-related infrastructure is addressed in the TMP, whereas direction on transit routes and service levels is considered in the Local Area Transit Plan.

1.2 Why a Transportation Master Plan?

The 2009 Transportation Master Plan presented comprehensive plans for the road network, bicycles, pedestrians and transit as well as strategies to promote the use of alternative modes. These plans provide a framework to guide the development of transportation infrastructure in Sooke over the next 25 years.

It has now been ten years since the 2009 Transportation Master Plan was completed and much has changed in Sooke. On-going residential development and redevelopment in the Sooke Town Centre, changes in resident travel behavior, new transportation options, and a shift in emphasis from District Council to become a leader in environmental stewardship all necessitate the need to revisit the District's Transportation Master Plan.

The updated TMP reflects changes in the community and transportation characteristics since the 2009 TMP was developed and represents a new vision for mobility in Sooke that reflects current District Council priorities and seeks to enhance safety, broaden travel choices, and create a barrier-free community. The TMP identifies a coordinated approach to implementation so that both the District and partner agencies have a clear vision of transportation priorities in Sooke to ensure coordinated, efficient short-, medium-, and long-term investments.

1.3 Plan Process

The TMP was developed over 16 months through a collaborative process that involved Sooke residents, stakeholder groups, and District staff and Council. The process generally included five phases, as identified in **Figure 2**.

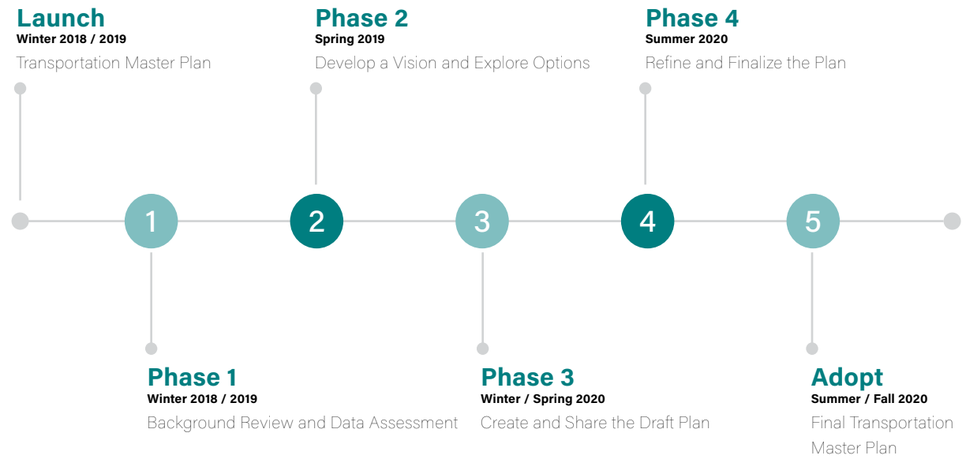
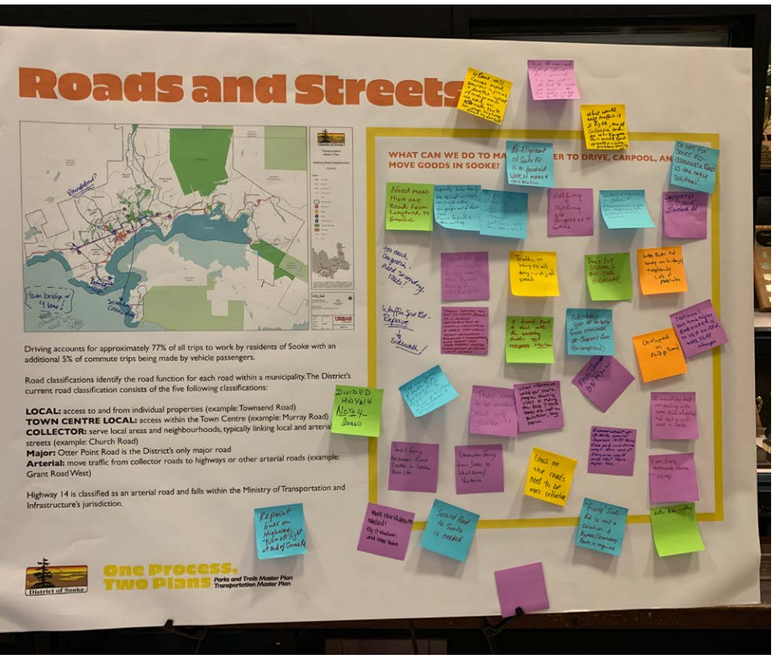
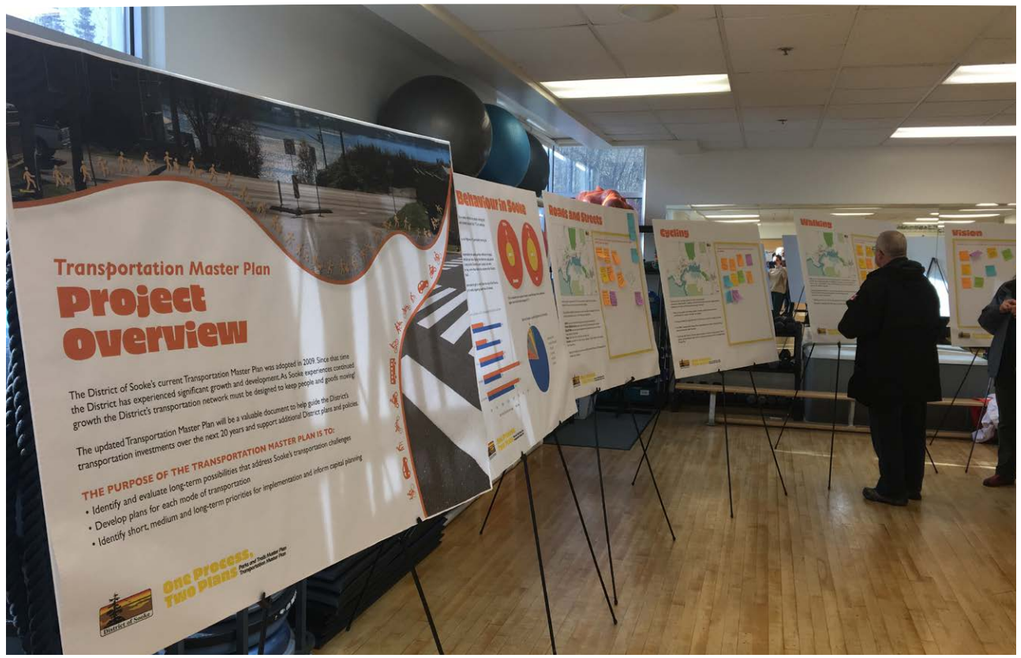


Figure 2: Transportation Master Plan Process





Community and stakeholder engagement was a key component of the TMP process. The overall intent was to ensure the TMP reflects the collective aspirations of Sooke residents. Engagement was undertaken at various points throughout the planning process and in coordination with the PTMP.

A variety of opportunities were provided to participate and provide input on the TMP. Engagement activities were identified that were fun, interactive, and designed to target participation by a broad range of Sooke residents, with the overall intent to ensure the TMP reflects the collective aspirations of Sooke residents. Below is a visual summary of the engagement activities and participation levels.

60 Open House no. 1 + Community Workshops **attendees**

60 Open House no. 2 **attendees**

346 Community Survey (online) **responses**

15 Stakeholder **workshops and interviews**

TBC Open House no. 3

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KEY DIRECTIONS FROM COMMUNITY CONVERSATIONS

The following are key directions that have been established based on conversations with Sooke residents:

Local Economy

The local economy was an item that was raised several times. The majority of comments related to a desire to keep employment by providing new economic opportunities within Sooke thereby limiting the need to commute to neighboring communities or throughout the region.

Growth

Growth was also mentioned as it relates to demand of the transportation network such as highway upgrades that may be required should growth continue at the same rate as has been experienced recently.

Connectivity

Connectivity was identified as an area of required need. This connectivity related to regional connections by road, rail, and water with the majority identifying Highway 14 as a transportation challenge. In addition, local connectivity was highlighted such as continuous east-west routes that are reliant on Highway 14, improved local transit services, waterfront linkages, and continuous cycling facilities.

Alternative Transportation

Alternative transportation modes were mentioned several times. These comments related to increased walking trails and pathways, better cycling connections, improved transit services and facilities, bridges to remove barriers to active transportation such as topography challenges, and general comments related to avoiding building new vehicle-based infrastructure. Comments related to accessibility were grouped into this category as increasing active transportation and improving transit services typically support increased accessibility.

1.4 How to Use the Transportation Master Plan

The TMP emphasizes short- and medium-term actions that will result in positive change and are inline with the long-term vision for Sooke. In this sense, the TMP is future-looking, focused on incremental progress toward improved transportation conditions and supporting development decisions over time. The policies within this document will provide municipal staff, District Council, the development community and all residents with a plan for a connected mobility network that shape how the District's transportation system will support the community as it continues to grow.

The TMP document is laid out to tell a story, progressing from the process of undertaking the TMP to the desired future transportation conditions, to a detailed strategy to guide implementation and monitoring. The document includes three distinct parts, each with a number of sub-sections, as follows:

A **Part A: Process + Setting**

provides an overview of the process undertaken to develop the TMP and how it is to be used, as well as presents an understanding of Sooke's community character and transportation conditions, and the shaping influences that guide the TMP.

B **Part B: Analysis + Actions**

is a detailed account of current and desired future transportation conditions, including infrastructure gaps and improvements, facility design guidance, and specific action items for each of Walking + Rolling, Cycling, Public Transit, Complete Streets, and New Mobility + Integration.

C **Part C: The Plan**

is the "road map" to achieve the transportation vision for Sooke, including a prioritized list of actions, funding and partnership opportunities, and an approach to monitoring progress over time.

2. Our Community

2.1 Local Character

The District of Sooke is located within the traditional territory of the T'Sou-ke Nation. The T'Sou-ke Nation's people and cultural practices have shaped the identity of the area for thousands of years and continue to do so today.

Described as "where the rainforest meets the sea", Sooke's natural surroundings define its character. The Sooke Basin, Sooke Harbour and Sooke River – once important transportation means – are defining geographic feature, as are the Sooke Hills and surrounding mountainous areas. Both fisheries and forestry were once key economic activities in the area, both a direct result of the resources afforded by the area's natural surroundings.

Sooke is located on the southern tip of Vancouver Island and is the western-most municipality within the Capital Regional District (CRD). Refer to **Figure 3**. By virtue of its location it is the key service centre for travel between Greater Victoria and the west coast of Vancouver Island. Sooke is located approximately 20-km from Langford and Colwood and 45-km from downtown Victoria, with a considerable portion of the population travelling to other communities for daily commuting and access to services.

The District of Sooke was established as a municipality through incorporation in December 1999. At this time the District assumed responsibility for all roads within the District's boundary with the exception of Highway 14, which remains under Ministry of Transportation + Infrastructure jurisdiction. Streets constructed prior to 1999 were designed to Provincial standards, which generally exclude curb-and-gutter and prioritized vehicles over active travel modes.

Did You Know?

The term "T'Sou-ke" originates from a Salishan word for the stickleback fish found in plenty at the mouth of the Sooke River.

Figure 3: Regional Context, District of Sooke

2.2 Demographic Profile + Trends

Sooke is home to approximately 14,000 residents. The population increased by approximately 14% between 2011 and 2016 and is estimated to include another 7,000 residents by 2036. Refer to **Figure 4.** As the second-fastest growing community on Vancouver Island, next only to Langford - the District's rapidly growing neighbour to the east - Sooke continues to experience significant population increase and low density land development. This growth results in increased travel demand to destinations both within and beyond Sooke, as well as the potential to address existing challenges through new development.

Figure 4: Historic and Projected Population

The median age of Sooke residents is approximately 41 years old, which is consistent with the provincial average. The median age has decreased slightly in recent years as a result of a greater number of families moving to Sooke, largely a result of more affordable housing prices than elsewhere in the Capital Region. As younger families inhabit Sooke and established residents grow older, the importance of a transportation system that is accessible to people of all ages and abilities is increased. An accessible transit system and high-quality walking and cycling facilities, as examples, are critical to ensure these demographic trends are being reflected through future investment in transportation facilities.

2.3 Land Use + Development

Sooke is dispersed over a vast land area, occupying nearly 70-km2 in total. While settlement is most concentrated around Highway 14 and in the Town Centre, the municipal boundary extends north to the Sooke Hills and east to beyond Connie Road. The Sooke Town Centre is focused along Highway 14 between Otter Point Road and Church Road. Commercial uses are concentrated in the Town Centre and dispersed along Highway 14. Residential land use extends to the southwest, north and east of the Town Centre. Significant residential development has occurred over the past 10 years in the Sunriver, Broomhill, and Woodland Creek neighbourhoods.

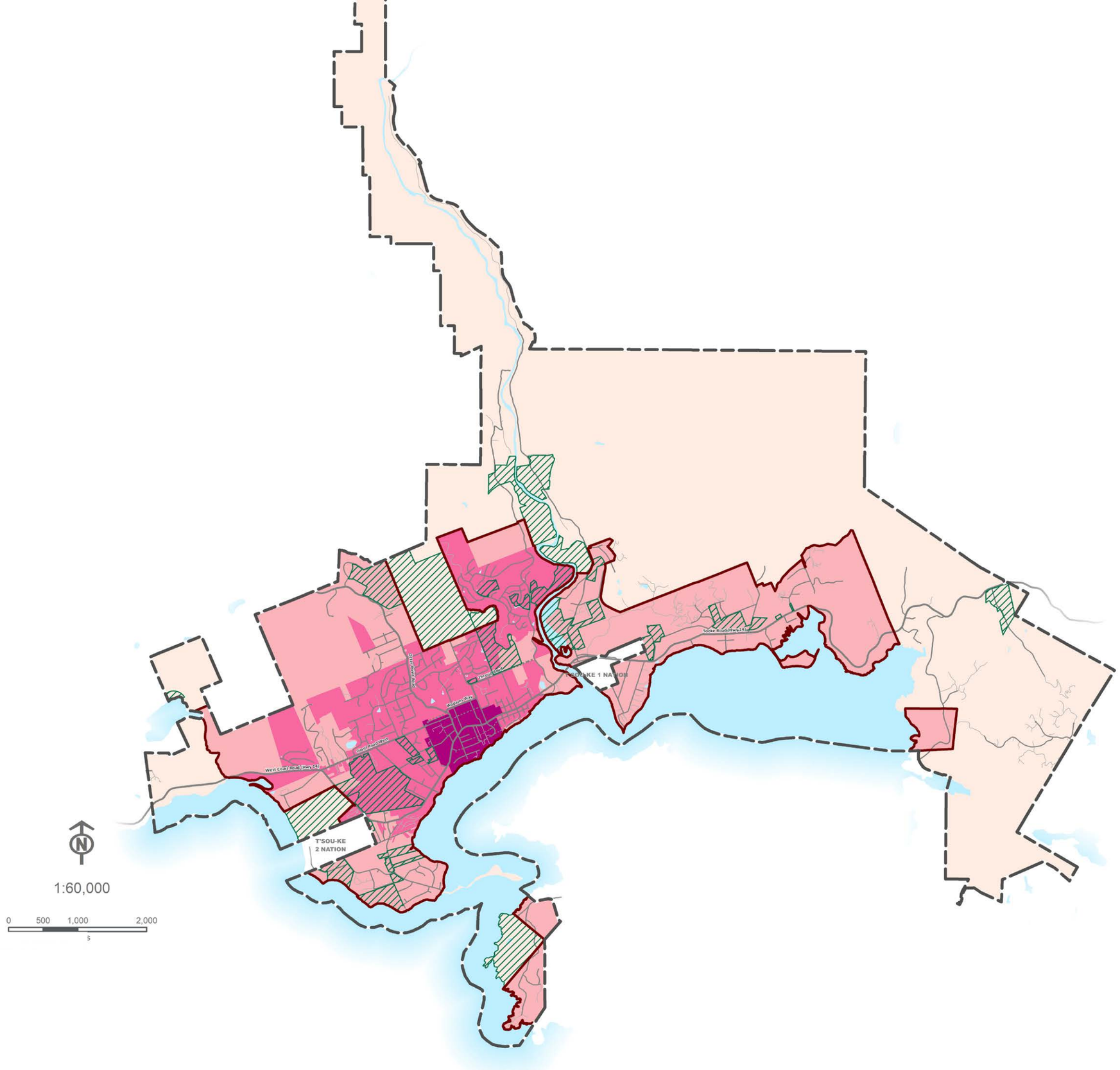
A long-term vision for Sooke was identified in the 2010 Official Community Plan (OCP) that clarifies an intent to make more efficient use of existing infrastructure and prioritize land use planning and decision making in pursuit of environment sustainability objectives. This includes a reduction in pollution attributed to transportation and a decrease in automobile use in favour of active transportation and transit. These directions are reflected in the TMP's shaping influences and guide many of the key action items in the TMP.

The Town Centre is identified for future development and it will be important to ensure growth is supported by new transportation network connections and well-designed walking and cycling facilities. Future development is intended to surround the Town Centre within a defined community growth area (CGA), which is tied to the Regional Growth Strategy. See **Map 1**. The boundary of this area is expected to change during the upcoming OCP review. The map of future growth potential is based on the following:

- **High Growth Potential –** Town Centre
- **Moderate Growth Potential –** Sewer Specified Area (SSA)
- **Low Growth Potential –** outside SSA, in CGA
- **Very Low Growth Potential –** outside CGA

MAP 1: Future Growth Potential

- High Growth Potential (TC)
- Moderate Growth Potential (SSA)
- Low Growth Potential (outside SSA, in CGA)
- Very Low Growth Potential (outside the CGA)
- ALR
- Community Growth Area
- Municipal Boundary



2.4 Transportation Characteristics + Travel Patterns

According to the Capital Regional District's 2017 Origin Destination Survey Report, a large majority of trips both inter-regionally and locally are being fulfilled by private vehicles and auto passengers. **Figure 5** demonstrates mode share for inter-community (i.e., trip starts or ends outside Sooke) and internal trips within Sooke.

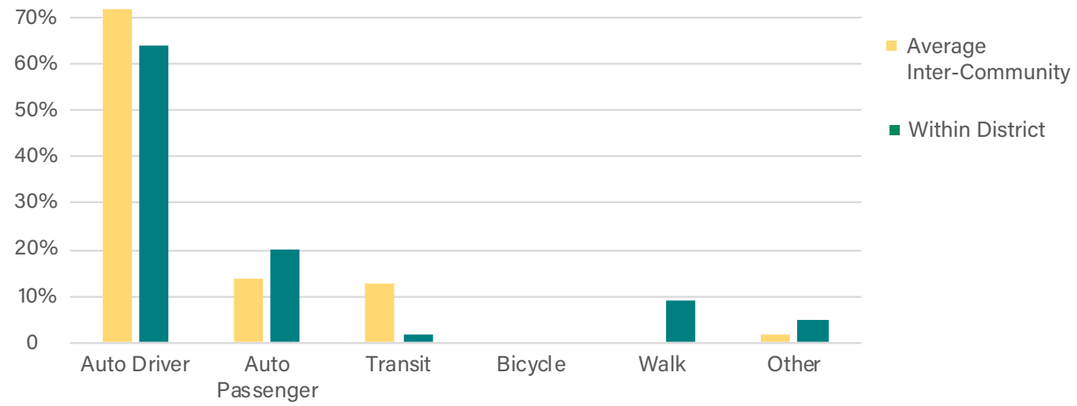


Figure 5: **From and To District, Within District (Sooke) Travel Mode, CRD 2017 Origin Destination Survey Report**

Interestingly, the District's transit mode share is drastically different for trips within the District and those to and from the District (Figure 6). This mode share is increasing for inter-community trips while remaining relatively stable for trips within the District. This demonstrates a willingness and interest from Sooke residents in taking transit when it is more convenient than other modes, such as avoiding traffic congestion, high parking costs, or other transportation challenges experienced throughout the region.

There may be potential to increase ridership on internal routes with service improvements, and transit support facilities such as waiting pads, shelters, seating, and improved multi-modal integration, etc.

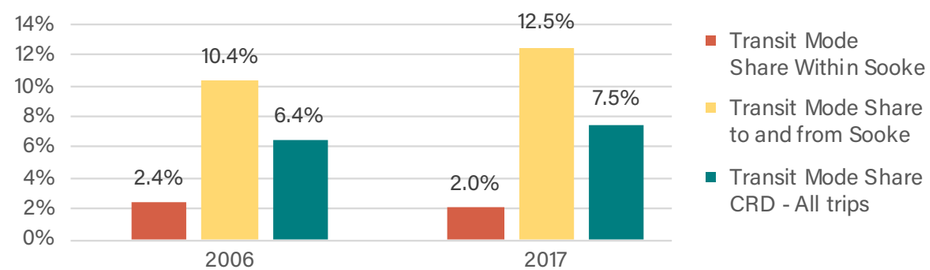


Figure 6: **Transit Mode Share Comparison, Sooke (within and to-from District)**

Sooke remains the largest morning commute destination (55%) for Sooke residents while the region's core area and Westshore communities make up 38% of other morning commute trips – these numbers align with what was received through the TMP's community survey.

Compared to other peer communities within the Westshore and elsewhere in the region, Sooke's walking mode share is low, with no bicycle mode share shown. Refer to **Figure 7**. The limited active transportation activity is assumed to be a reflection of the lack of safe, connected walking and cycling infrastructure, as well as trip distances that are longer than certain residents are willing to make.

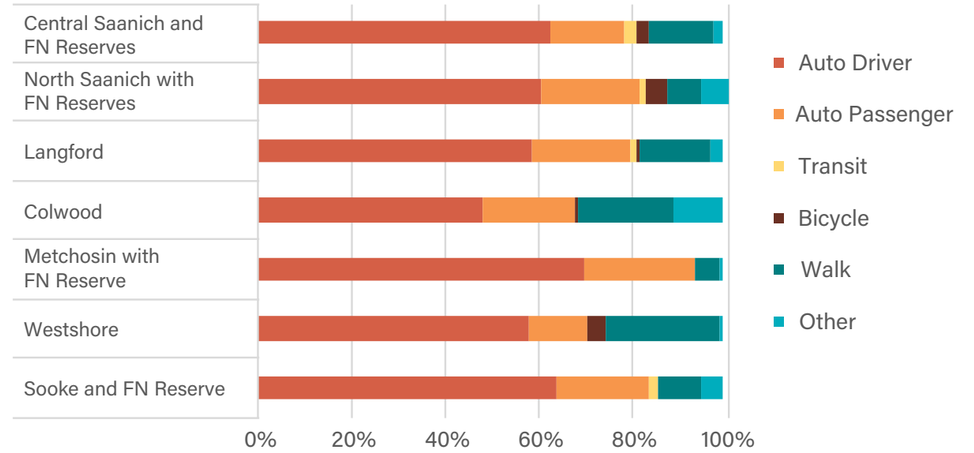


Figure 7: **Comparative Mode Share Data, CRD Origin Destination Survey Report, 2017**

Among trips to/from work, trips to destinations outside of Sooke represent nearly four-times the number of work trips to destinations within Sooke. These trips are generally concentrated during peak commute periods (i.e., 7:00-9:00am, 3:30-5:30pm), and contribute to peak period congestion in key locations in Sooke, as well as other areas in the Westshore.

Conversely, the majority of trips made for recreation and social activities are within Sooke. Trips made for other purposes (school, shopping, restaurants) are relatively balanced between destinations within Sooke and outside Sooke.

2.5 Challenges

The collective experiences of residents, local stakeholders, and District Council and staff revealed a number of important transportation challenges facing Sooke. These challenges are experienced both by residents and visitors travelling through and within Sooke, but also by the District itself in planning and managing transportation infrastructure.

STREET NETWORK CONNECTIVITY

Perhaps the single most defining feature of the transportation experience in Sooke is a lack of connectivity within the street network. This results in not only increased traffic on major roads and congestion at a limited number of intersections, but also longer travel distances for pedestrians and cyclists and a limited number of possible routing options for public transit and critical emergency response access and routes.

WALKING + CYCLING CONTINUITY

Survey respondent identified the lack of sidewalks or pathways as the biggest challenge for walking in Sooke and suggested that building connected sidewalks, trails, and pathways would help encourage more walking. There are numerous examples throughout Sooke where bike lanes end abruptly, sidewalks are provided only along a new development frontage, and crosswalks and bus stops are not connected by appropriate pedestrian facilities. These existing facilities provide an opportunity to develop a connected network with continuous routes.

LOW DENSITY DEVELOPMENT PATTERNS

Residential development in Sooke has occurred in low-density neighbourhoods comprised of entirely residential uses. In many cases day-to-day destinations such as employment, retail / grocery uses, medical services and in certain locations schools are beyond reasonable walking distance. Examples include the Broomhill, Sunriver, Saseenos, Whiffin Spit, View Pointe and Farrell Estates neighbourhoods. The TMP explores opportunities to ensure residents can be closer to their daily destinations to improve access and provide increased travel options.

> “
>
> If I miss my bus, I have to wait an hour. Except for the morning commuter rush.
>
> – Survey Respondent

THE HIGHWAY CORRIDOR

Highway 14 routes directly through the centre of Sooke, connecting Port Renfrew with the rest of the Capital Region to the east. While providing direct access to Greater Victoria and a steady stream of travelers through Sooke, the presence of the highway introduces limitations for the community.

For example, priority is given to highway traffic at intersections and creates delay on municipal roads. The highway is under provincial jurisdiction and therefore subject to Ministry design specifications that result in limited pedestrian facilities and bus stop infrastructure, as examples, and prioritize vehicle travel.

RURAL ROAD DESIGN

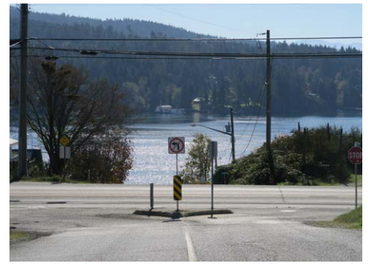
All streets constructed prior to 1999 were under provincial jurisdiction and in most cases designed to a rural standard. This typically includes only paved shoulders of varying widths to accommodate walking and cycling. Recent efforts have been made by the District to improve street design to better accommodate walking and cycling along new municipal streets and to improve conditions along select Town Centre streets, including a newly constructed multi-use pathway along Wadams Way. Improving street design for all travel modes is a priority in the TMP.

REGIONAL COMMUTING

The community survey found that approximately 75% of commute trips among Sooke residents are to locations outside Sooke, primarily to the Western Communities, Victoria and elsewhere in the Capital Region. Long distances make walking and cycling unrealistic commute options for many Sooke residents and increases reliance on driving or public transit for commuting.

LOCAL TRANSIT SERVICE

While transit is well used between Sooke and Greater Victoria, ridership for Transit within Sooke is low and service is largely viewed as inadequate by residents. Low ridership is a barrier to justifying expanded service and the discontinuous major road network (as described above), limits the ability to re-route existing service to better meet local demand. Limited support facilities (seating, shelters) also present barriers to transit ridership. However, transit currently offers valuable commute service between Sooke and the rest of the Capital Region with significant ridership occurring during peak commute periods.



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3. Shaping Influences

To guide future investments and actions, a vision and goals were developed for the future of transportation in Sooke. The vision was created using input provided by residents when asked to "tell us your vision for the future of transportation in Sooke?" during the first round of public engagement. This input was then considered in relation to the District's guiding policies. The project team and members of District Council discussed these high-level directions, the importance and guidance provided by existing District policies, and together drafted the following vision for the future of transportation in Sooke.

3.1 Vision

A vision statement was developed to articulate the desired future state of transportation in Sooke. The vision builds on the District's commitments as outlined in several overarching plans and strategies, such as the recent Strategic Plan, and reflects input received throughout the TMP's initial engagement process. The vision statement sets the overall direction of the TMP and emphasizes Sooke as a desirable community to live, work, and recreate.

Sooke is a community where people of all ages and abilities meet their day-to-day mobility needs using a variety of travel options that are convenient, safe, connected and support Sooke's aspirations to be a healthy, vibrant and sustainable community.

3.2 Goals

Multi-Modal Options

Create convenient, safe multi-modal travel options

Livelihood

Preserve Sooke's character and enhance the local economy

Connectivity

Improve connections within Sooke and to elsewhere in the Capital Region

Investment

Balanced, equitable investments in Sooke's transportation infrastructure and services

Sustainable Transportation

Minimize greenhouse gas emissions and environmental impacts

Partnerships

Enhance transportation conditions in partnership with land development, service providers and adjacent jurisdictions

3.3 Shaping Priorities

MODAL PRIORITY

Sooke is committed to creating a transportation system that prioritizes safe, sustainable transportation options for all Sooke residents. In doing so, a new approach to decision making related to transportation policy, planning, infrastructure, and services is envisioned where walking, cycling, public transit, goods movement, multi-occupant vehicles and single-occupant vehicles are ranked in descending order of priority.

ALL AGES + ABILITIES (AAA)

In its pursuit to be a complete community, Sooke intends to create a transportation network and facilities that are comfortable, convenient, safe, and attractive for everyone, regardless of their age or ability. These are referred to throughout the TMP as 'All Ages and Abilities' or 'AAA' facilities.

CONNECTIVITY

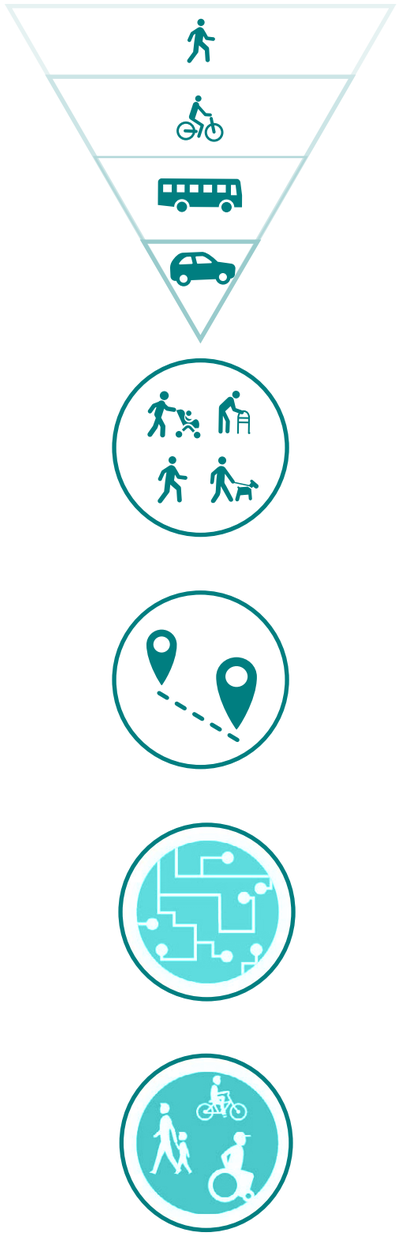
A well-connected transportation network results in greater route options, shorter travel distances, and better distributed travel demand relieving congestion in key locations. Creating a continuous, well-connected transportation network is a priority in Sooke, both in retrofitting existing neighbourhoods and in future development.

LAND USE + TRANSPORTATION

Transportation conditions and travel demand are largely influenced by land use patterns. Dispersed, low density development patterns create longer travel distances and reduce the available travel options, whereas compact, mixed land use create shorter trips and support a range of travel options. The TMP and supporting planning initiatives are to be founded on an integrated approach to transportation and land use planning that recognize the impact of one on the other and work toward a common vision for Sooke.

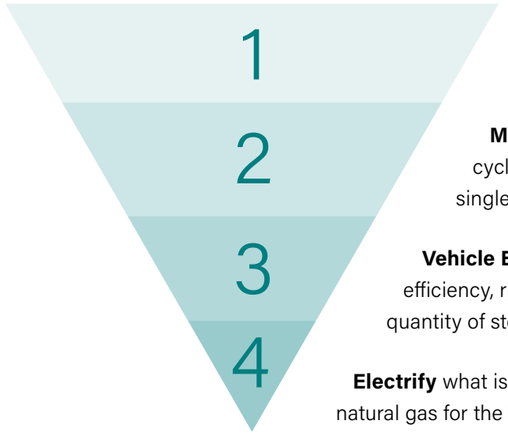
COMPLETE STREETS

Streets represent a significant portion of Sooke's public space and are to facilitate a broad range of functions, including moving people and goods, but also providing opportunity for streets trees and landscape, enabling recreation, and providing a venue for social activities.



3.4 Mobility Targets

To decrease transportation-based energy and emissions it is necessary that the District develop appropriate and measurable targets. Prioritizing transportation-based infrastructure projects through the transportation hierarchy outlined within this Plan, combined with the District's Community Energy and Emissions Plan (CEEP, 2013) transportation sector energy planning hierarchy will support a new direction for the District's transportation network. The CEEP hierarchy is shown below.



Trip Distance Reduction – Reduce the need to travel by vehicle through urban form and transportation demand management

Mode Shift – Shift remaining kilometers travelled to cycling, walking, public transit, ride-sharing and out of the single-occupant vehicle

Vehicle Efficiently – Reduce the size of vehicles and improve engine efficiency, right-size vehicles to the need they fulfill, and minimize the quantity of steel being moved to move a person

Electrify what is left of the passenger fleet and/or consider biofuels and natural gas for the heavy-duty fleet.

This TMP supports each of these four steps. It is expected that an OCP update will set specific, achievable, GHG reduction targets that will align with District Council's declaration of a climate emergency in the District of Sooke and that the District aspire to be carbon neutral by 2030, that climate considerations should be a priority in Strategic Planning, and that the Climate Change Action Committee be reactivated.[1]

Trip distance reduction, or "Step 1", relates closely to land use which can be advanced through land use planning approaches combined with transportation demand management.

The District of Sooke's current Official Community Plan (2010) sets community reductions targets at 33% total emissions reduction by 2020 compared to 2006.

In addition, the Provincial *Climate Change Accountability Act* updates legislated targets for reducing greenhouse gases. Under the Act, B.C.'s GHG emissions are to be reduced by at least 40 per cent below 2007 levels by 2030, 60 per cent by 2040, and 80 per cent by 2050, which could be used as a guideline for the District when redefining its GHG reduction targets.

1. District of Sooke, Regular Council Meeting, Monday April 8, 2019

B

Analysis and Actions

4. Walking + Rolling

Walking is the most basic form of transportation as it fulfills part of every trip taken, regardless of the primary travel mode. Walking can be a convenient alternative to private vehicles for short trips if suitable conditions exist within the community – such as having Infrastructure and policies that support walking and rolling within Sooke. This will be critical for encouraging pedestrian travel. To get there, it is important to understand current walking conditions and factors that have influenced its development, to work towards an identified walking network, and implement appropriate walking facilities through inclusive design.

The District of Sooke, being a small community with a recreational culture, presents desirable characteristics to encourage more trips on foot. Promoting walking can help reduce vehicle dependence and greenhouse gas emissions, improve public health outcomes, increase social interactions, and help create a livable and vibrant community.

The following sections contain a strategy for encouraging walking and rolling within Sooke, including:

- Current walking conditions and standards
- Future walking network
- Walking facility Design
- Action items

Key District Policies | **Walking + Rolling**

4a. Develop a walking and rolling network that connects neighbourhoods to the Town Centre, schools, recreation, and public transit.

4b. Achieve high-quality pedestrian facilities through frontage improvements associated with future land development.

4c. Create active transportation facilities that are comfortable, convenient, safe, and attractive for people of all ages or abilities.

4d. Apply universal design principles on all transportation infrastructure to create an accessible community.

4e. Provide pedestrian support amenities on public and private walking and rolling facilities to enhance safety and comfort.

4.1 Current Walking Conditions + Standards

The District has a walking network that ranges from sidewalks to off-street pathways, either exclusively for pedestrians or for multiple users, and paved shoulders. The Galloping Goose Regional Trail, Ed MacGregor Park, and Whiffin Spit, among other parks and green spaces, attract people walking for recreational purposes. A compact Town Centre as identified in the OCP can help build a more walkable community over the long term.

According to the 2016 Canadian Census, walking accounts for approximately 9% of trips made by Sooke residents.

Current Conditions

As demonstrated in **Figure 8**, 80% of Sooke streets do not have dedicated pedestrian facilities. This is largely a result of streets that were constructed prior to the District becoming a municipality and severely limits the ability for residents to walk and roll safely on Sooke's streets.

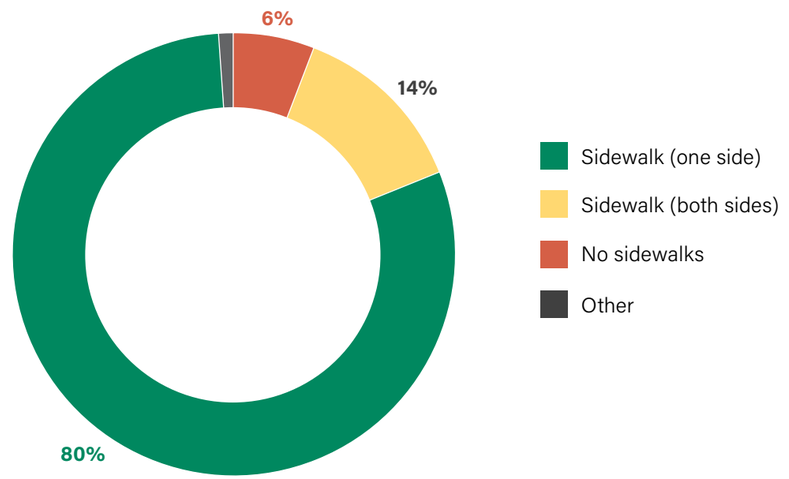


Figure 8: Sidewalk Coverage, % of Sooke Streets with Sidewalks

Sidewalks are in place in certain areas of Sooke, including in the Town Centre, on select streets in the Broomhill and Sunriver neighborhoods, along Phillips Road, Edward Milne Road, some sections of Throup Road, and in newer development areas throughout the community. Refer to **Map 2**.

> So much of walking through Sooke puts you in the direct path of traffic. Sidewalks end suddenly or don't align. Cars park on sidewalks. Forced to walk through busy parking lots, etc. Sooke has a car culture. Definite improvements thanks to roundabout and new sidewalks. Keep that going!
>
> – Survey Respondent

The OCP identifies the need for either a sidewalk or pathway on a minimum of one side of all roads. The District is currently committed to ensuring that sidewalks and trails are provided and constructed to serve all subdivisions, and developments and where they are needed to provide pedestrian access to schools, parks, playgrounds, open spaces, recreational areas, transportation facilities, trail systems, beaches, and other community facilities, or for proper circulation of pedestrian traffic.

Walking and rolling facilities are required in new development through the Subdivision and Development Standards Bylaw, which clarifies that sidewalks must be a minimum of 2.0m wide (and wider in areas of the Town Centre) and pathways are a minimum of 1.5m wide.

Crossings

There are 91 marked crosswalks in Sooke, including both controlled crossings at intersections and mid-block crossings. Some of these crossings flash to alert other road users that there is a crosswalk connecting to a school such as along Highway 14 near Saseenos Elementary and Edward Milne Community School. All controlled or signalized intersections in Sooke are along Highway 14, including the roundabout in the Town Centre.

> Speeding in residential neighbourhoods is a real problem in Sooke. I walk every evening ... and frequently have problems with drivers blasting through crosswalks. Someone is going to get seriously hurt. Strategically placed raised crosswalks would go a long way to solving this problem
>
> – Survey Respondent

Trails + Pathways

There is approximately 40km of trails and off-street pathways in Sooke. The trail network provides significant recreational opportunities for residents and visitors, and supports walking to and from school and the Town Centre.

The Galloping Goose Regional Trail connects Sooke to the Western Communities and the rest of the Capital Region. Walking and cycling trips that begin or end west of the Sooke River must cross the River to access the Galloping Goose Regional Trail. This lack of a safe, comfortable connection to the community is a focus of the TMP.

Barriers

The Sooke River, Highway 14 and Otter Point Road, and busy intersections within Sooke act as barrier for people walking and cycling. Year-round maintenance and topography may also act as barriers to active transportation and universal accessibility.

Support Programs

The District has undertaken and supported program initiatives to facilitate active transportation in the community including Ready Step Roll, the CRD's Active School Travel Planning program and Bike to Work Week.

Safety

Currently many streets throughout Sooke have minimal to no lighting during dark hours. This presents safety concerns for people seeking walking or other means of active transportation as their regular, preferred mode. Appropriate lighting levels should be included in the design of all new pedestrian facilities. Pedestrian scale lighting may help improve the sense of safety for people walking, while maintaining the rustic nature of some Sooke neighborhoods. In addition, Crime Prevention Through Environmental Design (CPTED) principals should be considered in all new pedestrian facility projects.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design refers to planning and environmental design approaches and interventions to reduce crime and personal security concerns, and create safer neighbourhoods. The four main principles of CPTED are:

- Natural surveillance *(includes keeping areas well lit)*
- Natural access control
- Territorial reinforcement
- Maintenance

4.2 Future Pedestrian Network

A future pedestrian network is envisioned that provides a comprehensive, well-connected network of corridors that facilitate walking throughout Sooke. The network will consist of continuous routes that connect neighbourhoods to the Town Centre, schools, recreation, and public transit (Policy 4a).

The future walking network is identified on **Map 2**. It reflects feedback received by Sooke residents, who indicated Highway 14, Grant Road, Otter Point Road and Throup Road as priorities. It is aligned with the long-term cycling network (Section 5) and future complete streets network (Section 7), as well as planned trail networks contained in the PTMP. A variety of walking facility types are envisioned to appeal to Sooke residents of all ages and abilities, and to meet demand for a variety of trip purposes. Route types include roadside facilities (sidewalks, trails) and off-road trails.

The effort and investment required to develop a comprehensive, connected walking network is significant. Approximately 80% of the streets in Sooke have no sidewalk, for example. As a result, a systematic approach to prioritizing investments in walking infrastructure is required to ensure improvements are made strategically, in coordination with other planned improvement or land development, and in the locations of greatest need. The following criteria are to be used in considering walking network improvement sequencing in descending order of priority:

1. Routes to schools
2. Streets with public transit
3. Street classification requirements
4. Presence of existing sidewalks (none, one-side, two sides) to prioritize all arterial and collector with sidewalk one side before prioritizing local streets unless they are identified routes to schools or served by transit
5. Connections to other amenities such as parks, trails and recreation facilities

Resident feedback received during the TMP also helps shape where walking and rolling improvements are needed. Survey results indicated the areas of greatest concern to be in the Town Centre, as well as at key intersections such as Highway 14 / Otter Point Road and Highway 14 / Grant Road. These locations have specifically been prioritized for improvement as part of broader complete streets network improvements identified in **Section 7.**

TMP vs PTMP

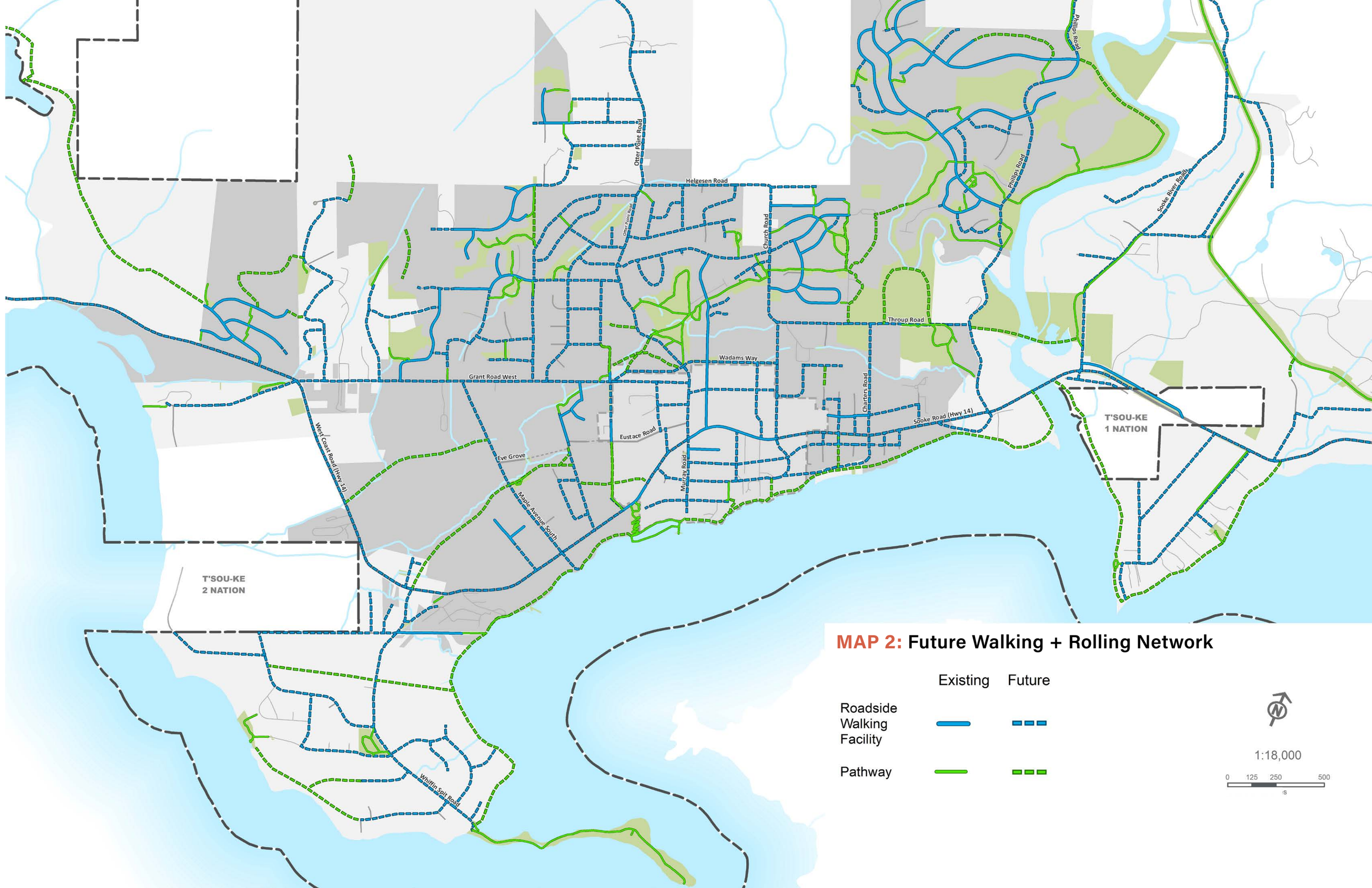
The walking facilities given consideration for implementation in the TMP are those contained within street rights-of-way, generally sidewalks and roadside multi-use pathways. Implementation of walking network improvements outside street rights-of-way are identified.

The locations targeted for pedestrian improvements are summarized as follows:

Rhodonite Drive / Arranwood Drive	This alignment has been prioritized as it serves as a critical pedestrian route to schools as identified by the Ready Step Roll program. The proposed sidewalks will connect to existing sidewalks at Church Hill Drive and Arranwood Drive to provide continuous pedestrian facilities. As mentioned above, other improvements to the multi-use pathway network are addressed in the PTMP.
Charters Road	Charters Road is a Collector Street and is identified as a route to school through the Ready Step Roll program. This route does not currently offer any sidewalks along its length and should be prioritized for improvements given its likelihood for future density and connections between Highway 14, parks and schools.
Phillips Road (segment between north side of SEAPARC and end of existing sidewalk)	The stretch of Phillips Road from SEAPARC to Highway 14 is an important connection between schools and recreation facilities. Prioritizing this segment will also ensure pedestrian connectivity to the Throup Road connection (refer to Section 7).
Beaton Road / Pyrite Drive	These routes run alongside existing transit service routes and do not currently offer pedestrian facilities. In addition, they exist in relatively mature neighborhoods that are unlikely to see pedestrian improvements through new development opportunities. Prioritizing sidewalks along transit routes improves network accessibility and integration.

Frontage improvements consistent with the District's *Subdivision and Development Standards Bylaw* are required of all future land development (Policy 4b), which requires that sidewalks are installed on one or both sides of the street as well as appropriate boulevard / swale provisions. This will help build out the sidewalk network beyond only those projects identified above.

It is the District's intent that development include frontage improvement wherever those improvements will contribute to the overall pedestrian network. There are locations, however, where the requirement for frontage improvements would result in sidewalks that are disconnected from other pedestrian facilities. In these instances the District intends to collect cash in-lieu of constructing sidewalks and to use those monies to fund sidewalk construction that contributes to continuous pedestrian facilities and leads to better overall pedestrian network connectivity.



MAP 2: Future Walking + Rolling Network

	Existing	Future
Roadside Walking Facility		
Pathway		

1:18,000

0 125 250 500

4.3 Walking Facility Design

Sooke aspires to create active transportation facilities that are comfortable, convenient, safe, and attractive for everyone, regardless of age or ability (Policy 4c). Historically the transportation network has been developed with the private automobile in mind, this plan envisions a new direction for Sooke that ensures all modes of transportation are considered and infrastructure that support multi-modal transportation are prioritized and included in all new roadway projects.

There are a number of characteristics that support comfortable walking environments including physical separation from other road users, specifically motor vehicle traffic, adequate width to allow people walking and those with mobility devices to pass one another, smooth and even surfaces, crossing opportunities where people need them, continuous facilities, engaging environments, lighting, and pedestrian amenities as described below to name a few. Year-round maintenance is also an important consideration and should be included in the design process of all pedestrian facilities.

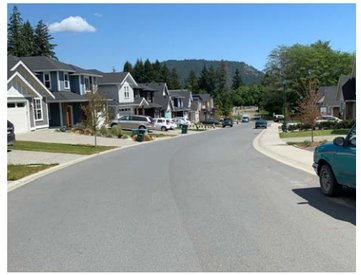
Pedestrian facilities should welcome and encourage people of all ages and abilities, a key shaping priority referenced throughout the TMP. However, it should be recognized that although all ages and abilities pedestrian facilities are the eventual goal, immediate or interim improvements may also play a positive role in improving overall pedestrian safety and should be considered. Examples of these types of interim improvements include additional painted shoulders, temporary parking curbs to separate pedestrians from motor vehicles, or other roadway delineators or bollards.

> *“There are no sidewalks and the road is designed for speeding!*
>
> – Survey Respondent

WALKING + ROLLING FACILITIES

The long-term walking and rolling network will consist of a range of pedestrian facility types. The following table identifies the range of possible facility types, with basic facility design and dimension criteria. There are special circumstances, such as the Town Centre, where unique sidewalk design and dimensions are to be applied. The *BC Active Transportation Design Guide* (referenced above) provides more detailed design guidance and should be referenced when designing walking and rolling facilities.

Facility types and design criteria for off-road cycling and walking facilities that also contribute to the overall multi-modal network are considered in the PTMP.

FACILITY TYPE	KEY DESIGN PARAMETERS
 **Sidewalk, Unbuffered** Sidewalk facility that is directly adjacent the roadway.	Sidewalk Width: **2.0m** (desirable), **1.5m** (minimum)
 **Sidewalk, Buffered** Sidewalk facility that is separated from the roadway by a boulevard and/or swale. Buffered sidewalks provide a more comfortable pedestrian experience as compared to unbuffered sidewalks, as well as provide opportunity for stormwater management and trees / landscape.	Sidewalk Width: **2.0m** (desirable), **1.5m** (minimum) Boulevard / Swale Width: Width varies by classification, **1.5m** minimum (to support landscape / trees and swales)
 **Roadside Multi-Use Pathway** A pathway shared by people walking, rolling and cycling completed separated from motor-vehicle traffic (Wadams Way is a local example).	Pathway Width: **3.0m** (minimum) Boulevard / Swale Width: **1.5m** (to support landscape / trees and/or swales)

What is 'Universal Design'?

Universal design refers to the design of products, environments, programs, and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Universal design does not exclude assistive devices for particular groups of persons with disabilities where this is needed.

Universal Design

Universal design ensures that the built environment is accessible to people of all ages and abilities, regardless of any type of physical or cognitive challenge. Universal design is a fundamental design principle that is to be applied on all infrastructure design throughout Sooke (Policy 4d) and is especially important in designing pedestrian facilities that accommodate people walking and using mobility devices.

Universal design includes people of all ages and abilities, with a focus on individuals facing accessibility challenges as they relate to the transportation network. Universal design is not simply about mobility (such as wheelchair access) – there are other physical, sensory, and cognitive challenges that should be considered. The capabilities of the anticipated users should be understood to determine how to best to meet their needs. The challenges that should be considered in designing accessible infrastructure include, but are not limited to the following:

- Mobility
- Vision
- Hearing
- Strength + Dexterity
- Comprehension

The large number of streets in Sooke designed to a rural standard without formalized walking facilities results in a significant accessibility challenges that should be addressed over time. This will be partially achieved through the large-scale Complete Street Network and Walking Network improvements identified in the TMP. Further consideration should be given to a targeted accessibility improvement program to identify and address accessibility improvements that are not part of other identified streetscape or pedestrian network improvements through a local, age-friendly, lens. This should include identifying existing accessibility issues and developing standard accessible design criteria for items such as curb ramps and tactile treatments. This would then be the basis for targeted accessibility improvements over time.

> *People who are old or not big and strong need to feel safe walking or on scooters and wheelchairs!*
>
> – Survey Respondent

The following are key design principles to address specific accessibility challenges experienced on pedestrian infrastructure in Sooke:

Create safe and comfortable sidewalk and trail facilities	▪ Align driveway ramps with roadside boulevard spaces so the sidewalk remains clear of cross slope ▪ Locate utilities, bus stop infrastructure and other supporting infrastructure outside the sidewalk area
Design intersections and crossings for safety and consistency throughout Sooke	▪ Design curb ramps to have a wide base and limited vertical differentiation (i.e., no lip) at the base ▪ Include Tactile Warning Surface Indicators (TWSI) at the base of curb ramps to alert pedestrians to the presence of the roadway ▪ Establish a hierarchy of crossing treatments and apply consistently throughout Sooke, including the use of Rectangular Rapid Flashing Beacons (RRFBs) at high priority crossing locations

Support Amenities

Pedestrian amenities are important to creating safe, comfortable walking and rolling conditions. The District will include high-quality support amenities as part of public pedestrian infrastructure projects and will seek amenities through land development as part of frontage improvements as detailed in the *Subdivision and Development Standards Bylaw* (Policy 4e). The placement of amenities within the sidewalk or trail space must consider the requirement for a clear walking / rolling area. Amenities may include the following:

- **Benches –** Seating is most important on higher use sidewalks and pathways, with an ideal maximum spacing of 800m on the highest use corridors. Benches are typically located to take advantage of any views or interesting features, and with protection from the adjacent street wherever possible for safety and noise reduction. Two benches together work well at locations suited to larger groups.
- **Waste Bins –** Waste facilities are most important at staging areas where pedestrians begin or end their trip, and where they can be serviced and maintained. These may be provided as one waste receptacle or separate receptacles for recycling and waste.
- **Water Fountains –** Most appropriate on high traffic sidewalks and pathways, particularly where most pedestrians are anticipated to be making longer, recreational walking trips. Consideration must be given to locations with a pre-existing water supply that may be accessed.
- **Lighting –** Lighting is desirable on sidewalks and pathways in urban areas and where facilities have the potential to be used in the dark. Lighting from adjacent streets may adequately illuminate in certain areas, while pedestrian-specific lighting may be required in others including on Town Centre sidewalks. Consideration is to be given to energy efficient lighting options (i.e., LED, solar), as well as "dark sky" principles so as not to generate wasted light and negatively impact adjacent areas.

4.4 Action Items

Policy / Regulations

4.1 Establish a Reserve Fund for cash-in-lieu of frontage works that include sidewalks to support the implementation of Walking + Rolling projects identified in the TMP.

4.2 Update *Subdivision and Development Standards Bylaw no. 404* to include updated cross sections, active transportation, and street furnishing standards to ensure consistency and support installation throughout Sooke.

4.3 Update the *Traffic and Highways Regulation Bylaw No. 67* to include snow clearing priorities that reflect the general hierarchy of pedestrian facilities identified in the TMP.

Planning / Technical Study

4.4 Seek appropriate pedestrian connections in all development applications, including pedestrian access through strata lots where appropriate and walkways at cul-de-sac ends.

4.5 During the development review process, ensure best practices with respect to active transportation infrastructure design, universal design, and CPTED are met.

Infrastructure

4.6 Invest in walking facilities identified in the Future Walking Network that connect neighbourhoods to key destinations such as the Town Centre, schools, parks and community amenities.

4.7 Identify key crossing locations for seniors on Highway 14 and work with the Ministry to ensure crossing times are adequate for slower walking speeds (both intersections and flashing beacons).

4.8 Improve accessibility and pedestrian connectivity by pursuing the following improvement projects:

a. Rhodonite Drive / Arranwood Drive

b. Charters Road

c. Phillips Road

d. Beaton Road/ Pyrite Drive

Programs

4.9 Develop and follow a capital program for prioritizing new or upgraded sidewalks and pedestrian facilities.

4.10 Establish and fund an Accessible Infrastructure Improvement Program with the goal to prioritize age-friendly investment and accessibility upgrades over the next five years.

4.11 Continue to participate in the CRD's Ready Step Roll program by allocating funds and prioritizing and implementing program recommendations annually.

Collaboration

4.12 Seek funding to support investments in accessible infrastructure through external sources.

5. Cycling

In pursuit of Sooke's objectives related to environmental sustainability, health and well-being and community connectedness, the TMP envisions a long-term network comprised of 'AAA' cycling facilities focused on connecting neighbourhoods to schools, parks, employment areas and services. Multi-use facilities will also enhance local walking and cycling conditions and provide opportunities for other human-powered travel modes. The network is to appeal to cyclists of all ages and abilities ('AAA") and a variety of bicycle types and other human-powered travel modes. E-bikes could appeal to Sooke residents, making trips within Sooke as well as longer distance trips via the Galloping Goose Regional Trail as they can travel faster than traditional bicycles, require less physically, are energy efficient, offer numerous health benefits, and are emission-free.

What is 'All Ages + Abilities'?

All Ages + Abilities or 'AAA' refers to active transportation facilities that are comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. The pursuit of 'AAA' active transportation facilities is one of the key shaping priorities for the TMP.

Cycling represents only a small portion of all trips within Sooke. This is likely due to the limited number of safe cycling facilities, poor connectivity, and steep topography. According to census data, only 1% of trips to work are fulfilled by cycling in Sooke (Stats Canada, 2016).

Infrastructure and policies that support a safe, attractive cycling experience within Sooke will be critical for encouraging this transportation mode. To get there, it is important to understand current cycling conditions, to work towards an identified cycling network, and implement appropriate facilities throughout the community.

The following sections contain a strategy for encouraging cycling within Sooke.

- Current cycling conditions
- Future cycling network
- Cycling facility design
- Action items

Key District Policies | **Cycling**

5a. Create a well-connected network of safe and comfortable cycling facilities that appeal to cyclists of all ages and abilities.

5b. Establish an east-west alternative to cycling on Highway 14 as a long-term District priority that connects the Town Centre to the Galloping Goose Regional Trail.

5c. Prioritize cyclist safety in the planning and design of cycling facilities, pursuing physically separated cycling infrastructure where possible.

5d. Provide short-and long-term bicycle parking at public and private cycling destinations.

5e. Provide cycling support facilities (in addition to bike parking) to enhance cyclist comfort.

5.1 Current Cycling Conditions

The bicycle network is made up of a variety of on- and off-street facilities, including shared use lanes with share the lane ("sharrow") treatments along Rhodonite Drive, shared pedestrian and bicycle shoulder areas on Grant Road, and paved and unpaved multi-use pathways on Wadams Way and a segment of Church Road. See **Map 3**. There are nearly 2km of on-street bicycle routes and nearly 3km of on-road multi-use pathways in total, as summarized in **Figure 9**.

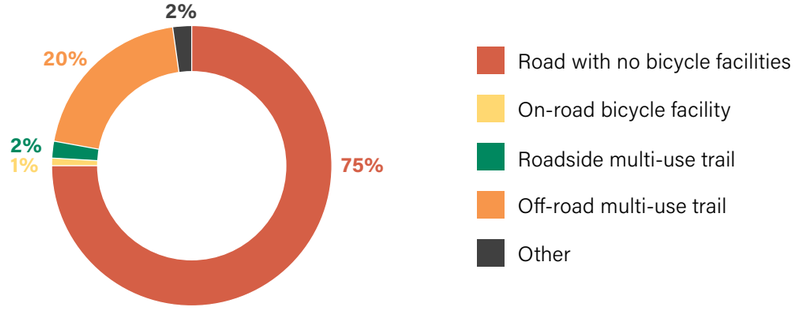


Figure 9: **Summary of Existing Bicycle Facilities Coverage**

Sooke has few protected and off-street cycling routes that connect to key destinations likely resulting in low cycling uptake. Existing routes do not connect to key commercial areas or to other key destinations, like schools. While many survey participants mentioned they do not currently cycle (17%), others identified a lack of designated bicycle routes and gaps in the bicycle network as reasons why they do not cycle more often.

Current bike lane design standards reflect outdated guidance, with only the provision of a bike lane without a buffer or physical separation. Since 2009 when the previous TMP was developed, active transportation infrastructure best practices have evolved to include at minimum a bike lane with an adjacent buffer space and/or physical separation between the roadway or adjacent on-street parking. The buffer space or physical separation is intended to allow for a parked vehicle door opening and/or added comfort for cyclists travelling adjacent vehicles. Opportunities to improve on previous bicycle facility design standards are included in the TMP.

> *It should be safe for teens to cycle to school from Otter Point.*
>
> – Open House Participant

Shared Use (“Sharrow”) Markings, Kirby Road

Crossings

In order to ensure safety for cyclists, intersections need to be carefully addressed, as these are common locations for cycling collisions. Special attention should be paid to locations where off-street facilities intersect with on-street cycling facilities. These improved crossings can also support pedestrian safety and universal accessibility and should consider the unique travel characteristics of each location.

Areas in need of specific intersection improvement are described in **Section 7**.

Distance

Distance between destinations can also be an important consideration for cyclists. Due to the District’s relative isolation to other community centres, cycling may not be a realistic option for longer distance commuting or trips beyond Sooke.

Trails + Pathways

Throughout Sooke trails and pathways are popular for recreational purposes. Considering all members of the community during the design of new trails and pathways can help ensure they are incorporated into the overall bicycle facilities network and build off the community’s already present recreational culture and encourage active transportation trips within the District. Providing better connection to existing pathways and building more pathways were the top two cycling encouragement selections in the public survey.

Barriers

Sooke is bisected by the Sooke River and any cycling trips from areas east of the Sooke River must cross via Highway 14 to access the Town Centre (and vice versa). With no comfortable river crossing, cycling is not an attractive option for these trips. Year-round maintenance and topography may also act as barriers to active transportation and universal accessibility. The Future Cycling Network – identified below – includes an active transportation connection over Sooke River to connect to Sooke River Park, Edward Milne and Saseenos Schools and to provide a critical connection from the Galloping Goose Regional Trail to the community.

5.2 Future Cycling Network

A well-connected network of safe, comfortable 'AAA' cycling facilities will facilitate increased cycling among all Sooke residents (Policy 5a). The network is to provide continuous routes that connect neighbourhoods to the Town Centre, schools, parks, and recreation, as well as to regional public transit service at park-and-ride and mobility hub locations.

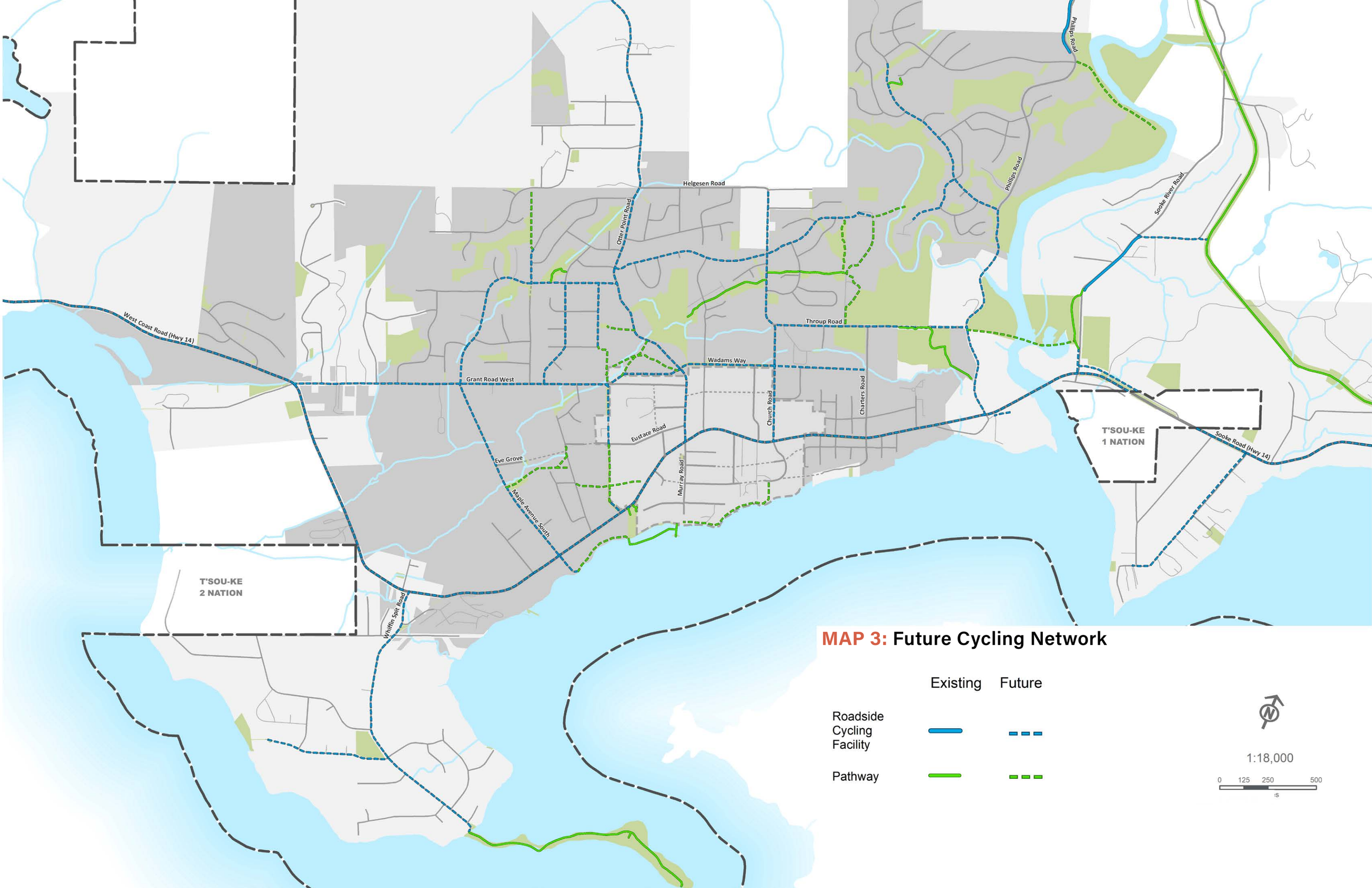
Proposed Routes

The Future Cycling Network is identified on **Map 3**. Some of the key highlights include a continuous east-west corridor via Grant Road West, Wadams Way, and Throup Road connected to the Galloping Goose Regional Trail, two District schools and the current Park and Ride facilities via a proposed multi-use crossing of the Sooke River that aligns with Sooke River Park on the west side of the river. Establishing this east-west alternative to cycling on Highway 14 is a key long-term priority for the District presenting the opportunity to connect the Town Centre to the east side of the Sooke River and the Galloping Goose Regional Trail (Policy 5b). A continuous cycling route is identified between Whiffin Spit and the Town Centre on a series of on-street cycling facilities and off-street multi-use trails. A series of north-south routes are also identified that extend from the Town Centre into the Broomhill, Woodland Creek, and Sunriver neighbourhoods.

The Cycling Network is aligned with the Walking + Rolling Network (Section 4) and Complete Streets Network (Section 7), as well as planned trail networks contained in the PTMP. The locations targeted for cycling improvements are in addition to the proposed Complete Streets Network and are identified on **Map 3** and summarized as follows:

> *"I would not want to bike on Phillips Road because there is no bike lane and the traffic is often way over the speed limit.*
>
> – Survey Respondent

Rhodonite Drive / Arranwood Drive	This segment has been identified as a route to school through the CRD's Ready Step Roll program. In addition, this will be the first segment of a secondary east-west route that will compliment the build out of the Grant Road Connector – a critical, multi-modal east-west spine.
Church Road	Church Road is a critical connection into the Town Centre. Existing roadside bicycle facilities exist along between Wadams Way and Throup Road, however additional cycling connectivity is recommended for this secondary North-South option as it was also identified as a route to school as part of the CRD's Ready Step Roll program. It will provide critical connection to the emerging active transportation network along Wadams Way and the eventual Rhodonite Drive facility.
Beaton Road / Pyrite Drive	Beaton Road will help expand from the existing Grant Road painted shoulder bicycle facility to Rhodonite Drive via Pyrite Drive. These routes also compliment transit routes and are in existing single-family neighborhoods that are unlikely to see substantial change. Pedestrian improvements are recommended along this routing as well. Medium term proposed improvements will build off these cycling routes.
Phillips Road	The segment of Phillips Road between Highway 14 and SEAPARC and the future proposed connection to Throup Road has been prioritized for improvement to connect the existing Multi-Use Pathway through Throup Road Park and in anticipation of the future Throup Road connection. This is also a connection for students to recreational opportunities and an option for cyclists to connect to the local street network from the Galloping Goose Regional Trail or more easterly destinations.


Helgesen Road
Otter Point Road
Phillips Road
Phillips Road
Sooke River Road
West Coast Road (Hwy 14)
Throup Road
Wadams Way
Grant Road West
Church Road
Charters Road
Eustace Road
Eve Grove
Murray Road
Maple Avenue South
Sooke Road (Hwy 14)
T'SOU-KE
1 NATION
T'SOU-KE
2 NATION
Whiffin Spit Road
MAP 3: Future Cycling Network
Existing
Future
Roadside Cycling Facility
Pathway
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5.3 Cycling Infrastructure Design

To encourage cycling as an attractive and convenient mode of transportation it is essential that bicycle facilities are comfortable to users regardless of the cyclist's ability and experience. It is important to reiterate how important considering cycling safety is when designing infrastructure for bicycle facilities (Policy 5c).

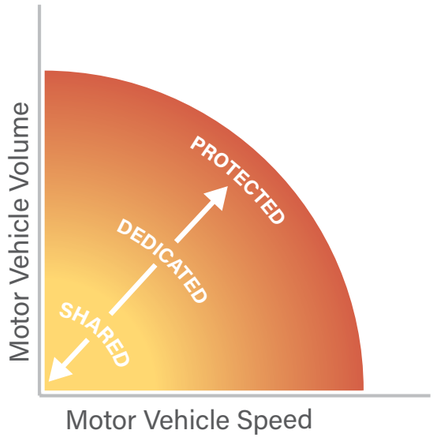
> *Walking and cycling in Sooke is treacherous, improve separation between travel modes.*
>
> – Open House Participant

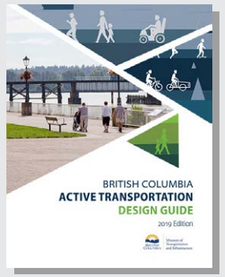
The long-term bicycle network for Sooke includes a combination of facility types, including both AAA routes and non-AAA routes (support facilities). For example, other facilities, such as bicycle accessible shoulders, are not considered suitable for people of all ages and abilities but may serve as a supporting facility that enhances the overall cycling network or provide connectivity during an interim period.

Facility Selection

Motor vehicle speed and volume on the adjacent street are critical considerations when selecting an appropriate bicycle facility types. Generally higher speeds and higher volumes create the need for increased separation between vehicles and bicycles, often in the form of physical separation. Generally, any municipal street identified as a cycling route with traffic volumes exceeding 1,000 vehicles per day should include a dedicated cycling facility (i.e., protected bike lane, buffered bike lane, bike lane). Where traffic volumes are less than 1,000 vehicles per day, cyclists may comfortably share the street with vehicles and a neighbourhood bikeway or bike route treatment is appropriate.

Other street design or operating characteristics may also can play a role in determining the appropriate cycling facility type. Context is also to be taken into consideration (i.e., urban, suburban, rural).





B.C. Active Transportation Design Guide

Bicycle facility selection is described in detail in the B.C. Active Transportation Design Guide, Section D.

https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/cycling-infrastructure-funding/active-transportation-design-guide

Facility Types

The long-term cycling network will consist of a range of cycling facility types that are selected and designed in support of the long-term complete street network and complete street design objectives. Specific consideration is to be given to the desired cycling facility and experience, but also how cycling facilities can be included as part of a complete streets design approach and in consideration of available road width and right-of-way.

The following table identifies the range of possible facility types, with basic facility design and dimension criteria. The *BC Active Transportation Design Guide* (referenced above) provides more detailed design guidance and should be referenced when designing cycling facilities.

Facility types and design criteria for off-road cycling and walking facilities that also contribute to the overall multi-modal network are considered in the PTMP.

	FACILITY TYPE	KEY DESIGN PARAMETERS
	**Roadside Multi-Use Pathway** A pathway shared by people walking, rolling and cycling completed separated from motor-vehicle traffic (Wadams Way is a local example).	Pathway Width: **3.0m** (minimum) Boulevard / Swale Width: 1.5m (to support landscape / street trees and/or swales)
	**Protected Bike Lane** On-Street bike lane separated from motor vehicle traffic by physical barrier, curb, median, planters, parking, or other physical barrier. Protected lanes may be uni-directional or bi-directional (as pictured).	Lane Width, Uni-Directional: **2.0m** (desirable), **1.5m** (constrained) Lane Width, Bi-Directional: **3.5m** (desirable), **2.5m** (constrained)
	**Buffered / Painted Bike Lane** Dedicated bike lanes at the roadside for cyclists, which may include a designated buffer space between the bike lane and vehicle travel lane to increase cyclist comfort.	Bike Lane Width: **1.8m** (desirable), **1.5m** (constrained) Buffer Width*: **0.6m** *0.6m buffer mandatory where adjacent on-street parking
	**Neighbourhood Bikeway** Low traffic, low speed local streets where cyclists have priority, but share roadway space with automobiles. Low speeds and low volumes make for comfortable cycling conditions.	Road Width: **4.0 – 5.5m** (curb / parking) Traffic Characteristics: Less than **1,000 vpd** Posted speed **30km/h** or less

5.4 Cycling Amenities + End-of-Trip Facilities

Safe, secure bicycle parking is critical to encouraging cycling among Sooke residents, as most trips by bicycle require a place to park when the rider reaches their destination. The fear of theft or vandalism is a significant barrier to biking regardless of the cost of an individual's bicycle. *Bylaw no. 600, Sooke Zoning Bylaw (2013)* outlines the provision for bicycle parking facilities based on zoning and building size.

Two distinct bicycle parking types are considered, as follows:

1. **Short-term** bike parking is typically located in an accessible, outdoor location and intended for short duration parking. These facilities are typically provided as "bike racks", and may be beneath shelter to provide protection from the weather. These facilities typically appeal to cyclists on shopping / service or recreation trips, or by residential visitors at multi-family residential sites.
2. **Long-term bike** parking is provided in a secured location, typically either a dedicated room with controlled access or an individual locker / enclosure. These facilities accommodate cyclists seeking to parka bicycle for a longer period of time, and typically appeal to residents of a multi-family building or employee of a commercial site

Public Bike Parking

The District will increase the provision of short-term bike parking (i.e., bike racks) in public locations to help facilitate cycling in Sooke (Policy 5d). This may include bike racks installed at key public destinations (i.e., parks, schools) or within the street right-of-way, typically as part of a wide sidewalk or roadside multi-use trail. Caution should be exercised when bike racks are being considered within the street right-of-way to ensure they do not interfere with pedestrian travel or create unwanted clutter.

The following are key locations for the installation of public bike parking:

- Locations within the Town Centre
- Parks
- Schools
- Library
- Park-and-Ride and Mobility Hub locations

Development Regulations

The District seeks to ensure appropriate bike parking is included in new development (Policy 5d). Bike parking supply is regulated in new development through the District's *Bylaw no. 600, Sooke Zoning Bylaw (2013)*. The current requirements include minimum bike parking supply requirements for five key land uses, and the supply required for each is divided between Class I (long-term) and Class II (short-term).

While the current regulations provide for a baseline bike parking provision, they require review to ensure they reflect more current practices and appropriately reflect the needs of cyclists. The following should be given specific consideration:

- Expand the number of land uses where bike parking is required to ensure appropriate facilities are provided more broadly;
- Differentiate minimum bike parking supply rates for short- and long-term bicycle parking to ensure an appropriate supply of each, with consideration of the specific and unique needs of various land uses;
- Review the current minimum bike parking supply rates to ensure they are sufficient and increase or decrease minimum supply rates where warranted;
- Include requirements to accommodate electric bicycles ("E-Bikes") consistent with recommendations from the CRD, including the provision of one 110v outlet for every two long-term bike parking spaces and 10% of all short-term bike parking spaces with access to an 110v outlet;
- Include more detailed bike parking design and layout requirements to ensure that facilities are of a high-quality, including investigating spatial requirements to accommodate larger bicycle such as cargo bikes and bikes with trailers; and
- Consider requirements for change rooms, lockers and shower facilities at employment land uses to facilitate employee commuting by bicycle.

Note: E-Bikes and associated considerations are included in **Section 8** (New Mobility).

Supporting Amenities + Facilities

There are a wide variety of cycling amenities that help facilitate cycling by supporting the cycling network and creating an improved cycling experience in Sooke. Supporting amenities and facilities are to be included where appropriate in cycling projects undertaken by both the District and as part of cycling routes through and adjacent private development sites (Policy 5e).

Generally located on public streets, the District and Ministry are to take the lead in providing appropriate support facilities as part of bicycle infrastructure projects. The District will also seek contribution toward cycling amenities through Development Cost Charges (DCCs) and other financial contribution as land development supports frontage improvements and broader network improvements.

Supporting cycling amenities and facilities that are to be considered in the planning and design of new transportation infrastructure include the following:

- Bicycle repair stations on high traffic cycling routes
- Water fountains along recreational corridors
- Stair ramps ("stramps") to help cyclists navigate staircases
- Wayfinding signage directing cyclists from cycling routes to key destinations
- Maps and kiosks with cyclist specific information
- Lean-to's and guard rails at key intersection stop locations
- Cyclist pavement markings to guide cyclists where to locate themselves to trigger signal actuation
- E-Bike charging opportunities (E-Bike charging is considered in Section 8.2)

5.5 Action Items

Planning / Technical Study

5.1 Review requirements for short- and long-term bicycle parking, E-Bike charging opportunities, and end-of-trip facilities to ensure they reflect anticipated future needs.

5.2 Develop a wayfinding strategy to help identify the on-street and off-street active transportation network including trails and associated parks.

Infrastructure

5.3 Invest in cycling facilities identified in the Cycling Network that enhance cycling connections throughout Sooke and provide safe, comfortable places to bicycle.

5.4 Provide enhanced bicycle intersection crossing treatments on identified cycling corridors.

5.5 Invest in the necessary equipment to maintain all types of proposed cycling facilities.

5.6 Improve transit and cycling integration by investing in bicycle parking and other end-of-trip facilities at defined Park-and-Ride and Mobility Hub locations.

5.7 Improve cycling connectivity by pursuing the following priority cycling improvement projects:

a. Rhodonite Drive / Arranwood Drive
b. Church Road
c. Beaton Road / Pyrite Drive
d. Phillips Road

Programs

5.8 Work with applicable groups to establish bicycle and motorist education campaigns as part of the implementation of lesser known cycling facility types, such as neighbourhood bikeways.

5.9 Support the development of cycling education programs.

5.10 Develop a bicycle count / monitoring program.

5.11 Work with event coordinators and partners to provide temporary bicycle parking at large community events.

Collaboration

5.12 Actively pursue external funding and grant opportunities, including preparing the necessary planning and design work to meet various grant criteria.

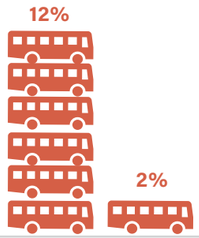
6. Public Transit

The existing public transit system is composed of regional routes that provide service in/out of Sooke, as well as local routes providing service within Sooke. Transit is also available by way of HandyDART offering custom service to individuals with physical or cognitive disabilities which present barriers to using conventional transit service.

The provision of an attractive, efficient and well used public transit system presents a significant opportunity to address Sooke's objectives related to environmental sustainability, community connectedness, and social equity. The following section of the TMP identifies the long-term plan for public transit in Sooke, with a focus on collaborating with BC Transit to identify and prioritize service improvements, as well as targeted investments in transit infrastructure to improve the user experience.

- Existing and future transit service
- Bus stops and transit exchange locations
- Park-and-ride and "mobility hubs"

12% of all trips to/from Sooke are by transit, as compared to only **2%** of trips within Sooke are by transit



Key District Policies | **Public Transit**

6a. Pursue coordinated land use planning and improved multi-modal access to/from transit to increase transit ridership and support transit service expansion.

6b. Support transit route changes and service expansion that improve overall transit service provision, as outlined in the Sooke Local Area Transit Plan.

6c. Provide safe, comfortable and accessible bus stops that can be accessed by all transit riders and improve the transit experience.

6d. Support and plan for the relocation of the Town Centre transit exchange to Wadams Way.

6e. Create park-and-rides and mobility hubs along regional transit routes that facilitate multi-modal trip making.

6.1 Existing Transit Service

The existing transit service is comprised of four routes – two providing regional service and two providing local service. Refer to **Figure 10**.

The regional routes (61, 65) are focused on Highway 14 and intended for travel to/from Sooke. Service frequency is every 10- to 15-minutes during peak periods and ridership is relatively high, with approximately 2,500 boardings per day and continuing to grow.

The local routes (63, 64) generally provide good coverage to most areas of Sooke but service frequency is low and ridership is also low. Transfers are facilitated at the Sooke Exchange, located on Highway 14 in the centre of the Sooke Town Centre.

When asked about the current transit system, Sooke residents indicated the top challenges to be infrequent service and "transit doesn't go where I need to go."

> *"It is a 30 minute walk to the bus stop on Sooke Road, deterring from taking transit or ensuring that a vehicle is still required. The "community bus" that serves this area does not align with peak commute times.*
>
> – Survey Respondent

Transit service has generally not kept up with population growth and the rapid rate of development in Sooke. Ridership on both regional routes (61, 65) is high, with each regional trip carrying an average of approximately 28 passengers. Sooke residents have reported Route 61 buses near or at capacity, creating an unpleasant ride and occasional pass-ups.

Both local routes (63, 64) offer limited service frequency and experience low ridership, with an average of between four and seven passengers per trip. Current routes are challenged with a lack of circuitous routing adding to travel time and thereby reducing service levels. Neighbourhoods such as Sunriver and Broomhill have little to no access to transit and poor service in these neighbourhoods is largely a result of their low-density residential character and poor street connectivity impacting transit routing options.

SUMMARY OF EXISTING TRANSIT ROUTES

61. Langford / Downtown / Sooke	The no. 61 Langford / Downtown Sooke provides regional services between Sooke and downtown Victoria via Highway 14, and Highway 1.	59 trips / weekday
63. Otter Point	The no. 63 Otter Point is counter-clockwise loop service through Sooke via Highway 14, Church Road, Otter Point Road, and Whiffin Spit Road.	4 trips / weekday
64. East Sooke	The no. 64 East Sooke provides service between the Sooke Town Centre and east Sooke via Highway 14, Gillespie Road, and East Sooke Road, with limited service to Sunriver.	8 trips / weekday
65. Sooke / Downtown	Similar to the no. 61, the no. 65 Sooke / Downtown provides regional service between Sooke and downtown Victoria via Langford and the Westhills community.	4 trips / weekday

Figure 10: **Existing Transit Routes**

6.2 Future Transit Service

The following are some of the ways that future transit service may be improved in future in cooperation with other, broader directions established in the TMP (Policy 6a):

- Ensure increased connectivity in the street network and reduced reliance on Highway 14 for routing within Sooke would improve transit integration and connectedness and further support ridership.
- Ensuring most homes are within 400m of transit will increase the likelihood of transit trips fulfilled within Sooke by making transit more accessible to more residents. Numerous Sooke residents have indicated that they would utilize local transit more often if service were more frequent and the timing suited their travel needs.
- Ensuring routes through neighbourhoods are possible by connected streets can help facilitate frequency and coverage. Complete street connections have been identified to broaden the possible transit routing options.
- Prioritize pedestrian facilities along transit routes and enhance walking and cycling connection to transit routes to improve access to transit.

In cooperation with the Sooke Local Area Transit Plan undertaken by BC Transit, the TMP envisions changes to public transit in Sooke that includes clear definition of three route types and a phased restructuring of transit routes over time to make efficient use of available services and address current gaps.

> *“Everyday traffic congestion, too many people and cars in Sooke. Road was never designed to handle being a bedroom community of Victoria. Either need more/better public transit for commuters going to Victoria, or need more jobs in Sooke.*
>
> – Survey Respondent

Sooke Local Area Transit Plan, 2020

The Sooke Local Area Transit Plan builds upon the vision and goals of the Victoria Regional Transit Future Plan (TFP), establishing transit service and infrastructure priorities for Sooke in the short- (1-4 years) and medium-term (3-7 years). Key direction from the Local Area Transit Plan have been included in the TMP.

Proposed Service

The Sooke Local Area Transit Plan identifies proposed service changes affecting Regional, Local and Rural routes to keep pace with community growth, reach under-served neighbourhoods, and strengthen connections to major external destinations (Policy 6b). The proposed transit routes and service levels are highlighted below and identified on **Map 4**.

		CURRENT ROUTES	PROPOSED FUTURE SERVICE	
			Name / Area	Service Level
Regional	Routes enabling connections from Sooke to Langford, Colwood, and elsewhere in the Capital Region.	61	Sooke Regional	15 – 45 minutes
Local	Routes connecting neighbourhoods within Sooke to the Town Centre and providing opportunity for transfer to Regional routes.	63, 64, 65	Sunriver / Billings Spit Grant / Whiffin Spit Broomhill / Core	30 – 60 minute frequency
Rural	Routes connecting outlying communities to the Town Centre and providing opportunity to transfer to Regional routes.	n/a	East Sooke / Beecher Bay	5 – 6 trips / day
			Otter Point / Kemp Lake	8 – 9 trips / day

MAP 4: Future Transit Network

- Future Mobility Hub
- Future Transit Exchange
- Existing Park and Ride
- Future Park and Ride
- Bus Stop, Sheltered
- Bus Stop
- Future Regional Route
- Future Local Route
- Future Rural Route

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6.3 Bus Stops

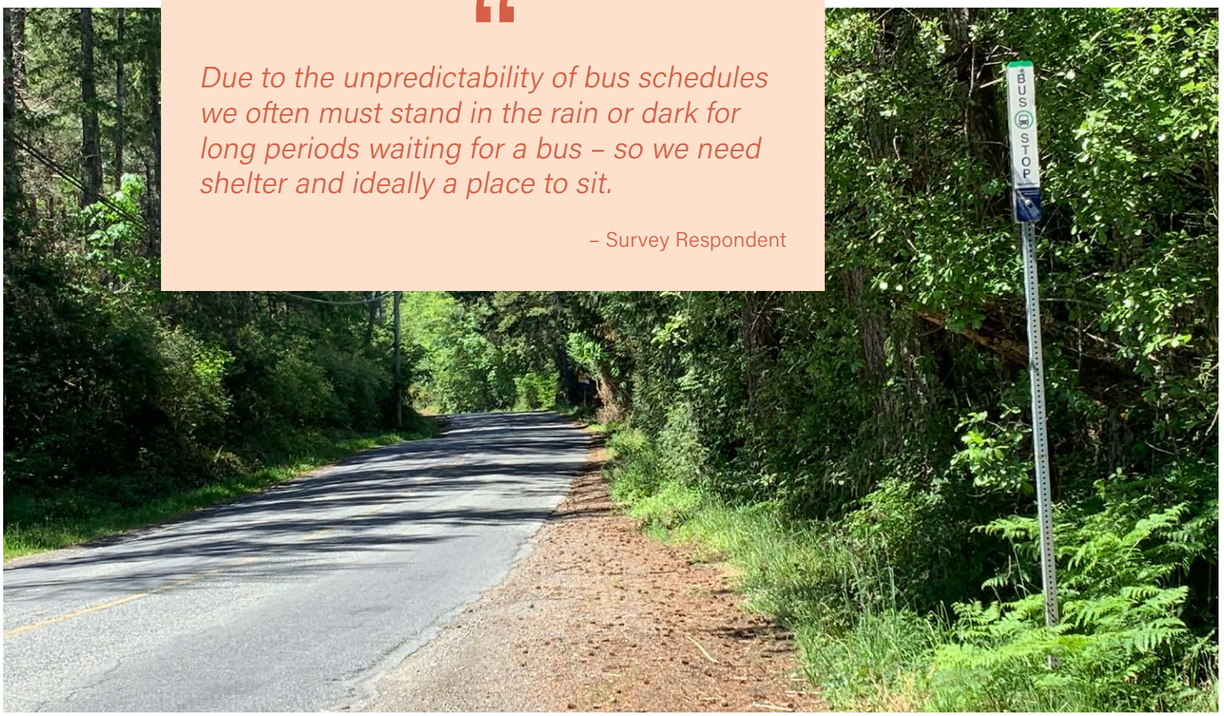
Bus stops are the interface between the active transportation network and public transit. They not only frame the transit user experience but form the most visible fixed indicator of transit service in the community. Stops are also tools to attract riders, improve operational efficiency, build the brand identity of the system and foster local economic development. The provision of safe, comfortable, and accessible bus stops is paramount to creating a public transit experience that can be enjoyed by all Sooke residents (Policy 6c).

Existing Bus Stops

There are approximately 110 bus stops in Sooke. Most include only a vertical post with bus stop identification sign. Ten stops include shelters that provide protection for waiting passengers.

Accessibility at bus stops is a significant issue in Sooke, particularly where transit operates on streets without sidewalks (i.e., Otter Point Road, Gillespie Road, etc), where a lack of sidewalks and informal bus stop areas make transit inaccessible to Sooke residents in wheelchairs and relying on other mobility aids.

> *Due to the unpredictability of bus schedules we often must stand in the rain or dark for long periods waiting for a bus – so we need shelter and ideally a place to sit.*
>
> – Survey Respondent



Bus Stop, Otter Point Road

Bus Stop Design

A consistent approach to bus stop design will guide investment in high-quality facilities and ensure uniformity throughout the system. The following design guidance is provided for safe, accessible bus stop design in Sooke with the goal of enhancing design and creating consistency throughout the system.

Design / Layout Criteria

The following are general design and layout criteria that are to be considered in planning and design all new bus stops in Sooke:

- **Accessibility –** All bus stops should be free of barriers and connected to nearby sidewalks, crosswalks and trails to ensure they can be accessed by all Sooke residents, including those in wheelchairs or using other mobility aids.
- **Safety –** A safe waiting environment should be provided with sufficient protection from vehicle traffic and with adequate lighting.
- **Lane Width –** The desired travel lane width on streets with transit is 3.5m and the minimum lane width is 3.3m. Buses are as wide as 3.2m and lane widths less than 3.3m fail to accommodate buses.
- **Location –** The preferred location for a bus stop is after (i.e., at the far side) an intersection, driveway or crosswalks to allow for buses to move through intersection more efficiently and to allow safe passing by other street users while the bus is stopped.
- **Spacing –** Stop are typically 300 to 500m apart on regional routes and 250 to 300m on local routes. Stops should be located in consideration of adjacent land use, crossing opportunities and conditions.

Amenities

Stop amenities enhance passenger comfort and safety, and generally improve the transit experience. The following describe the amenities that should be included at bus stops on regional and local routes.

	REGIONAL ROUTE	LOCAL ROUTE
ID Sign + Red Painted Curb	✳	✳
Boarding Platform	✳	◎
Seating	✳	◎
Bicycle Parking	◎	◎
Garbage Bin	◎	◎
Shelter	◎	◎
Map + Schedule Information	✳	◎

✳ Required
◎ Desirable

Bus Stop Improvement Priorities

Improving bus stops to ensure they are safe, accessible, and include passenger amenities helps contribute to creating a public transit system that can be enjoyed by all Sooke residents. With most bus stops offering little to no amenities, there is significant effort required to improve stops throughout the system. The approach to prioritizing bus stop investments is to be as follows:

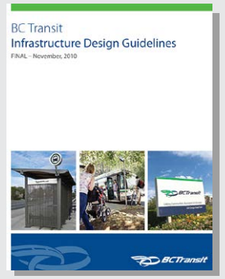
- Higher usage stops (measured by volume of boarding / alighting) are to be prioritized for improvement
- Stops on local routes within walking distance of schools
- Stops on all routes within easy walking distance of community destinations such as SEAPARC, Library, Town Centre, schools, and seniors destinations, and
- Stops on regional routes in close proximity to the Town Centre that do not have adequate facilities.

The top ten bus stop improvement locations (without key amenities such as an accessible boarding pad or shelter, for example) are summarized for streets under Ministry and the District's jurisdiction below. These locations should be prioritized for investment in bus stop improvements, along with any other bus stops meeting the criteria outlined above.

Transit facilities should be provided within walking distance along existing routes at the time of development, new pedestrian improvement projects, or other capital projects as deemed appropriate and feasible by District staff. This could include reinstating the District's previous Amenity Policy. Where stops and supporting facilities exist, they should be upgraded to ensure they meet recommendations in BC Transit's Infrastructure Design Guidelines and are well connected to these development areas either through accessibility improvements or sidewalk and pathway connections.

Bus Stop Improvement Priority, Ministry streets	
1	Highway 14 / Church Road (westbound)
2	Highway 14 / Kaltasin (westbound)
3	Highway 14, 6350 block (westbound)
4	Highway 14, 5100 block (northbound)
5	Highway 14, 5110 block (southbound)
6	Highway 14 / Charters Road (westbound)
7	Highway 14 / Ludlow Road (westbound
8	Highway 14 / Glinz Lake Road (northbound)
9	Highway 14 / Ludlow Road (eastbound)
10	Highway 14 / Saseenos (eastbound)

Bus Stop Improvement Priority, District streets	
1	West Coast Road / Whiffin Spit Road (eastbound)
2	Grant Road / French Road (westbound)
3	Quartz Road / Otter Point Road (westbound)
4	West Coast Road / Maple Avenue South (northbound)
5	Pyrite Drive / Talc Place (southbound)
6	Grant Road W / French Road S (eastbound)
7	Grant Road W / Winfield Drive (westbound)
8	Grant Road W / West Coast Road (westbound)
9	West Coast Road / Maple Avenue S (southbound)
10	Quartz Road / Gatewood Road (eastbound)



Infrastructure Design Guidelines, BC Transit

BC Transit's Infrastructure Design Guidelines should be consulted in the planning and design of all new bus stops

https://www.bctransit.com/victoria/transit-future/corporate-infrastructure-initiatives/design-guidelines

School Bus Drop-off / Pick-Up

Currently, no specific facilities are provided on public street for school bus pick-up / drop-off. Consideration should be given to collaboration with School District no. 62 transportation staff to determine the potential need for dedicated school bus stops and/or where school buses may utilize public transit stops and those locations may be prioritized for improvement.

> *"The shoulder of the road is very narrow and drops into a ditch, the road is not safe (width/lighting) to stand on while waiting for a bus with oncoming traffic.*
>
> – Survey Respondent

6.4 Transit Exchange

Existing Location

The current Sooke Transit Exchange is located on Highway 14 at the middle of the Town Centre. The exchange consists of two bus stops (one north side, one south side) and a pedestrian crossing of Highway 14 to facilitate walking between the two stops. The location is constrained and is unlikely to accommodate any addition bus stops in future, limiting the ability to address possible increases in transit service in future.

Future Location

A future transit exchange is supported on Wadams Way between Townsend Road and Anne Marie Road (Policy 6d). Refer to **Map 6.** This location is within the Town Centre area and includes more space than the current location to accommodate possible future expansion. The exact location, configuration and capacity of the future exchange is considered in the Sooke Local Area Transit Plan.

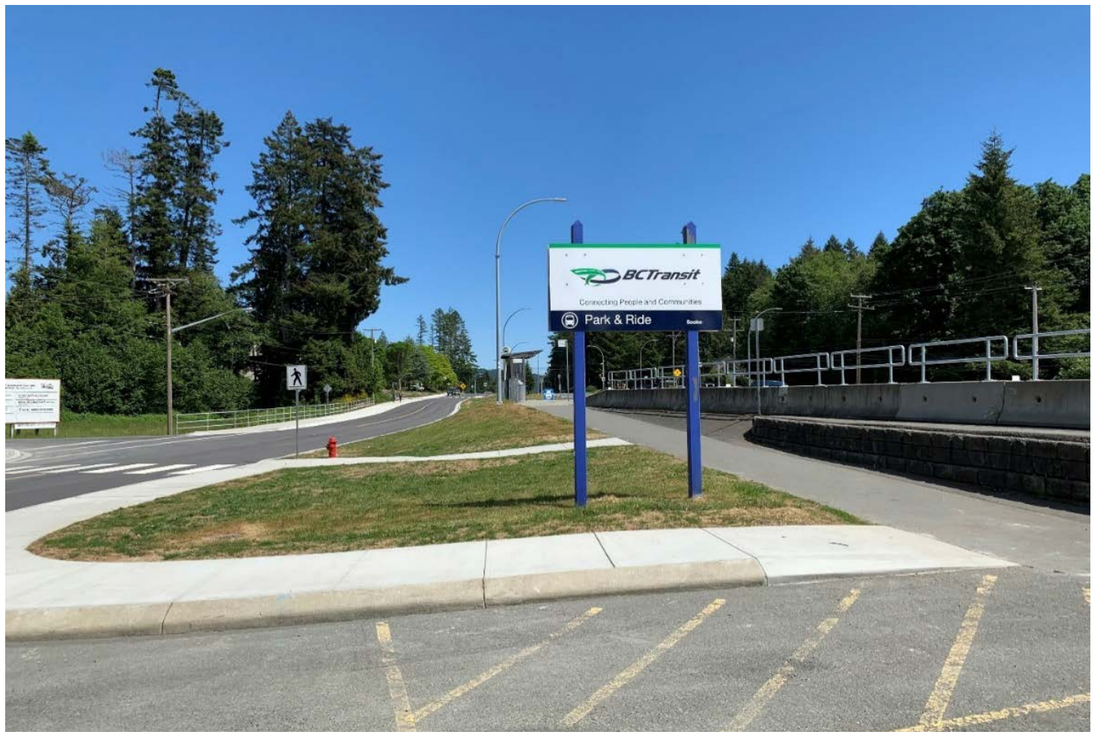
Transit Exchange, Highway 14

6.5 Mobility Hubs / Park-and-Rides

Existing Park-and-Rides

The Sooke Park-and-Ride is located at Highway 14 / Sooke River Road. It includes approximately 100 parking spaces, as well as bicycle lockers and bike racks. The facility is generally at or near capacity on weekdays and has undergone recent improvements to improve access and expand parking capacity.

Further, a new facility was recently announced by the Ministry at Highway 14 / Connie Road as part of the planned Highway 14 improvements. The facility is planned to include 50 to 100 parking spaces. While this may help alleviate pressures at the existing park-and-ride location, an additional facility is also needed to support transit ridership in the western portions of Sooke in the vicinity of Grant Road and Highway 14.



Sooke Park-and-Ride, Highway 14 / Sooke River Road

Mobility Hub Concept

The new mobility hub concept emphasizes the importance of multi-modal trip making and integration. This includes continuing to accommodate vehicle parking at key park-and-ride locations. It also includes creating a network of mobility hubs that align with walking and cycling routes and may be candidate locations for expanded bicycle parking and pedestrian amenities to encourage walking and cycling to access regional transit.

Two typologies are envisioned, as described below.

Park-and-Ride	Facilities that allow Sooke residents to walk, cycle or drive to access regional transit service. These facilities are generally larger due to the need for vehicle parking and are in locations where walking and cycling are less likely. While the emphasis is on accommodating vehicles, bicycle parking facilities are also important. General characteristics of these facilities include: ▪ Space to accommodate vehicle parking ▪ Direct access via major streets ▪ Inclusion of short- and long-term bicycle parking ▪ Direct access via walking and cycling routes ▪ Wayfinding signage
Mobility Hub	Facilities that allow Sooke residents to walk or cycle to access regional transit service. These facilities are generally smaller than park-and-rides as they do not include vehicle parking. General characteristics of these facilities include: ▪ Inclusion of short- and long-term bicycle parking ▪ Direct access via walking and cycling routes ▪ Wayfinding signage

Mobility Hub Locations

A series of mobility hubs are to be established that allow Sooke residents to better access regional transit service (Policy 6e). Each aligns with the walking, cycling and complete streets networks to ensure that Sooke residents can access each location in a convenient and safe manner, and by a variety of travel modes.

The planned mobility hub locations are identified on **Map 4** and summarized as follows:

Park-and-Ride	1. Highway 14 / Sooke River Road 2. Highway 14 / Connie Road 3. Highway 14 / Grant Road
Mobility Hub	1. Highway 14 / Church Road 2. Highway 14 / Whiffin Spit Road 3. Highway 14 / Phillips Road 4. Grant Road W / Maple Avenue N

Seasonal transit service is being contemplated to the Sooke Potholes. To facilitate buses, an improved bus turnaround may be required at the Sooke Potholes in future.

6.6 Action Items

Policy / Regulation

6.1 Update appropriate District policies, including Community Amenity policy, to ensure bus stop amenities are considered and included in development considerations and applications.

Planning / Technical Study

6.2 Plan for an additional transit exchange location on Wadams Way by determining changes in bus routing, studying functional requirements, and ensuring the Lot A site design includes supportive land use and direct walking connections between transit facilities and the Town Centre.

6.3 Expand and connect the network of Arterial and Collector Streets (as outlined in Section 7) to create opportunities for more effective transit routing in future.

6.4 Develop a full inventory of existing bus stop conditions and amenities as a basis for prioritizing bus stop improvements.

6.5 Prioritize increased service levels on regional routes to ensure demand for transit in/out of Sooke continues to be met.

6.6 Prioritize improving the effectiveness of local transit routes and extending service improvements to the Broomhill and Sunriver neighbourhoods.

Infrastructure

6.7 Seek opportunities to upgrade bus stops concurrent with adjacent infrastructure improvements and/or as new development occurs.

6.8 In coordination with the Ministry of Transportation + Infrastructure and BC Transit, establish mobility hubs to facilitate walking and cycling to access regional transit at the following locations:

- Highway 14 / Church Road
- Highway 14 / Whiffin Spit Road
- Highway 14 / Phillips Road
- Grant Road W / Maple Avenue N

Collaboration

6.9 Support BC Transit's service planning and service improvement initiatives to achieve improvements to local transit routes.

6.10 Continue to support the Ministry of Transportation + Infrastructure and BC Transit in on-going and future improvements at the Sooke River, Connie Road and Grant Road park-and-ride locations.

6.11 Coordinate with School District no.62 to determine school bus drop-off / pick-up needs.

6.12 Seek funding to support investments in bus stops through BC Transit and other organizations.

7. Complete Streets

Streets are public rights-of-way that represent a large portion of overall publicly held lands and, while conventionally designed to prioritize vehicle travel, they present an opportunity to address a range of community objectives. A key approach of the TMP is to reconsider the approach to streets and street design as "complete streets" that better balance the needs of all travel modes.

The focus of the TMP is on streets under the District of Sooke's jurisdiction where the District directly influences the planning, design and maintenance of these facilities. It is acknowledged that Highway 14 is the primary route to/from and through Sooke, and plays an important role in the local transportation network. Consideration is given throughout the TMP to Highway 14 and how it's design and operations impact conditions on the municipal street network. Further, the District recognizes the importance of joint planning and communication with the Ministry and intends to collaborate on initiatives related to Highway 14 and associated municipal streets (Policy 7a).

The following sections present a long-term vision for a complete street network in Sooke. To meet the vision and objectives of the TMP, a suite of street network improvements are identified that address existing network challenges and pro-actively plan for future growth, while emphasizing the desire to create complete streets that continue to facilitate vehicles while better accommodating other travel modes. The following section specifically considers the following:

- The long-term street network
- Street design guidelines and typical cross-sections
- Neighbourhood traffic management / traffic calming
- Parking management and parking design

Key District Policies | **Complete Streets**

7a. Collaborate and pursue joint planning with the Ministry of Transportation and Infrastructure to realize shared objectives for Highway 14, the Grant Road Connector and associated municipal streets.

7b. Improve street network connectivity by addressing current gaps, connecting temporary closures, pursuing new street dedications and discouraging discontinuous streets (i.e., cul-de-sacs) through development, and preserving key corridors in future.

7c. Pursue intersection and complete streets improvement projects that address operational or safety concerns and better facilitate active transportation.

7d. Create "complete streets" that provide safe, comfortable operating conditions for all travel modes.

7e. Support and advocate for improvements on Highway 14 that benefit multi-modal safety and benefit both local and regional travel.

7f. Pursue neighbourhood traffic management where traffic volumes, speeds and short-cutting exceed appropriate levels.

7g. Create desirable neighbourhood parking conditions through street design, parking management and supportive land use regulations.

7.1 Street Network

Existing Network

Sooke's existing street network is focused on Highway 14, which is the primary access to Sooke from the rest of Greater Victoria and communities to the west and is the only continuous east-west route through Sooke. Highway 14 is part of the provincial highway system and is under the Ministry's jurisdiction.

All other streets in Sooke are the District's responsibility. This includes more than 20 km of collector streets that generally include two lanes with added capacity at key intersections and connect neighbourhoods to the Town Centre and Highway 14. Local streets are generally low volume and provide access to residential neighbourhoods. The existing road network and classifications are shown on **Map 6**.

Some of the key challenges introduced earlier in the TMP that are the focus of planned improvements include the following:

- Poor street network connectivity resulting in increased traffic on major roads, congestion at a limited number of intersections, and challenges with increased travel distances, public transit routing limitations and emergency response.
- The Highway 14 corridor introduces limitations for the community, including giving priority to highway traffic through intersections and providing for limited pedestrian and cycling infrastructure.
- Streets constructed prior to 1999 were under provincial jurisdiction and in most cases designed to a rural standard that includes only paved shoulders of varying widths to accommodate walking and cycling.

Grant Road Connector

A 2013 memorandum of understanding (MOU) between the Ministry of Transportation + Infrastructure and the District of Sooke clarified expectations and established design guidelines for Highway 14 and the "Grant Road Connector" (i.e., the Throup Road / Grant Road corridor). The road network connections and street typologies identified in the TMP align with the 2013 MOU. The initial connection of Throup Road between Charters Road and Phillips Road has been identified as a high-priority project in the TMP.

Traffic Volumes + Intersection Operations

Highway 14 experiences traffic volumes up to approximately 20,000 vehicles per day. Otter Point Road is the busiest Collector Road, with volumes up to 9,500 vehicles per day. All other streets in Sooke experience traffic volumes of 9,500 vehicles per day or less.

Traffic volumes are anticipated to increase in future as the population grows and land development occurs throughout Sooke. Population growth has historically been approximately 2% per year and is anticipated to occur at approximately the same rate in the future. Specific consideration has been given to where future land development is likely to occur and future increases in traffic assigned to the street network to reflect anticipated development patterns.

A full summary of average daily traffic volumes for major streets in Sooke is included on **Map 5** for existing conditions and anticipated 2038 conditions.

Traffic Impact Assessments (TIAs)

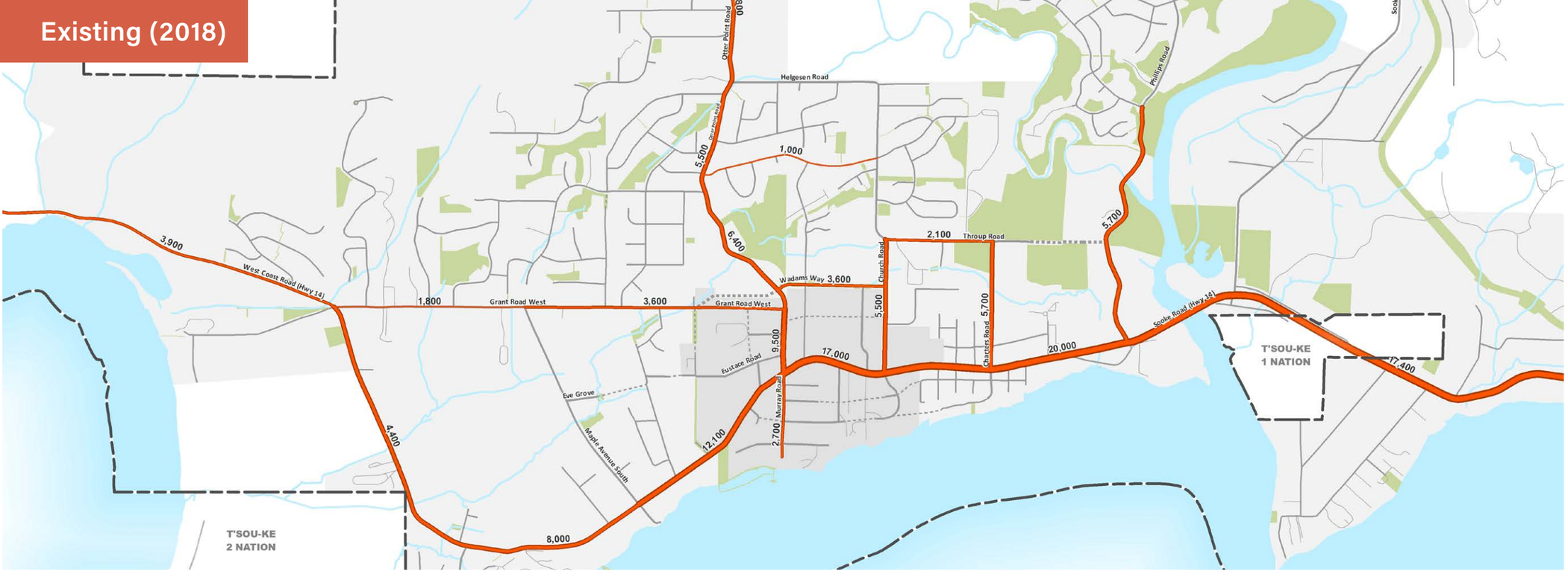
It is common that the District of Sooke (and other municipalities) request that a development application is accompanied by a Traffic Impact Assessment (TIA) that considers the possible impacts that new development may have on the transportation network, including the following:

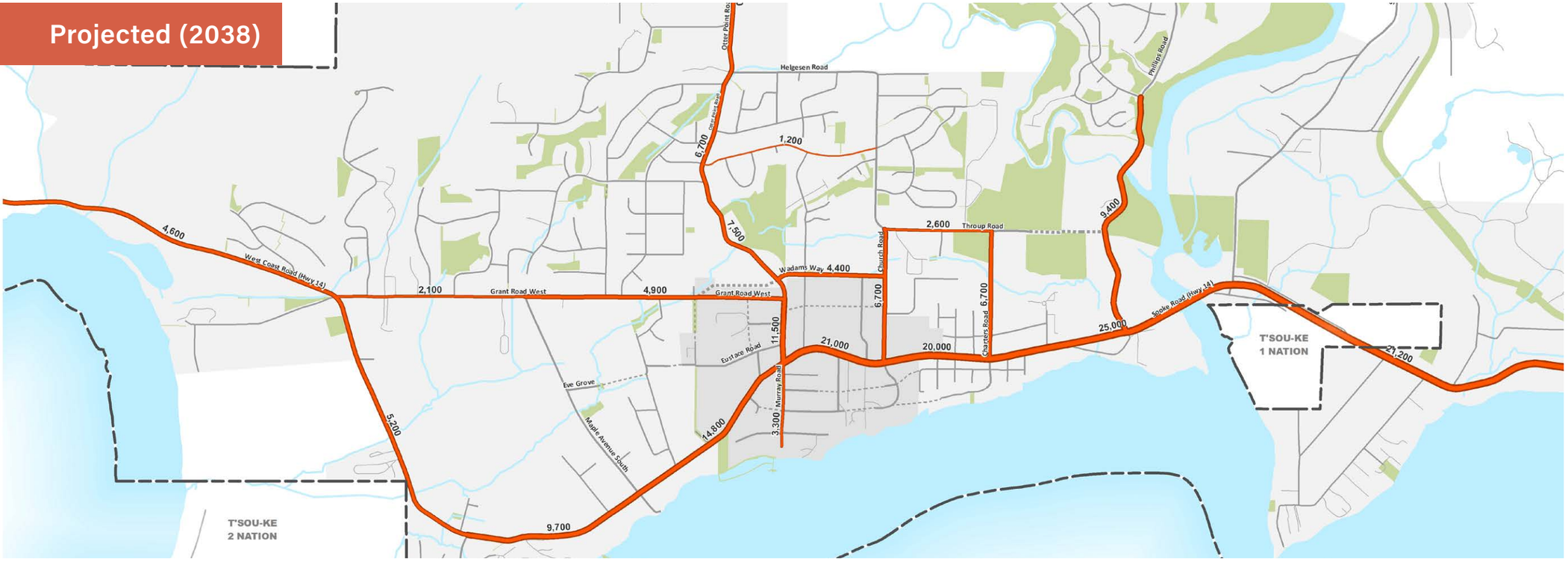
- Anticipated traffic generated by the proposed land uses;
- Confirm that safe site access is provided; and
- Identify opportunities to connect walking, cycling or transit infrastructure.

A comprehensive TIA is required for larger development proposal that includes traffic analysis studying the impacts of development traffic on nearby intersections that addresses the existing, post-development and 20-year horizons. The thresholds for a comprehensive TIA are as follows:

- **Single-Family Residential –** 25 units or more
- **Multi-Family Residential –** 50 units or more
- **Non-Residential uses –** 25,000 sqft GFA or more

The terms of reference for a TIA are to be confirmed with District staff prior to proceeding with the study.





MAP 5: Existing (2018) and Projected (2038) Average Daily Traffic

Congestion + Delay

Three intersections are anticipated to operate at a poor level of service in the twenty-year timeframe resulting from growth and development in the area. The following intersections are candidate locations for improvement:

- The **Highway 14 / Otter Point Road intersection**, particularly the southbound left-turn
- The **Highway 14 / Phillips Road intersection**, particularly the southbound left-turn, eastbound left-turn, and westbound movements
- The **Highway 14 / Church Road intersection**, particularly the southbound left-turn and westbound movements

All are under the Ministry's jurisdiction and should be priority locations for operational improvements in future.

All other intersections under the District's jurisdiction are anticipated to operate an acceptable level of service for the next twenty years and intersection improvements are not required to address operations. Further consideration is given in the following sections to intersections requiring improvement to address locations that were built to a rural standard or to enhance multi-modal safety.

> *The morning and afternoon commutes are tremendously challenging due to the rapid increase in the population in Sooke over the last decade and without improved roadway infrastructure to assist with the increased traffic volume at peak times.*
>
> – Survey Respondent

> *Sooke needs to open up more connections to different hubs in city so highway is not only way to access everywhere in city. We need more secondary routes like Grant Rd, Wadams Way, etc. Takes the pressure off Hwy 14.*
>
> – Survey Respondent

Complete Streets, Short-Term Improvements

Poor network connectivity was identified as a critical issue and is one of the key shaping priorities for the TMP, both with respect to the street network as well as other travel modes. The following are some of the reasons why a connected street network is given priority:

- A well-connected network results in a greater number of possible route options and shorter travel distances. This is particularly important in facilitating walking and cycling, both travel options that are particularly sensitive to increases in trip distance, as well as reducing vehicle-related GHG emissions.
- The greater number of connected streets better balances traffic volumes over a greater number of routes, reducing traffic on busy corridors and relieving congestion at key intersections.
- Public transit benefits from flexible route options presented by a greater number of possible route options, creating more efficient transit routes and better coverage to the community.
- Emergency service response time is improved by more direct route options, as well as through the provision of alternative access options in case of road closure.

The District will work to create a better connected street network in future (Policy 7b). Planned connections to be pursued are identified on **Map 6** and include the following:

a.	**Throup Road**	Extend Throup Road to connect Charters Road and Phillips Road to provide a connection between Phillips Road and the Town Centre as an alternative to Highway 14. This is the "Grant Road Connector" project that is included in the MOU between the District and Ministry. The existing portion of Throup Road between Church Road and Charters Road may also require upgrade once this connection is made to ensure appropriate, continuous walking and cycling facilities are provided the length of Throup Road.
b.	**Town Centre Streets**	Continue expanding the Town Centre street network to include Lanark Road, Goodmere Road, Ayre Road and associated streets. The build-out of a grid street network is envisioned in the OCP and Town Centre Plan, and will support future urban development in the Town Centre and create enhanced walkability. Any major intersection improvements in the Town Centre with Highway 14 are to be evaluated as a whole.

Complete Streets, Network Connections

The need to create a connected street network is a consistent theme throughout the TMP (Policy 7b). In addition to the future Arterial and Collector connections identified above, Local Street connections can help contribute to a better connected network. The District intends to take the following approaches to improving neighbourhood connectivity:

- There are locations in Sooke where temporary street closures were installed during construction and have remained in-place. The District intends to open up temporary closures wherever possible.
- Connections in mature neighbourhoods will be pursued where un-built street dedications are available.
- New street dedications will be acquired through development where rezoning and/or subdivision is sought.
- Discontinuous street networks, including cul-de-sacs, will be discouraged in future development wherever possible. Alternative approaches to managing neighbourhood traffic concerns may be pursued where required.

The locations for targeted street network connections are identified in **Map 6** and summarized as follows:

a.	Brailsford Place	Connect the west and east sections of Brailsford Place by removing the barrier currently in-place and alter street design to provide a continuous Local Street standard.
b.	French Road South	Extend French Road South approximately 100m to the north to connect with French Road North at Maple Avenue.

Complete Streets, Intersection Improvements

Many of Sooke's streets require redesign to bring them closer to the design standards that promote active transportation for all ages and abilities (Policy 7c). Specific street segments and intersections have been identified that require redesign to manage vehicle speeds, address access and safety concerns and/or improve walking and cycling accommodation. These improvements are not necessarily required to address congestion issues and may not have a history of collisions, but investment in these locations aligns with a desire to develop a network of complete streets and continue to create a safe, comfortable active transportation experience.

> *"Intersection of Grant and Otter Point needs to be regraded to improve visibility.*
>
> – Survey Respondent

The locations for targeted complete street / intersection improvements are identified in **Map 6** and are summarized as follows:

a.	**Highway 14 / Charters Road**	Currently allowing only right-in / right-out movements on Charters Road, a redesign of this intersection is planned to allow all movements with the potential for signalization to accommodate added traffic associated with planned development in the area.
b.	**Otter Point Road** (Highway 14 to Wadams Way)	This stretch of Otter Point Road currently has vertical sightline issues between Wadams Way and Grant Road West, as well as a lack of walking and cycling facilities, in addition to a need to address congestion at Highway 14. Anticipated future development will add traffic to this street, future supporting the need for improvement. An improved streetscape is recommended between Highway 14 and Wadams Way that addresses congestion issues at Highway 14 and improves walking and cycling conditions. In addition, the 2013 MOU includes the realignment of the Wadams Way / Otter Point Road intersection to improve safety and sightlines through this section.
c.	**Church Road / Throup Road**	Challenging intersection geometry is presented due to the curve in Church Road as it passes through this intersection, combined with a pedestrian/cyclist crossing connecting the pathway facility on Church Road. This location was identified in the previous Transportation Master Plan for a roundabout to address operational challenges. Opening Throup Road at Phillips Road as envisioned in this TMP will add additional traffic to the Throup Road corridor and further the need for a roundabout at this intersection.
d.	**Church Road/ Helgesen Road**	A technical study of this location is required to review current geometric design and traffic control to identify options to improve motorist sightlines and address possible unsafe active transportation conditions. This should consider the long-term potential for cycling facilities on Church Road.

MAP 6: Complete Streets Network

	Existing	Future
Highway		
Arterial, 20m		
Arterial, 25m		
Collector		
Town Centre		
Local		
Ultimate Build-Out		

1:18,000

0 125 250 500

Note: Urban / Suburban or Rural street classifications are influenced by the street's context, surrounding land use, density and future growth.

Complete Streets, Long-Term Improvements

To achieve improved connectivity and maximize the future capacity of the street network, future network connections are recommended that move Sooke toward a grid-like pattern (Policy 7b).

Additional desired long-range street network connections are identified to work toward improved connectivity and an ultimate network build-out that includes continuous corridors and a well-connected network. The intent is not to realize the long-range connections within the timeframe of the TMP, but rather to ensure that long-range planning and development approvals support these conceptual alignments and do not preclude build-out of identified connections if/when they are pursued. In most cases the ultimate network built-out projects will be extremely challenging to achieve due to the presence of Agricultural Land Reserve (ALR) lands, natural areas, property requirements or topography. The likelihood that all are realized is low, but it is important they are identified so that they are pursued if the opportunity arises.

Street connections considered part of the street network ultimate build-out are also identified above on **Map 6**, and include the following:

a.	**Eustace Road**	Extend Eustace Road to connect Gatewood Road and Maple Avenue South. This will provide a connection between Maple Avenue South and the Town Centre that is alternative to travel on Highway 14, as well as serve future development in areas west of the Town Centre and connect a possible trail alignment west of Maple Avenue South.
b.	**Pascoe Road / Sunriver**	Major street connection that should be made when/if development occurs north of Helgeson Road. This would be part of the ultimate network buildout.
c.	**Northwest Sooke / Broomhill**	Major street connections that should be made when/if development occurs in the Broomhill area. Connections could include an east-west connection between Henlyn Drive and Otter Point Road, and a north-south connection between Sellers Road / Otter Point Road and Firwood Place. Street connections in these areas will be challenged by natural areas, street topography, and the presence of crown lands.

Highway 14 Alternate Route

A secondary access to Sooke and alternate route to Highway 14 has historically been considered. Feedback received from Sooke residents throughout the TMP process reiterated the importance of this connection in addressing reliability challenges related to closures on Highway 14.

While a secondary access is not specifically highlighted, the planned improvements identified in the TMP align with and would not preclude the long-term pursuit of a secondary access and alternative to Highway 14. This initiative would be pursued in coordination with the Ministry and is another example of the importance of collaboration between the two organizations in addressing local transportation challenges.

Street Connections and the Agricultural Land Reserve (ALR)

Sooke is surrounded by lands that are part of the Agricultural Land Reserve (ALR). These are areas where agriculture is recognized as the priority use, where farming is encouraged and non-agricultural uses are restricted.

The long-term improvements identified above include sections of new streets through ALR lands. The long-term pursuit of these corridors would require an ALR exclusion, by way of an application to the Agricultural Land Commission (ALC). These corridors would likely be associated with future land development in these areas, which would also require an ALR exclusion.

7.2 Complete Streets Classifications

The street classifications are the various road types that make up Sooke's complete streets network. Each street classification serves a unique role within Sooke's complete streets network, with operating characteristics and specific design treatments to achieve its intended purpose consistent with the District's priority on creating complete streets that provide safe, comfortable operating conditions for all travel modes (Policy 7d).

Classifications

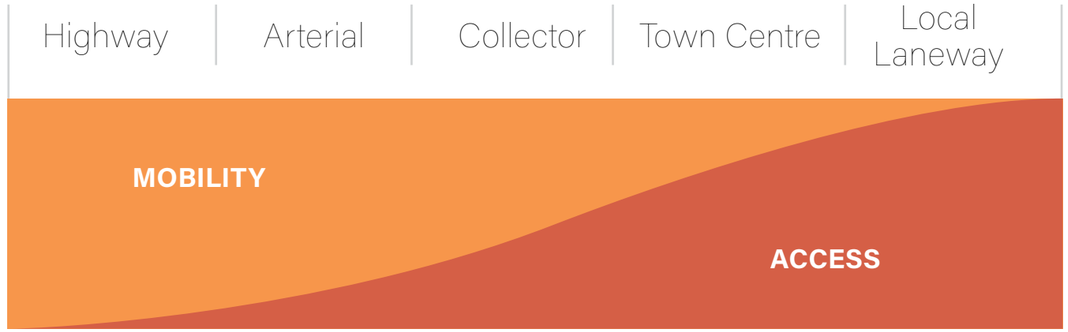
Sooke's complete streets network is made up of the following street classifications:

Highway	Part of the regional transportation network, Highways prioritize the movement of private and commercial vehicles through Sooke. Highways are under Ministry jurisdiction and subject to Ministry design standards.
Arterial	Arterial streets prioritize community-wide trips over access to local properties. Continuity is important on Arterial Streets, as are connections to Highways for trips beyond Sooke.
Collector	Collector streets balance the need to both provide access to local properties and travel over longer distances. Continuity is important on Collector streets, as are connections to Arterials and Highways.
Town Centre	Town Centre streets are similar to Local streets but with enhanced sidewalks and on-street parking to support Town Centre activities.
Local	Local streets provide access to adjacent properties and are most commonly located in residential areas. Local streets are not intended to provide continuous travel over longer distances.
Laneway	Laneways provide a secondary access to adjacent properties, most commonly at the rear of properties. They are not to be used as the primary access and not for on-street parking or other formal activities.

Network Function

Each street classification serves a function within the broader network. Some streets emphasize mobility and are intended to satisfy trips through the community over longer distances, while others provide access to properties and are intended to be travelled only for short distances.

Below is a diagram identifying the general role of each street classification in providing mobility and access throughout the community.



Standard Cross-Sections

Standard cross-sections are presented in **Appendix B** for each of the street classifications identified above, with unique treatments for Urban / Suburban and Rural locations. Whether the Urban / Suburban or Rural street classification is appropriate is influenced by the street's context, surrounding land use, density and future growth, as defined by District staff. Areas in the eastern-most portions of Sooke and Silver Spray are primarily where Rural standards will be applied. District staff may also consider alternative design approaches and/or inclusion of additional amenities where deemed necessary.

Characteristics

Typical design parameters and target operating characteristics for each street classification are identified below. The operating characteristics of streets may change over time as development occurs and new street connections are made, requiring that District staff consider modifying a street's classification to properly reflect the operating characteristics.

	STREET CLASSIFICATION				
	Highway	Arterial	Collector	Local	Laneway
Right-of-Way Width (minimum)	25.0m + 5.0m SRW	20.0m – 25.0m	20.0m	18.0m	7.0m
Traffic Volume	8,000 + vehicles/day	8,000–15,000 vehicles/day	1,000–8,000 vehicles/day	<1,000 vehicles/day	<100 vehicles/day
Travel Speed	50 km/h	40-50 km/h	40-50 km/h	20-30 km/h	5-10 km/h
Transit Service	Local + Regional Routes	Local + Regional Routes	Local Routes	Only where necessary	N/A
Cycling Facilities	Undesirable	Dedicated or Protected	Dedicated or Protected (urban / suburban) Multi-use pathway (rural)	On-Street (urban / suburban) Multi-use pathway (rural)	N/A
Pedestrian Facilities	Sidewalks	Multi-use pathway and/or sidewalk	Sidewalks both sides (urban / suburban) Multi-use pathway (rural)	Sidewalks one or both sides (urban / suburban) Multi-use pathway (rural)	N/A
Commercial Vehicles	All trucks in/out and through Sooke	Connect to Highway	Connect to Highway / Arterial, local deliveries	Local deliveries only	N/A

Complete Street Design Features

Sooke intends to better accommodate a range of travel modes and address objectives beyond simply transportation by pursue complete street design features in all street design projects. Many of the design features are included in the Complete Streets Cross Sections contained in **Appendix B** and are to be reflected in the updated Subdivision and Development Standards Bylaw and related requirements, as well as stated in the TMP as desired by the District and therefore desired in future development.

The following are some of the key complete streets design features:

Street Trees

Street trees play an important role in increasing the comfort and safety of people walking and should be incorporated into sidewalks and boulevards wherever possible. Trees are particularly important for streets with high pedestrian use, such as in the Town Centre or nearby destinations such as schools and parks, or where on-street parking does not provide a buffer between the road and sidewalk. Street trees also help to provide shade in the summer, improve air quality, create wildlife habitat, reduce the urban heat island effect, and act as carbon sinks, absorbing and storing greenhouse gases.

Stormwater Management

Integrating stormwater management features in streets presents a significant opportunity to treat stormwater at the source and reduce the quantity of run-off contributed to stormwater system. Establishing boulevards and curb extensions within streets provides the necessary space for roadside swales, rain gardens, and stormwater management features.

Street Furniture

The provision of street furniture on key walking corridors creates a more comfortable pedestrian experience and supports maintenance efforts over time. The range of street furnishings may include benches, garbage / recycle bins, planters, bike racks and other amenities. Desired locations for street furniture include Town Centre streets and other key pedestrian corridors, as well as at bus stops. Attention should be given to the placement of street furniture to ensure they do not impede pedestrian travel.

Lighting

Roadway lighting is desirable at key intersections and crosswalk locations to ensure all road users are visible at locations of possible conflict. Further, sidewalk-oriented lighting is desirable on Town Centre streets and along other key pedestrian corridors to enhance pedestrian safety / security and encourage walking at all times of day.

Curb Extensions

Curb extensions (commonly referred to as “bulb outs”) occur at the end of blocks where the curb protrudes into the roadway effectively narrowing the road width. Curb extensions reduce the pedestrian crossing distance, reduce right-turn vehicle speeds, and provide space at block ends for street trees and stormwater management. These features are to be pursued on streets with on-street parking, as well as on Town Centre streets or other streets without dedicated boulevard space. Curb extensions may also be used in combination with other traffic management devices to reduce vehicle speeds.

Curbs

The detailed treatment of the roadside should be considered relative to the streets surrounding context and intended function. Streets in urban areas typically include a concrete curb providing both drainage and structural support for adjacent sidewalk and boulevard features. Barrier curbs are most commonly used for optimal drainage function and effectively containing vehicles to the roadway. There may be cases such as on low-volume, local streets or laneways where a mountable curb may be desirable, either to allow vehicles to access adjacent parking areas or as part of a creative design solution for stormwater management and/or shared pedestrian street.

Curbs are typically not applied in rural areas. Instead a paved roadside shoulder is used, providing added space at the roadside and space for active transportation users where trails or sidewalks are not provided.

7.3 Multi-Modal Traffic Safety

Survey respondents identified safety as their second overall transportation priority. Road safety analysis was undertaken to understand where current traffic safety issues exist and to help guide locations for improvements. Improvements may take the form of changes in traffic control, geometric design improvements, or other mitigating strategies aimed at reducing speed or changing motorist behavior.

There were a total of 207 collisions in Sooke in 2017[2], an average of approximately one collision every two days. This is the highest recorded number of annual collisions and represents a steady increase over the past ten years, as demonstrated in **Figure 11**. A review of collision severity demonstrates that nearly 70% of collisions result only in property damage as shown on **Figure 12**. There was one collision resulting in a fatality in 2017, and nearly one-third of collisions resulted in an injury.

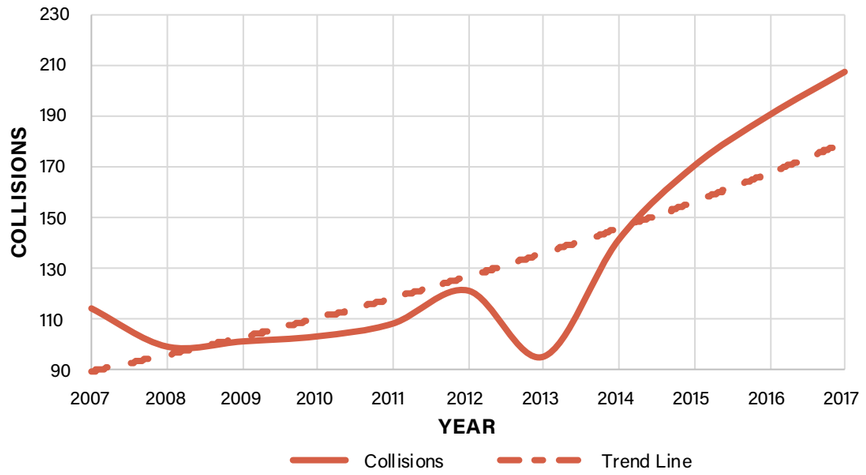


Figure 11: **Annual Collision Count, 2007 - 2017**

2. Figures include collisions on all District of Sooke and Ministry of Transportation + Infrastructure streets within Sooke, and excludes collisions in parking lots

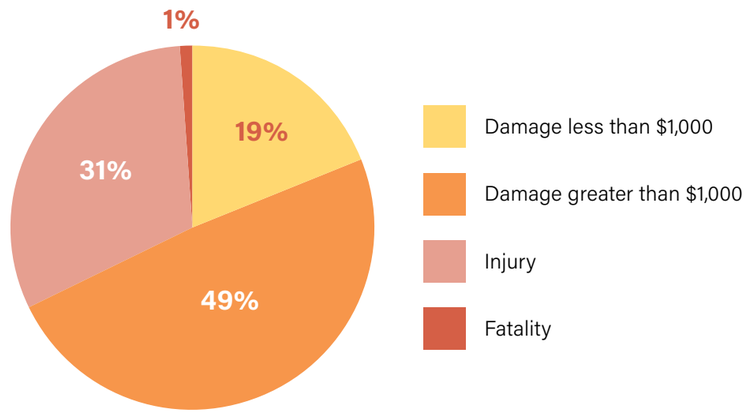


Figure 12: Collision Severity, 2017

Collision rate refers to the quantity of collisions as a ratio to overall traffic volumes. The locations with the highest collision rate (2017) are summarized in Table 1. The Highway 14 / Otter Point Road, Highway 14 / Grant Road W, and Highway 14 / Phillips Road intersection are all under Ministry of Transportation + Infrastructure jurisdiction and exhibit particularly high collision rates. These locations are to be the focus of targeted safety improvements.

Generally, intersections with the highest collision rate are along Highway 14, where traffic volumes are higher and travel speeds may exceed speeds on municipal streets. The District intends to continue to support and advocate for improvements on Highway 14 that benefit safety across all travel modes, as well as support efforts to advance a municipal by-pass route (Policy 7e).

In addition to traffic safety, the District should target improved pedestrian accommodation, particularly individuals with mobility challenges, as well as continuing to support the build-out of a safe cycling network and advancing local transit service. The real and perceived safety concerns for active transportation users is not well reflected in the collision data, and the continual build-out of the active transportation network identified in the previous sections of the TMP will help address safety concerns.

Table 1: Locations of Highest Collision Rates

Location	Jurisdiction	Total Collisions	Collision Rate
Highway 14 / Otter Point Rd	Ministry	14	2.08
Highway 14 / Grant Rd W	Ministry	17	1.98
Highway 14 / Phillips Rd	Ministry	3	1.67
Otter Point Rd / Wadams Way	Sooke	2	1.06
Highway 14 / Church Rd	Ministry	7	0.92

7.4 Neighbourhood Traffic Management

Neighbourhood traffic management (or traffic calming) is the process of changing driver behavior to more closely fit with the expectations of adjacent land use and street users, and to better align the street(s) operating characteristics with the intended function. Neighbourhood traffic management is commonly pursued to achieve one or more of the following objectives:

- Reduce vehicle travel speeds
- Reduce traffic volumes
- Discourage neighbourhood short-cutting
- Minimize conflicts between vehicles and other street users
- Improve the neighbourhood environment

Through traffic management planning and application of appropriate traffic calming devices, solutions can be created that work toward the design standards we accept and require today that promote alternative modes.

> *"Traffic calming to promote safety of those not moving in cars.*
>
> – Survey Respondent

The suite of possible traffic calming approaches includes access restriction, vertical deflection, horizontal deflection and street narrowing, surface treatments and pavement markings, and supporting approaches such as enforcement, education and technology. Each general approach includes specific traffic management devices that may be applied to achieve objectives of reduced travel speed, traffic volumes or short-cutting. Common traffic calming devices are identified in **Figure 13.**

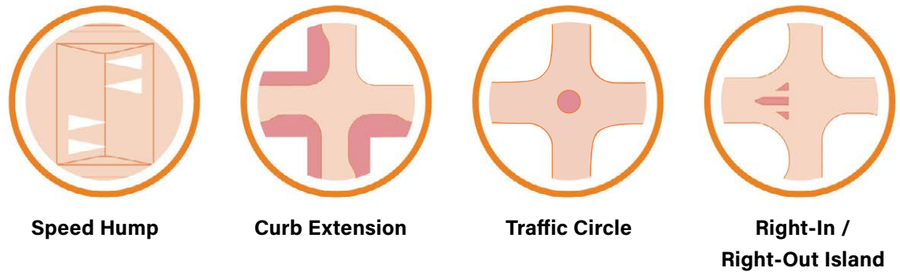


Figure 13: Common Neighborhood Traffic Management Devices

Traffic calming is most commonly applied on Local Streets where operating characteristics (speed, volume, short-cutting) exceed target levels. Traffic calming may be applied on Collector Streets to address vehicle speeding concerns, but should generally not target reduced traffic volumes or short-cutting as Collectors are intended to accommodate up to 8,000 vehicles per day. Traffic calming is not appropriate on Arterials and Highways. Further, it is important that traffic calming is applied only where required to address undesirable traffic conditions, as inappropriate applications may have adverse impact on nearby streets, cyclists, and larger vehicles unable to properly navigate the street (i.e., buses, trucks, emergency services).

The District intends to pursue neighbourhood traffic management to address locations where traffic volumes, speed or short-cutting exceed appropriate levels (Policy 7f). A traffic calming policy should be developed specific to Sooke to give clarity on the District's approach to traffic management that addresses the following:

1. How is a request for traffic calming made?
2. What conditions must be present for traffic calming to be warranted?
3. What traffic issues may be addressed with the various traffic calming devices?
4. What is the process undertaken in developing a neighbourhood traffic management plan?

Canadian Guide to Traffic Calming, 2nd Edition

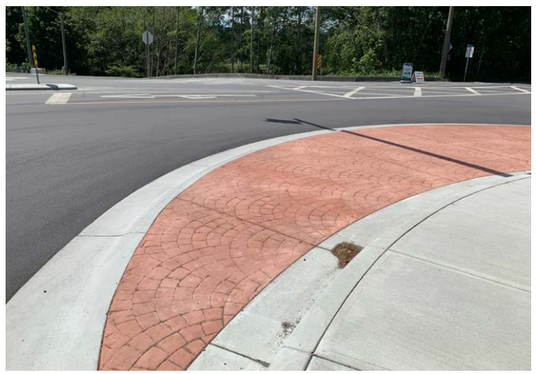
The *Canadian Guide to Traffic Calming, 2nd Edition* is the national guideline document for the planning, design and installation of traffic calming. It identifies the recommend process for developing a traffic calming plan, the applicability and effectiveness of specific traffic calming devices, and recommended design for each device.

The traffic calming policy for Sooke would be based on guidance provided in the Canadian Guide to Traffic Calming, 2nd Edition, including identifying traffic calming devices and the conditions where each are to be applied.

Sooke's Roundabout First Policy

Sooke has an established "roundabouts first" policy that is brought forward through this TMP that specifies that a roundabout is to be considered first for any intersection requiring traffic control (i.e., signalization). Commonly incorrectly identified as traffic calming, roundabouts are actually a traffic control device that may lead to improved intersection traffic performance benefits, particularly where traffic volumes are balanced on all intersection legs, as well as traffic safety benefits by eliminating the potential for severe collisions (i.e., head-on or t-bone). In order to accommodate all users safely, it is important that roundabouts are designed so that they dedicate space to people walking, people cycling, and facilitate appropriate vehicle speeds.

> *"People do not signal when exiting roundabout, or stop in the middle to let others in. Educate drivers on how roundabouts work.*
>
> – Survey Respondent



Mountable Curb Extension, Sooke River Road

Speed Humps, Golledge Avenue

7.5 Parking Design + Management

On-Street Parking

Although Sooke has allowed suites in residential development for several years, housing affordability issues and demand for varied housing choices has increased pressure for secondary suites. Each secondary suite is required to provide an additional parking space, per the Zoning Bylaw, but this only applies where the suite has been formally permitted, putting added pressure on on-street parking supply. Contributing factors include on-site driveways and garages being used for means other than parking, as well as narrow lots in more recent developments leading to a greater density of housing and more limited availability of curb space to accommodate on-street parking. The result is competing pressure for on-street parking in many of Sooke's neighbourhoods, particularly those developed more recently.

> *"People end up parking poorly and it's dangerous for kids.*
>
> – Survey Respondent

Addressing the on-street parking challenge requires both proper design of public streets, as well as land use regulations that reflect increased parking needs. The following are opportunities to ensure appropriate on-street parking:

- The Complete Street Cross Sections identify a Local Street curb-to-curb width that accommodates on-street parking on both sides and a single direction of travel. This is wider than the current Small Lot Local standard and will ensure that the functional width is provided that is required to allow for on-street parking on both sides.
- Driveways in small lot residential neighbourhoods should be staggered so that space is created for at least one vehicle to park on-street for every two properties (approx. 7-8m).

Parking in New Development

The minimum off-street parking supply required in new development is identified in Zoning Bylaw no. 600. Requirements are set forth to meet the specific need for parking for a variety of land uses and to support development that is consistent with Sooke's community aspirations. As an example, the minimum parking supply required in the Town Centre may be reduced by 50% of what it would be elsewhere, a reflection of greater levels of walking and transit use anticipated and a desire to encourage development in the Town Centre.

A number of issues were raised through the process of developing the TMP that are directly related to the current off-street parking regulations or which could be addressed through revisions to the regulations. A comprehensive review of the off-street parking requirements is proposed to ensure minimum parking supply rates are up-to-date and reflect actual parking need, as well as to identify opportunities to better align parking regulations with more current community and transportation policy directions. The review should address the following, as a minimum:

- Study parking demand characteristics in Sooke to gain an understanding of the parking needs associated with certain land uses, with detailed consideration given to the parking needs of multi-family residential uses.
- Review the approach to cash in-lieu of parking to determine if the current approach is appropriate in consideration of other means of achieving appropriate parking supply.
- Update bicycle parking requirements to ensure an appropriate supply of bike parking (Class I, Class II) and require well designed bicycle parking facilities. Refer to Section 5.4 for more detail.
- Consider requirements for development to be "EV ready" or include EV charging infrastructure. Refer to Section 8.1 for more detail.
- Consider developing guidelines on the conditions that should be met in order to justify a reduction in parking supply, including transportation demand management (TDM) opportunities to support reduced parking. Consideration is to be given to the District's interest in collecting cash in-lieu of parking versus granting variances.

Cash In-Lieu of Parking

Cash in-lieu of parking refers to the practice of collecting monies in-lieu of a portion of the off-street parking supply required per the *Zoning Bylaw*. All monies received are to be placed in a reserve fund and used toward the provision of public off-street parking. The District current allows for up to 50% of the required parking supply to be provided as cash in-lieu and only for properties outside the Town Centre. Cash in-lieu provides flexibility to land developers where the required parking supply cannot reasonably be provided and allows the District to establish funds for public infrastructure. Parking on public lands is preferable to parking on private lands as it more effectively meets the parking demand from a broader range of users.

The current cash in-lieu approach only applies to properties outside the Town Centre, where generally public off-street parking is not appropriate. This creates expectation that monies collected will be used to build public parking in the vicinity of the sites where it is being collected and leads to a potential increase in demand for on-street parking.

Further, the *Local Government Act* allows for cash in-lieu of parking monies to be committed to a reserve fund for the provision of sidewalks, cycling facilities or other non-vehicle infrastructure. Where the District is comfortable that parking demand is met in the Town Centre, consideration should be given to dedicating cash in-lieu of parking funds to building non-vehicle transportation infrastructure.

Cash in-lieu is only one of the ways to arrive at an appropriate parking supply while leveraging funds for public infrastructure such as public off-street parking and active transportation facilities. The District can also set minimum parking supply rates that meet or exceed anticipated parking demand (discussed above) and then consider variances to the minimum parking supply where certain conditions are met.

7.6 Action Items

Policy / Regulation

7.1 Update the *Official Community Plan* to reflect the new complete street network and related policies identified in the TMP, including the Hierarchy of Transportation + Mobility Priorities identified in Section 3.3.

7.2 Update the *Subdivision and Development Standards Bylaw no. 404* to reflect the street cross-sections identified in the TMP.

7.3 Review and update the *Development Cost Charge Bylaw no. 202* to ensure costs levied on future development is aligned with the TMP complete streets network and other identified multi-modal improvements.

7.4 Revise the District's Traffic Impact Assessment (TIA) standard terms of reference to incorporate updated direction in the TMP.

7.5 Establish a *Sustainable Transportation Reserve Fund* to enable use of funds collected as cash in-lieu of parking to be used to fund walking, cycling and bus stop infrastructure.

Planning / Technical Study

7.6 Complete a review of the off-street parking requirements contained in the *Sooke Zoning Bylaw no. 600* (Sections 4.8, 4.9), with consideration also of the District's cash in-lieu of parking policy.

7.7 Develop a neighbourhood traffic management policy to address concerns of traffic volumes and speed on Local Streets and clarify the conditions necessary to implement traffic calming.

Infrastructure

7.8 Improve street design by pursuing the following complete street improvement projects:

- a. Otter Point Road (between Highway 14 and Wadams Way)
- b. Throup Road (between Church Road and Charters Road)
- c. Church Road / Throup Road intersection

7.9 Improve street network connectivity by pursuing the following street extension projects:

- a. Extend Throup Road (between Charters Road and Phillips Road)
- b. Expand the Town Centre street network (Lanark Road, Goodmere Road)

7.10 Pursue identified network connectivity improvements (Brailsford Place, French Road)

7.11 Retain the ability to achieve desired long-range street network connections as land development occurs in the following areas:

- a. Eustace Road connection
- b. Pascoe Road / Sunriver connections
- c. Northwest Sooke / Broomhill connections

Collaboration

7.12 Partner with the Insurance Corporation of BC (ICBC) to identify and fund targeted safety improvement on Sooke streets.

7.13 Continue to work with the Ministry of Transportation + Infrastructure to address issues at the following intersections:

- a. Highway 14 / Otter Point Road
- b. Highway 14 / Phillips Road
- c. Highway 14 / Charters Road
- d. Highway 14 / Grant Road West
- e. Highway 14 / Church Road

8. New Mobility + Integration

The term 'new mobility' refers to new or emerging transportation modes that are typically made possible by advances in technology, both in terms of the vehicle itself and the way users plan, book, and pay for trips. These advances in technology have enabled a variety of new mobility options that were previously unavailable. Whether improvements in the efficiency of pre-existing travel options (i.e., electric vehicles), enhanced mobility options made possible by telecommunications (i.e., ride-hailing), or technology advances leading to entirely new travel modes (i.e., autonomous vehicles), new mobility options will change the way we move about Sooke.

Proactive policies and a long-term infrastructure plan for supportive infrastructure are critical to realizing the benefits of new mobility while anticipating and mitigating possible negative impacts. The following section contains a strategy in pursuit of the following new mobility options:

- Electric Vehicles
- E-Bikes
- Ride-hailing
- Transportation Demand Management (TDM)

An understanding of each new mobility option is derived from local experiences in the Capital Region (i.e., carshare, electric vehicles) and – in the absence of local application – is based on research, pilot projects and international best practices. Long-term infrastructure plans have been developed with built-in flexibility given the relative uncertainty of the timing of certain new mobility options, such as ride-hailing and autonomous vehicles.

> *Need to have better options than driving. Better transit, more sidewalks, bike lanes, car share, car pooling, etc. Also need electric charging stations.*
>
> – Survey Respondent

Key District Policies | **New Mobility + Integration**

8a. Support and encourage electric vehicle uptake by creating a network of charging stations.

8b. Support and encourage electric bicycle use by creating a safe, comfortable cycling network and secure bicycle parking that addresses concerns over bicycle theft.

8c. Address ride-hailing and other "new mobility" options as they begin to emerge in Sooke.

8d. Pursue opportunities to influence travel behaviour and reduce vehicle reliance through transportation demand management.

8e. Pursue transportation demand management (TDM) opportunities in future development to reduce overall traffic generation and support reduced parking.

8.1 Electric Vehicles

Electric, hybrid, and alternative energy vehicles are becoming more common and affordable in today's fast changing automobile market. Automobile manufacturers – Tesla, Nissan and others – struggle to keep-up with consumer demand for their popular electric vehicle (EV) models and are rapidly working to provide a broader range of EV models (i.e., minivans, pick-up trucks) and extended battery range.

Electric vehicle uptake has increased significantly in the Capital Region, although the overall number and proportion of EVs remains low. According to the 2017 *CRD Origin Destination Household Travel Survey*, approximately 1,900 of the 255,300 vehicles (0.7%) in the CRD are electric only. This number has increased from the 100 EVs identified in the 2011 survey. At the Provincial level, EV sales are rapidly increasing. BC saw 2,700 EVs sold in the first quarter of 2019, representing 6% of all vehicles sold in the province. Sales increase of 100% over the previous year, and this followed a 58% growth in sales from 2017-2018. These trends indicate that EV sales will likely continue to grow, especially as the costs of batteries decline, charging stations become more prevalent, and provincial legislation takes effect.

In May 2019, the B.C. government passed the *Zero-Emission Vehicles* Act (ZEVA), which calls for 10% of all new light-duty cars and trucks sold to be zero-emissions by 2025 and 100% by 2040. Zero emission vehicles include battery electric, plug-in hybrid electric, and hydrogen fuel-cell vehicles. To encourage this transition to take place, the Province is increasing the low carbon fuel standard to 20% by 2030, increasing the supply of renewable fuels and charging stations, and offering incentive programs for purchasing EVs, which have proven to be very popular.

The long commute travel distance for many Sooke residents makes for ideal conditions to realize the full financial and environmental benefits of EV use. While little can be done at the local level to influence the vehicles themselves, the District intends to address 'range anxiety' and encourage EV-uptake in Sooke by ensuring appropriate access to EV charging stations (Policy 8a). Three charging station types are available – Level 1, Level 2, Level 3. The characteristics of each charging station type are described in **Table 2**.

> *"Thank you to the District of Sooke for installing EV charging stations at Village Foods.*
>
> – Survey Respondent

What is 'Range Anxiety'?

Range anxiety is a reference to an EV's battery range and the fear among EV drivers that they may not have access to a charging station before their battery is fully depleted. Range anxiety is best addressed through a well-distributed public charging network, particularly on corridors accommodating longer distance trips, and providing appropriate signage and information on the available charging station locations.

Table 2: Electric Vehicle Charge Station Characteristics

Type	Level 1 AC, 120V	Level 2 AC, 240V	Level 3 DC fast charging
	Level 1 charging stations utilize household outlets that provide 120V of AC power (120V). This type of charging is cheapest and typically involves little to no infrastructure, but is the slowest of the three charging station types.	Level 2 charging stations provide a higher amount of AC power and require their own circuit (similar to household appliances). These are the most common form of public charging and costs are significantly less than Level 3 charging stations.	Level 3 charging stations provide the fastest charging option, although installation costs are significantly higher than other types. These stations appeal to EVs needing a "top up" during longer distance trips that approach or exceed battery range.
Cost (approx.)	**$500** retrofit	**$2,500 - $15,000+** Installation cost	**$75,000+** Installation cost
Charge Time	**3–8 km** per hour of charge time **8-12 hrs** for a full charge	**18–45 km** per hour of charge time **4-6 hrs** for a full charge	**90-150 km** per hour of charge time **0.5-1 hr** for a full charge
Common Uses	Charging at home or at work (all day)	Charging at home, at work, or "on the go"	Charging "on the go", commonly on a long trip

Public EV Charging Station Network

As of 2019, the public EV charging station network consists of five locations in Sooke, approximately 130 locations in the Capital Region, and over 1,000 locations across B.C.. The five public charging locations in Sooke are described in **Table 3**. The majority of public charging locations provide Level 2 charging, including all five locations in Sooke. There are also a number of private residential EV charging stations that are visible on wiki-based charging station mapping services. Further, the District has pending plans for six additional Level 2 charging stations in the Town Centre.

Table 3: **EV Charging Stations in Sooke (as of December, 2019)**

	LEVEL	COST	ACCESS
Sooke Harbour House, 1528 Whiffin Spit Road	2	Free to hotel guests	24 hours
Prestige Oceanfront Resort, 6929 West Coast Road	2	Free to hotel guests	24 hours
Village Foods, 6661 Sooke Rd	2	Free	24 hours
SEAPARC Leisure Complex, 2168 Phillips Road	2	Free	24 hours
T'Souke Nation, 2154 Lazaar Sooke	2	Free	24 hours*

Wiki-based EV Charging Maps

Given the rapid changes in the EV charging network, wiki-based services are the most effective means of identifying EV charging station locations and ensuring information is up-to-date. Popular map services include PlugShare (www.plugshare.com) and ChargeHub (www.chargehub.com). These services allow users to search for different charging station and plug types, plan EV trips, and share charging station reviews to help other drivers.

Additional EV charging stations will be required in the future to meet the increasing demand for EV charging. As outlined in the CRD's *Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide* , the objectives for the build-out of the network should be to alleviate "range anxiety", accommodate EV owners without access to at-home charging (i.e., "garage orphans"), create public awareness and exposure, and support equitable access to charging irrespective of income or housing type. Candidate locations for the addition of publicly accessible Level 2 charging stations are as follows:

- At identified Park-and-Ride locations (Sooke River, Connie Road, Grant Road)
- The new Sooke Library
- Additional charging stations in the Town Centre (once demand indicates the need)

Consideration may also be given to installing a Level 3 charging station along Highway 14 as a location to "top up" as part of longer distance trips, with specific consideration given to a location in the Town Centre that offers services within walking distance.

EV Charging in Development Regulations

Development regulations required through the *Zoning Bylaw* present the opportunity to ensure appropriate EV charging considerations are included in new development. Where a small number of communities require dedicated EV charging infrastructure is provided, even in the absence of existing demand for charging, others require that steps are taken to ensure developing is "EV ready" if / when future occupants seek to install charging stations. This approach to requiring new development to be "EV ready" allows for the future installation of EV charging station when demand dictates and does not represent a significant cost for developers / builders in the interim.

The following development regulations should be considered for inclusion in the District's *Zoning Bylaw*:

- **Residential Uses –** All parking spaces intended for residents (i.e., excluding visitor parking spaces) should include an energized outlet capable of providing Level 2 charging and labelled for EV charging (up to $500/du to provide a 40A 240V circuit and outlet).
- **Commercial Uses –** 10% of all commercial parking spaces should be provided with an energized outlet capable of providing Level 2 charging.

Capital Region Local Government Electric Vehicle (EV) and Electric Bicycle (E-Bike) Infrastructure Planning Guide

This resource document for local governments was developed by the Capital Regional District in 2018 to guide various aspects of EV charging infrastructure. As the District considers new development regulations requiring EV charging, reference should be made to the CRD document to understand some of the key challenges associated with regulations, including the development costs associated with installing chargers and issues with chargers in strata buildings.

Fleet Vehicles

As the District's light-duty fleet vehicles require replacement, consideration should be given to electric and alternative fuel vehicles in their place to reduce GHG emissions associated with municipal operations and to lead by example. Numerous compact, mid-sized, and crossover EV models are currently available and could replace the District's fleet of passenger vehicles. Further, several major automobile manufacturers will be bringing electric light-duty trucks and vans to the market in the coming years that may be suitable to replace the District's field vehicles used for Parks and Public Works functions. As a starting point, hybrid vehicles may be considered in advance of charging infrastructure being made available.

8.2 E-Bikes

E-Bikes are electric bicycles with an electric motor of 500 watts or less and functioning pedals that are typically limited to a top speed of 32 km/h (without pedalling). The amount of assistance the motor supplies depends on the size of the motor - smaller motors work to only assist the rider's pedaling and larger, more powerful, motors can propel the bike without the assistance of pedaling.

> *"E-bikes turn recreation into transportation. Life changing!*
>
> – Survey Respondent

E-Bikes could be an attractive travel option for Sooke residents for the following reasons:

1. Travel distances within Sooke can be quite long and beyond the range that many residents are comfortable riding on a conventional bicycle. The assistance provided by an E-Bike may make it a reasonable alternative to a conventional bicycle.
2. Sooke has hilly terrain and, where steep slopes may result in cycling being unsuitable for some, the assistance provided by an E-Bike may make cycling possible for certain Sooke residents.
3. A number of Sooke residents travel to other Westshore communities each day for employment and shopping, as was highlighted in Section 2. The Galloping Goose Regional Trail presents an excellent cycling opportunity and the approximately 20-km trip may be more attractive to some with the assistance and travel speeds of an E-Bike.

The *CRDs Local Government Electric Vehicle and Electric Bike Infrastructure Planning Guide* describes the key barriers to E-Bike uptake to be as follows:

1. Their high purchase price;
2. A fear of theft due to a lack of secure bicycle parking;
3. User safety concerns (i.e., a lack of familiarity with e-bike operations and lack of safe bicycle infrastructure); and
4. The social stigma associated with a power assisted bicycle.

While the District cannot directly influence the purchase price of E-Bikes and the associated social stigma, the build-out of the long-term cycling network identified in the TMP will provide safe, attractive cycling facilities that will encourage more cycling, including E-Bike users. Further, the review of bicycle parking requirements identified in Section 5 will ensure appropriate supply, design and security of bicycle parking facilities, including charging facilities (Policy 8b).

8.3 Ride-Hailing

Ride-hailing is powered by technology that matches travelers with vehicles and drivers. Customers use ride-hailing apps to enter their origin and destination, as well as other optional trip specifications such as preferred pick-up time and vehicle capacity (i.e., minivan). These inputs are then matched with a driver among the independent drivers within the ride-hailing fleet who is available and willing to complete the requested trip for the specified price. The prevalence of ride-hailing and ride-hailing service providers (most notably Uber and Lyft) has grown significantly over the past five years in communities throughout North America and internationally.

The Province has recently released new legislation to make ride-hailing legal in B.C.. As of September 2019, companies were eligible to apply to the Passenger Transportation Board for a license allowing them to operate (at the time of writing, ride-hailing service providers Uber, Lyft, TappCar, and Kater had each indicated they are submitting applications). Since that time, the Province's first ride-hailing service has been approved and is said to be covering most of Vancouver Island. While the service will take time to roll-out, it is indicative of the rapidly changing transportation landscape. The supply, operating areas, and fare charges associated with ride-hailing are to be set at the provincial level. Municipalities set business license requirements, issue business licenses and regulate through street and traffic bylaws, but cannot prohibit ride-hailing companies from operating within their community.

While now legal in B.C., it will likely still be some time before ride-hailing emerges in Sooke specifically. Like traditional taxi services, an effective ride-hailing service would generally enhance mobility, provide another travel option to help support individuals living without a vehicle and prove valuable to visitors travelling between Sooke's hotels and the Town Centre or other destinations. The District should consider the following actions once ride-hailing has been made legal in B.C. and is functioning in Sooke:

- Consider the need for infrastructure in support of ride-hailing, including designated pick-up / drop-off zones at key locations in the Town Centre.
- In cooperation with BC Transit, explore opportunities to supplement local transit service with ride-hailing service, either to address gaps in transit coverage or gaps in the service schedule.

Green Coast Ventures

In late 2019 Green Coast Ventures was the first ride-hailing operator to be approved to operate in B.C.. Their licences permits them to operate in all areas of Vancouver Island with the exception of the Capital Regional District, with their business model focusing on small communities. This operator or others yet to secure licensing may present the opportunity for ride-hailing in Sooke.

8.4 Demand Management

Transportation Demand Management (TDM) refers to initiatives geared toward improving the efficiency of the transportation network, encouraging alternatives to single-occupant vehicle travel, and facilitating behavioural change. Policies, services, programs, and products are used to influence where, when, why, and how people travel to support and help realize Sooke's environmental sustainability objectives (Policy 8d).

Improve Sustainable Transportation Options

The foundational element of a TDM program is attractive, comfortable, and efficient alternatives to motor vehicle travel, particularly focusing on reducing single occupancy vehicle trips. This means improving the active transportation network and transit services in Sooke consistent the direction provided in the TMP.

Opportunities to further facilitate sustainable transportation are also realized through land use planning with supportive policies and regulations. Examples for Sooke include:

- Establish development standards that include appropriate sidewalk and cycling facilities to ensure high-quality, safe active transportation infrastructure is created concurrent with new development.
- Ensure appropriate short- and long-term bicycle parking supplies, including opportunities for E-Bike charging.
- Require that new development is EV-ready by including the necessary infrastructure to accommodate EV charging stations when required.
- Establish minimum parking supply rates that meet but do not exceed the expected parking demand.

Manage Motor Vehicle Travel

Motor vehicles will continue to play an important role in Sooke's transportation system. TDM strategies can be implemented to maximize existing motor vehicle infrastructure and encourage shared trips and fuel-efficient vehicles. Pursuing carsharing, providing EV charging infrastructure, and utilizing traffic calming are examples of managing motor vehicle travel.

Parking policies and regulations that manage supply, pricing, and convenience are crucial to nudging people towards more sustainable transportation modes, while still accommodating those who require parking. Priority parking programs that reserve spaces for carpooling, carshare vehicles, electric vehicles are an important tool. The District can work with employers and institutions to help implement these parking regulations on private property.

Education

In addition to improving sustainable transportation infrastructure and managing motor vehicle travel, the District can implement a wide range of education and encouragement initiatives to further promote sustainable transportation. The first step is to create an online information portal on the District's website and social media channels that gives residents and visitors all the information they need to get around Sooke in an active and sustainable way. This should include maps, trip planning information, calculators, and information on additional transportation programs and services.

Further transportation education can be provided in the form of cycling skills courses, bicycle repair workshops, transit information sessions, and open sessions on transportation planning initiatives in the District. Individualized education campaigns should be directed at different segments of the community, including elementary and secondary students, workplaces, seniors, and the general public.

Encouragement

The District should also host or support encouragement events that actively promote sustainable transportation. Fun promotional events such as Bike to Work/School Week or Transit Fare Discount Days can encourage people to try new modes of transportation by offering discounts, prizes, and friendly competition. These events represent perfect opportunities to partner with community organizations and other stakeholders. They can be repeated seasonally or annually to help build community and momentum.

Schools and workplaces represent two key focuses for TDM programs. School Travel Planning programs such as the CRD's Ready Step Go program that establish safe and active routes to school can help children develop healthy and sustainable travel habits from an early age, while also decreasing congestion around schools. The new DeMamiel Creek crossing will provide a new option for students to walk or bicycle to Ecole Poirier Elementary and Journey Middle School that could be featured. Bicycle skill training workshops and "Bike Rodeos" are a fun way to ensure that children are comfortable and competent on two wheels. Other programs like "Walking School Buses" and transportation buddy programs are useful for helping busy parents get their students to school in a safe and active way.

Workplace employment programs that encourage sustainable transportation are another TDM tool. Employers can provide travel allowances or create incentive programs that make it cheaper and easier to take transit or ride a bicycle. Ride sharing programs can also be implemented in order to reduce the overall number of commuter trips. Alternative working arrangements, such as telecommuting and flexible work schedules, can also make it easier for employees to cut down on motor vehicle trips. Finally, for companies that have vehicle fleets, consideration should be given to "greening" the fleet by upgrading to alternative fuel types and more efficient vehicles or reducing their fleet by utilizing carshare vehicles.

Larger community events such as concerts or local festivals should include a sustainable transportation plan that encourages alternate transportation methods. This could include establishing a "bike valet" for secure, supervised bicycle parking, temporarily increasing transit service, and implementing pick up/drop off zones in place of regular parking spots.

Coordination + Partnerships

Successfully TDM implementation requires commitment, coordination, and resources in place at the District level to oversee programs and collaboration efforts. This requires an appointed staff member(s) and dedicated staff function.

Partnerships should be made with external stakeholders such as adjacent jurisdictions, local employers and institutions, the School District, and community organizations in order to maximize the effectiveness of TDM programs. A pilot program approach with key employers in the Town Centre is an opportunity to test the effectiveness of TDM locally.

Another opportunity is through land development, specifically where a parking variance is requested or identified in a TIA as an opportunity to reduce site traffic generation.

8.5 Action Items

Policy / Regulation

8.1 Update parking requirements to include provision of charging facilities for vehicles and E-Bikes at new residential and business/commercial locations.

8.2 Develop formal criteria that identify the TDM opportunities to support a variance in parking supply.

8.3 Consider parking variances for multi-family residential development where the application includes the provision of a carshare vehicle, memberships for residents, and/or a subsidy / credit toward carshare use.

8.4 Incorporate electric and alternative energy vehicles into the District's vehicle fleet.

Planning / Technical Study

8.5 Study the need for support infrastructure for ride hailing including identified multi-modal hubs and monitor ride-hailing progress in the region.

8.6 Undertake regular updates to the TMP in recognition of the high degree of long-term uncertainty posed by emerging transportation options such as ride-hailing and autonomous vehicles.

Collaboration

8.7 Work with businesses and community partners to identify and incentivize future locations for public electric vehicle charging stations, including identifying candidate locations for Level 3 charging stations.

C

The Plan

9. Achieving Our Vision

The Sooke TMP articulates a long-term plan for the District to achieve this vision that includes transportation infrastructure improvements, as well as programs and policies. The TMP was developed in consultation with Sooke residents and stakeholder organizations to ensure that key directions and specific action items represent the community's priorities.

The following section is the TMP implementation strategy. It contains itemized actions that the District intends to pursue over the next ten year (up to 2030), all working toward realizing the long-term plan. These include not only actions that the District intends to pursue, but also opportunities for enhanced mobility through joint partnership with other organizations, as well as policies and regulations to help realize the long-term plan through future land development.

The vision for the Transportation Master Plan is as follows:

Sooke is a community where people of all ages and abilities meet their day-to-day mobility needs using a variety of travel options that are convenient, safe, connected and support Sooke's aspirations to be a healthy, vibrant and sustainable community.

9.1 Prioritization + Phasing

The TMP is intended to guide investments in Sooke's transportation system over the next ten years. Identified investments have been considered on short-, medium- and long-term timeframes, as well as with consideration for future possibilities beyond the life of the TMP.

The timeframes are generally defined as follows:

The time horizons identified below are a "best guess" at when identified investments are anticipated to be necessary based on projected population growth and development, associated changes in transportation demand patterns, and the ability to financial investments. Capital planning and implementation will be responsive to changes in the rate of future growth and consider the conditions that should be achieved to warrant the investment, rather than treating the time horizon as absolute.

Short-Term Improvements

0 – 5 years

Investments in the transportation system that can reasonably be made within the first five years of the TMP, which generally include projects that are of highest priority as well as those that are low cost and relatively easy to implement.

Medium-Term Improvements

5 – 10 years

Investments in the transportation system intended for the five- to ten-year timeframe, which generally include significant projects that may not reasonably be achieved within the first five years as well as those that are low cost and relatively easy to implement but of a lower priority than those identify for the first five years.

Long-Term Improvements

10 – 20 years

Investments in the transportation system that are intended for the ten- to twenty-year timeframe and, while likely beyond the life of the TMP, it is anticipated they will be pursued in future and proactive planning and budgeting is suggested.

Future Possibilities

20 years + beyond

Projects that are not intended to be pursued within the timeframe of the TMP, but which the District and partner agencies should work to maintain the ability to implement these changes if/when conditions change and these projects are warranted.

9.2 Action Plan

An implementation approach is identified below with specific, targeted actions to guide the efforts of the District of Sooke and partner organizations in implementing the TMP over the next ten years. The following tables summarize the identified actions for Walking + Rolling, Cycling, Public Transit, Complete Streets and New Mobility + Integration. Each action item includes an indication of the project type, timeframe and leadership, described as follows:

Timeframe

While the TMP considers the long-term transportation network, including possibilities 20 years and beyond, the focus of implementation is on **short-** and **medium-term** action items. These are the priority action items that can reasonably be achieved over the next ten years and are aligned with the District's long-term vision and objectives

Leadership

Successful implementation of the TMP will require both the dedication of resources – financial and otherwise - and a commitment to collaboration between various organizations. Many of the identified action items are to be initiated by the District of Sooke, while others require the cooperation of other organizations such as the Ministry of Transportation + Infrastructure, BC Transit, neighbouring local governments, and community groups.

Action Type

A variety of actions are identified, ranging from capital investment in infrastructure to supporting policies and programs. Each action type is defined below:

Policy / Regulation	Actions focused on the development of new or altered policies, regulations or procedures intended to positively impact future transportation conditions.
Planning / Technical Study	Areas where further planning or technical study is suggested to develop a greater understanding of key issues and/or to develop more detailed solutions.
Infrastructure	Specific investments in transportation infrastructure that are identified in the TMP to enhance the multi-modal network.
Programs	Identified transportation program initiatives to enhance mobility through education, promotion, enforcement or related approaches.
Collaboration	Targeted opportunities to work with other organizations and local partners to advance strategic transportation initiatives.

ACTION ITEMS | **WALKING + ROLLING**

		Timeframe	Leadership
4.1	Establish a Reserve Fund for cash-in-lieu of frontage works that include sidewalks to support the implementation of Walking + Rolling projects identified in the TMP.		District
4.2	Update Subdivision and Development Standards Bylaw no. 404 to include updated cross sections, active transportation, and street furnishing standards to ensure consistency and support installation throughout Sooke.		District
4.3	Update the Traffic and Highways Regulation Bylaw No. 67 to include snow clearing priorities that reflect the general hierarchy of pedestrian facilities identified in the TMP.		District
4.4	Seek appropriate pedestrian connections in all development applications, including pedestrian access through strata lots where appropriate and walkways at cul-de-sac ends.		District
4.5	During the development review process, ensure best practices with respect to active transportation infrastructure design, universal design, and CPTED are met.		District
4.6	Invest in walking facilities identified in the Future Walking Network that connect neighbourhoods to key destinations such as the Town Centre, schools, parks and community amenities.		District
4.7	Identify key crossing locations for seniors on Highway 14 and work with the Ministry to ensure crossing times are adequate for slower walking speeds (both intersections and flashing beacons).		District
4.8	Improve accessibility and pedestrian connectivity by pursuing the following improvement projects: a. Rhodonite Drive / Arranwood Drive b. Charters Road c. Phillips Road d. Beaton Road/ Pyrite Drive		District
4.9	Develop and follow a capital program for prioritizing new or upgraded sidewalks and pedestrian facilities.		District
4.10	Establish and fund an Accessible Infrastructure Improvement Program with the goal to prioritize age-friendly investment and accessibility upgrades over the next five years.		District
4.11	Continue to participate in the CRD's Ready Step Roll program by allocating funds and prioritizing and implementing program recommendations annually.		District, CRD
4.12	Seek funding to support investments in accessible infrastructure through external sources		District

ACTION ITEMS | **CYCLING**

		Timeframe	Leadership
5.1	Review requirements for short- and long-term bicycle parking, E-Bike charging opportunities, and end-of-trip facilities to ensure they reflect anticipated future needs.		District
5.2	Develop a wayfinding strategy to help identify the on-street and off-street active transportation network including trails and associated parks.		District
5.3	Invest in cycling facilities identified in the Cycling Network that enhance cycling connections throughout Sooke and provide safe, comfortable places to bicycle.		District
5.4	Provide enhanced bicycle intersection crossing treatments on identified cycling corridors.		District. Ministry
5.5	Invest in the necessary equipment to maintain all types of proposed cycling facilities.		District
5.6	Improve transit and cycling integration by investing in bicycle parking and other end-of-trip facilities at defined Park-and-Ride and Mobility Hub locations.		District, Ministry, BC Transit
5.7	Improve cycling connectivity by pursuing the following priority cycling improvement projects: a. Rhodonite Drive / Arranwood Drive b. Church Road c. Beaton Road / Pyrite Drive d. Phillips Road		District
5.8	Work with applicable groups to establish bicycle and motorist education campaigns as part of the implementation of lesser known cycling facility types, such as neighbourhood bikeways.		District
5.9	Support the development of cycling education programs.		District
5.10	Develop a bicycle count / monitoring program.		District
5.11	Work with event coordinators and partners to provide temporary bicycle parking at large community events.		District
5.12	Actively pursue external funding and grant opportunities, including preparing the necessary planning and design work to meet various grant criteria.		District

ACTION ITEMS | **PUBLIC TRANSIT**

		Timeframe	Leadership
6.1	Update appropriate District policies, including Community Amenity policy, to ensure bus stop amenities are considered and included in development considerations and applications.		District
6.2	Plan for an additional transit exchange location on Wadams Way by determining changes in bus routing, studying functional requirements, and ensuring the Lot A site design includes supportive land use and direct walking connections between transit facilities and the Town Centre.		District, BC Transit
6.3	Expand and connect the network of Arterial and Collector Streets (as outlined in Section 7) to create opportunities for more effective transit routing in future.		District
6.4	Develop a full inventory of existing bus stop conditions and amenities as a basis for prioritizing bus stop improvements.		District
6.5	Prioritize increased service levels on regional routes to ensure demand for transit in/out of Sooke continues to be met.		District, BC Transit
6.6	Prioritize improving the effectiveness of local transit routes and extending service improvements to the Broomhill and Sunriver neighbourhoods.		District, BC Transit
6.7	Seek opportunities to upgrade bus stops concurrent with adjacent infrastructure improvements and/or as new development occurs.		District
6.8	In coordination with the Ministry of Transportation + Infrastructure and BC Transit, establish mobility hubs to facilitate walking and cycling to access regional transit at the following locations: a. Highway 14 / Church Road b. Highway 14 / Whiffin Spit Road c. Highway 14 / Phillips Road d. Grant Road W / Maple Avenue N		District, Ministry, BC Transit
6.9	Support BC Transit's service planning and service improvement initiatives to achieve improvements to local transit routes.		District, BC Transit
6.10	Continue to support the Ministry of Transportation + Infrastructure and BC Transit in on-going and future improvements at the Sooke River, Connie Road and Grant Road park-and-ride locations.		District, Ministry, BC Transit
6.11	Coordinate with School District no.62 to determine school bus drop-off / pick-up needs.		District, School District
6.12	Seek funding to support investments in bus stops through BC Transit and other organizations.		District, BC Transit

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ACTION ITEMS | **COMPLETE STREETS**

		Timeframe	Leadership
7.1	Update the Official Community Plan to reflect the new complete streets network and related policies identified in the TMP, including the Hierarchy of Transportation + Mobility Priorities identified in Section 3.3.		District
7.2	Update the Subdivision and Development Standards Bylaw no. 404 to reflect the street cross-sections identified in the TMP.		District
7.3	Review and update the Development Cost Charge Bylaw no. 202 to ensure costs levied on future development is aligned with the TMP complete streets network and other identified multi-modal improvements.		District
7.4	Revise the District's Traffic Impact Assessment (TIA) standard terms of reference to incorporate updated direction in the TMP.		District
7.5	Establish a Sustainable Transportation Reserve Fund to enable use of funds collected as cash in-lieu of parking to be used to fund walking, cycling and bus stop infrastructure.		District
7.6	Complete a review of the off-street parking requirements contained in the Sooke Zoning Bylaw no. 600 (Sections 4.8, 4.9), with consideration also of the District's cash in-lieu of parking policy.		District
7.7	Develop a neighbourhood traffic management policy to address concerns of traffic volumes and speed on Local Streets and clarify the conditions necessary to implement traffic calming.		District
7.8	Improve street design by pursuing the following complete streets improvement projects: a. Otter Point Road (between Hwy 14 and Wadams Way) b. Throup Road (between Church Rd and Charters Rd) c. Church Road / Throup Road intersection		District
7.9	Improve street network connectivity by pursuing the following street extension projects: a. Extend Throup Road (between Charters Road and Phillips Road) b. Expand the Town Centre street network (Lanark Road, Goodmere Road)		District
7.10	Pursue identified network connectivity improvements (Brailsford Place, French Road)		District
7.11	Retain the ability to achieve desired long-range street network connections as land development occurs in the following areas: a. Eustace Road connection b. Pascoe Road / Sunriver connections c. Northwest Sooke / Broomhill connections		District
7.12	Partner with the Insurance Corporation of BC (ICBC) to identify and fund targeted safety improvement on Sooke streets.		District, ICBC
7.13	Continue to work with the Ministry of Transportation + Infrastructure to address issues at the following intersections: a. Highway 14 / Otter Point Road b. Highway 14 / Phillips Road c. Highway 14 / Charters Road d. Highway 14 / Grant Road West e. Highway 14 / Church Road		District, Ministry

ACTION ITEMS | **NEW MOBILITY + INTEGRATION**

		Timeframe	Leadership
8.1	Update parking requirements to include provision of charging facilities for vehicles and E-Bikes at new residential and business/commercial locations.		District
8.2	Develop formal criteria that identify the TDM opportunities to support a variance in parking supply.		District
8.3	Consider parking variances for multi-family residential development where the application includes the provision of a carshare vehicle, memberships for residents, and/or a subsidy / credit toward carshare use.		District
8.4	Incorporate electric and alternative energy vehicles into the District's vehicle fleet.		District
8.5	Study the need for support infrastructure for ride hailing including identified multi-modal hubs and monitor ride-hailing progress in the region.		District
8.6	Undertake regular updates to the TMP in recognition of the high degree of long-term uncertainty posed by emerging transportation options such as ride-hailing and autonomous vehicles.		District
8.7	Work with businesses and community partners to identify and potentially incentivize future locations for public electric vehicle charging stations, including identifying candidate locations for Level 3 charging stations.		District, Local Business

9.3 Capital Costs

Cost estimates have been established for all infrastructure projects included in the ten-year action plan. Capital cost estimates not only assist the District in planning expenditures on future infrastructure projects, they also provide useful information as part of land development negotiations and provide a basis for discussions and applications for external funding, such as grants.

All costing is Class D (2020 $) estimates based on concept level information using unit rates for linear works and intersection improvements. Cost estimates include 25% engineering and communications as well as 40% contingency. Cost do not include property and other significant impact that could increase overall cost and exclude projects that fall within Ministry jurisdiction.

Cost estimates presented here should not be used for budgeting purposes. Each infrastructure project will require a functional design to identify exact project scope, impacts and mitigation requirements before the cost estimate can be confirmed. It is also best practice to engage the community that may be impacted by specific projects in the process of design.

As is, the costs do not include other major items such as property, utility and environmental, as well as staff resources and stakeholder engagement for each improvement. It should also be noted that the identified ten-year improvements do not imply a financial commitment from the District or any other agency.

The level of investment required to implement the ten-year infrastructure improvements identified in the TMP is $19.2-million. This figure addresses only capital costs associated with infrastructure projects, and does not include costs associated with District Council, staff or external consultant resources required to carry out identified policy / regulation, study, programs or collaboration action items.

The following table is a prioritized list of infrastructure projects with cost estimates provided for each. A capital prioritization process will be required to establish shorter-term capital plans for investment by the District. Prioritization should be based on the following criteria:

- **Direct Benefit –** How well the project addresses a short-term need to address safety, operational, connectivity or other issue.
- **Long-Term Goals –** How well the project aligns with the District's long-term goals expressed in the OCP, TMP and other planning documents.
- **Cost –** The capital and maintenance cost associated with the project, with consideration for the District's overall ability to fund transportation infrastructure.
- **Public Support –** The level of public support that has been shown for the project.
- **Other –** Other considerations that may impact the priority and timing of a project, including:
  - Coordination with other District infrastructure projects
  - Coordination with nearby land development
  - External funding opportunities

		Project Length	Estimated Cost
Otter Point Road Streetscape Upgrade (7.8a) Streetscape improvements between Highway 14 and Wadams Way that address congestion at Highway 14 and improve walking and cycling conditions		400m	$1.5M
Throup Road Extension (7.9a) Throup Road extension between Charters Road and Phillips Road		525m	$4.4M
Rhodonite Drive / Arranwood Drive Active Transportation Upgrades (4.8a, 5.7a) Upgraded pedestrian and cycling facilities on Rhodonite Drive between Otter Point Road and Ecole Poirier Elementary School		1.3km	$1.4M
Brailsford Place Connection (7.10) Connect the west and east sections of Brailsford Place by removing the barrier currently in-place and alter design to provide a continuous Local Street standard		--	$120,000
Phillips Road Active Transportation Upgrades (4.8c, 5.7d) Sidewalks and cycling facilities on Phillips Road between Highway 14 and the future Throup Road intersection		500m	$2.7M
Charters Road Sidewalk (4.8b) Sidewalk installation on Charters Road between Highway 14 and Throup Road / Journey Middle School		550m	$800,000

		Project Length	Estimated Cost
Beaton Road / Pyrite Drive Active Transportation Upgrades (4.8d, 5.7c) Sidewalks and cycling facilities on Beaton Road and Pyrite Drive between Otter Point Road and Grant Road		850m	$1.2M
Church Road Cycling Improvements (5.7b) Improved cycling facilities on Church Road between Highway 14 and Rhodonite Drive		1km	$1.75M
Church Road / Throup Road Roundabout (7.8c) Install a roundabout to accommodate added traffic, consistent with 2009 Transportation Master Plan		--	$825,000
Throup Road Streetscape Upgrade (7.8b) Streetscape improvements to Throup Road between Church Road and Charters Road		500m	$3.6M
French Road Connection (7.10) Extend French Road South approximately 100m north to connect with French Road North at Maple Avenue		100m	$590,000
Bus Stop Improvements (6.4) Funding for bus stop improvements ($20,000 per location, 10 locations)		--	$200,000
Accessibility Improvements (4.10) Funding for targeted accessibility improvements		--	$100,000
			$19.2-million

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9.4 Funding + Partnerships

The following section describes approaches to be used to support public investments toward the implementation of the TMP. All available sources of funding should be pursued and, as funding opportunities change regularly, the information in this section is subject to change. The District should regularly be in contact with all levels of government to keep up to date on current funding opportunities.

General Revenues	The TMP directions are to be integrated into the District capital planning, reflecting the level of priority given to various projects. This may require adjustments to capital funding levels to realize improvements on the timeframe identified in the TMP. Opportunities to achieve transportation improvements through utility, parks and trails, and other capital projects are also to be explored.
Development Cost Charges (DCCs)	The District will be updating the DCC program based on the implementation section of this TMP, as well as inputs from the PTMP and other technical and capital planning inputs. Updating the DCC Bylaw to include projects identified in the TMP is necessary for ensuring the timely delivery of these projects, and that new development contributes its fair share toward improving the transportation network. The District should also leverage transportation investments through the planning process and development rezoning. The implementation of projects in the TMP can be encouraged through a number of developer-funded implementation tools - public realm or frontage improvements, Community Amenity Contributions (CACs), density bonusing contributions, and Zoning Bylaw updates inline with TMP objectives. Using revenues from parking cash in-lieu contributions is another mechanism to fund new active transportation and transit facilities. The District should also consider formalizing or enhancing policies regarding developer required frontage upgrades (typically within the SDS Bylaw), as well as exploring the opportunities of requesting CAC contributions on a per unit basis for walking, cycling and transit infrastructure at the rezoning stage.
Provincial Programs + Initiatives	The Province administers the Active Transportation Infrastructure Funding program (previously known as BikeBC). Funded projects promote active travel modes to work, school or errands. Funded projects can also generate tourism-related traffic based on their proximity to amenities and points of interest for tourists, and through linkages to other communities. To ensure maximum success at obtaining grant funding, the District should have grant-ready concepts pre-developed for application.
Federal Funding	There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.
Green Municipal Fund	The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of $550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
Carbon Tax Rebate	Each municipality that has signed the Climate Action Charter receives an annual rebased based on completion of the CARIP form. As a CARIP community, the District could choose to direct this funding towards sustainable transportation projects.
ICBC	ICBC provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program and other ICBC programs (i.e., Speed Watch Program, Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools.
Private Sector	Many corporations wish to be good corporate neighbours - to be active in the community and to promote environmentally-beneficial causes.

9.5 Monitoring Strategy

A monitoring strategy is essential to ensure the TMP is being implemented as intended and to determine whether the plan is achieving its goals. Monitoring provides a means of identifying changing conditions which would require changes to the TMP as they are needed to ensure the TMP continues to meet the community's needs.

The following considerations for monitoring are focused on transportation networks, but incorporating projects such as trail improvements from the PTMP may further support the walking or cycling networks' development and should also be monitored. The following is critical to the success of the monitoring strategy:

- **Measurable.** The monitoring program needs to establish criteria that are readily measurable and for which data or information can be easily obtained
- **Manageable.** The monitoring program needs to take into account the resource limitations of the District and limit the number of measures
- **Meaningful.** The monitoring strategy should yield meaningful results and highlight the success in achieving the actions of this Plan

Monitoring efforts are to focus on two components – progress toward implementing the TMP, outcomes / impact of TMP implementation. The District is to conduct monitoring every one to two years, based on data availability. The following are the items that are to be included in monitoring efforts:

GHG Emissions

- Transportation-related GHG emissions are to be monitored against GHG emissions targets identified in the OCP

TMP Implementation

Infrastructure Projects:

- Number and length of sidewalk projects (% of overall complete street network)
- Number and length of bicycle network projects (% of overall complete street network)
- Number of transit improvement projects
- Number of complete street network improvements

Investment Levels:

- Annual investment levels in each mode of transportation in relation to overall transportation capital investments

Outcomes / Impact

Mode Share:

- Walking (%)
- Cycling (%)
- Transit (%)
- Vehicle (%)

Mode splits may be measured using Census data, which is a measure of commute travel habits. "Hands up" surveys may also be used at schools or other activity centres to establish measures among non-commuting portions of the population.

Safety:

- Number of reported vehicle collisions per year
- Number of reported vehicle collisions per year resulting in injuries or fatalities
- Number of reported vehicle collisions per year involving pedestrians and cyclists

9.6 Closing

The TMP is a guide for the development and implementation of transportation infrastructure, policies, programs, and activities within Sooke. It will require funding and partnerships to be successful. Further, it looks to high- and medium-priority projects while not losing sight of the long-term build out that may be required to support future growth within Sooke and the region. This is a living document, and the actions recommended within this TMP should be reaffirmed through funding, District Council resolutions, and effective partnership action on a regular basis. This is particularly important for major infrastructure such as new roadways and active transportation investments, which may be deferred if investments in non-automobile modes of transportation and changes in land use patterns are successful in limiting traffic congestion and increasing the share of trips made by walking, cycling and public transit.

Acronyms

The following acronyms are used throughout the TMP and are defined below as they may not be readily understood by all readers.

AAA

All Ages and Abilities

AADT

Average Annual Daily Traffic

AV

Autonomous Vehicle

CPTED

Crime Prevention Through Environmental Design

DCC

Development Cost Charge

EV

Electric Vehicle

LOS

Level of Service

MaaS

Mobility as a Service

OCP

Official Community Plan

PTMP

Parks + Trails Master Plan

TDM

Transportation Demand Management

TMP

Transportation Master Plan

TWSI

Tactile Warning Surface Indicator

ZEVA

Zero-Emission Vehicle Act

Glossary

The following terms are referenced throughout the TMP and are defined below as they may not be readily understood by all readers.

Autonomous Vehicle

A vehicle that uses sensors, controllers and on-board computers to sense its environment and control at least some the driving functions with reduced (or no) human intervention.

Collision Rate

The total number of collisions per the volume of traffic.

Crime Prevention Through Environmental Design

Planning and environmental design approaches and interventions to reduce crime and create safer neighbourhoods.

Level of Service (LOS)

A description of intersection performance based on delay and queue length, commonly expressed using letter grades (i.e., A through F).

Mobility as a Service

The integration of physical transportation services with a digital platform that plans and manages the entire user journey, including multi-modal trips utilizing more than one travel mode.

Mode Share

The percentage share of all trips associated with a particular travel mode.

Mode Split

The total number of trips assignment (or split) between each travel mode.

Ride-Hailing

Technology-based service that matches travelers with vehicles and drivers.

Traffic Calming

The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.

Transportation Demand Management (TDM)

Initiatives that reduce emissions and other negative impacts of vehicle travel by encouraging use of other modes, reducing the number and length of vehicle trips, and shifting trips to less congested times and routes.

Universal Design

The design of products, environments, programs and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

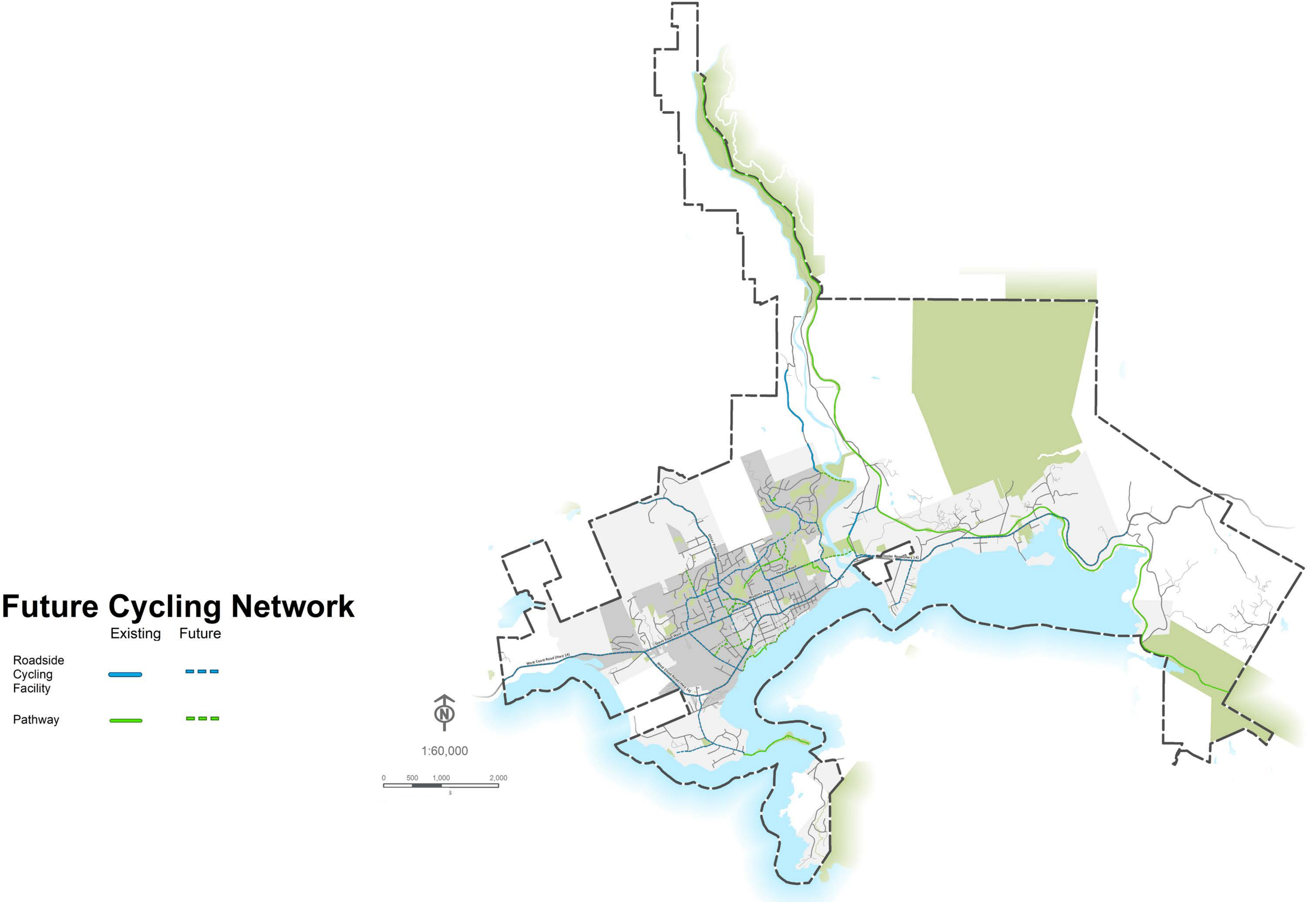
Appendix A

District-Wide Transportation Network Maps

Future Walking Network

	Existing	Future
Roadside Walking Facility		
Pathway		

Future Cycling Network



Future Transit Network

- Future Mobility Hub
- Future Transit Exchange
- Existing Park and Ride
- Future Park and Ride
- Bus Stop, Sheltered
- Bus Stop
- Future Regional Route
- Future Local Route
- Future Rural Route

Complete Streets Network

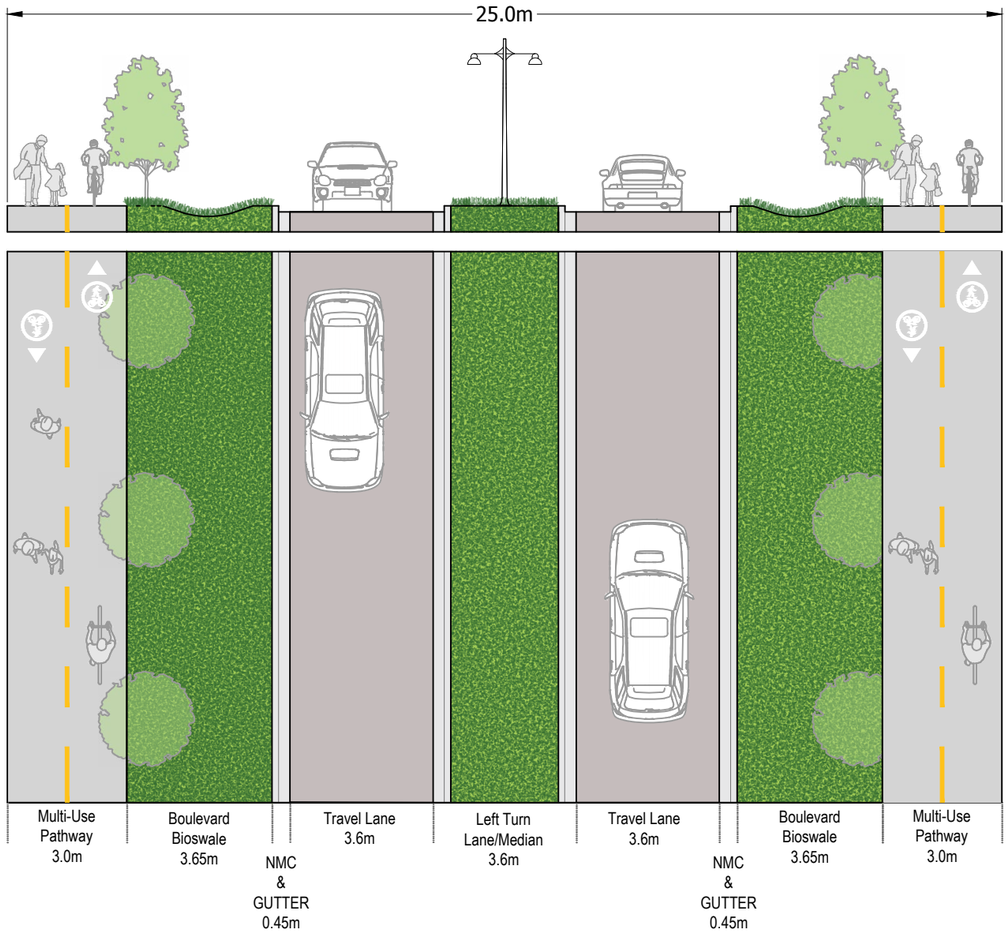
	Existing	Future
Highway		
Arterial, 20m		
Arterial, 25m		
Collector		
Town Centre		
Local		
Ultimate Build-Out		

Note: Urban / Suburban or Rural street classifications are influenced by the street's context, surrounding land use, density and future growth.

Appendix B

Complete Streets Cross-Sections

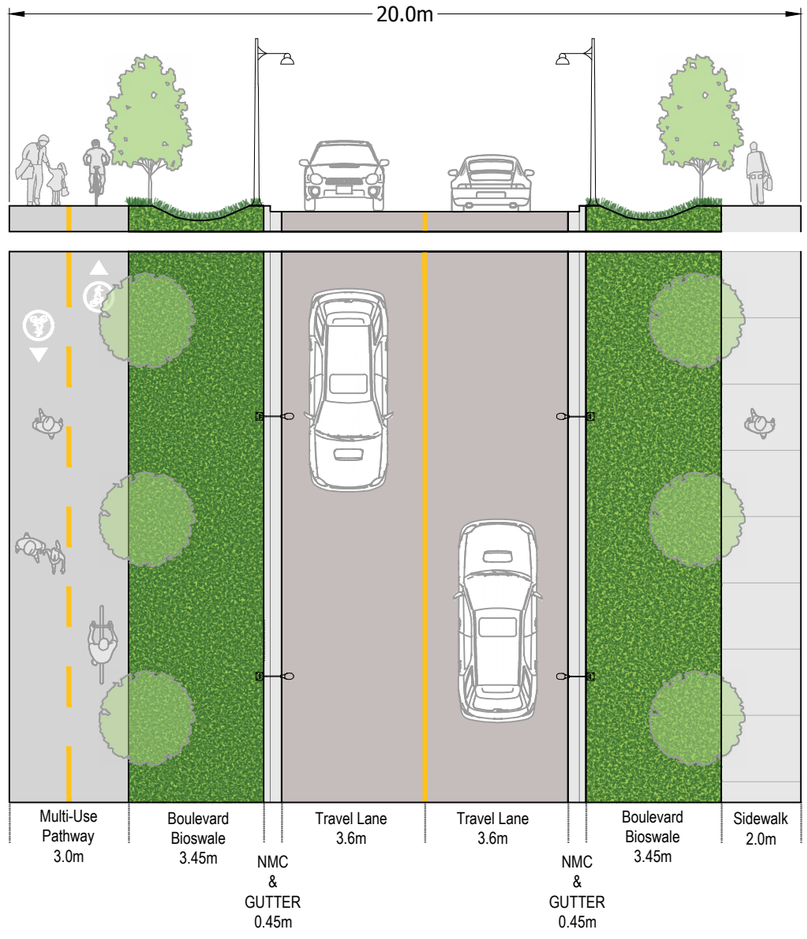
ARTERIAL, 25M



Notes

- 3.5m bus bay to be located within boulevard where needed
- On street parking may be located within boulevard where needed

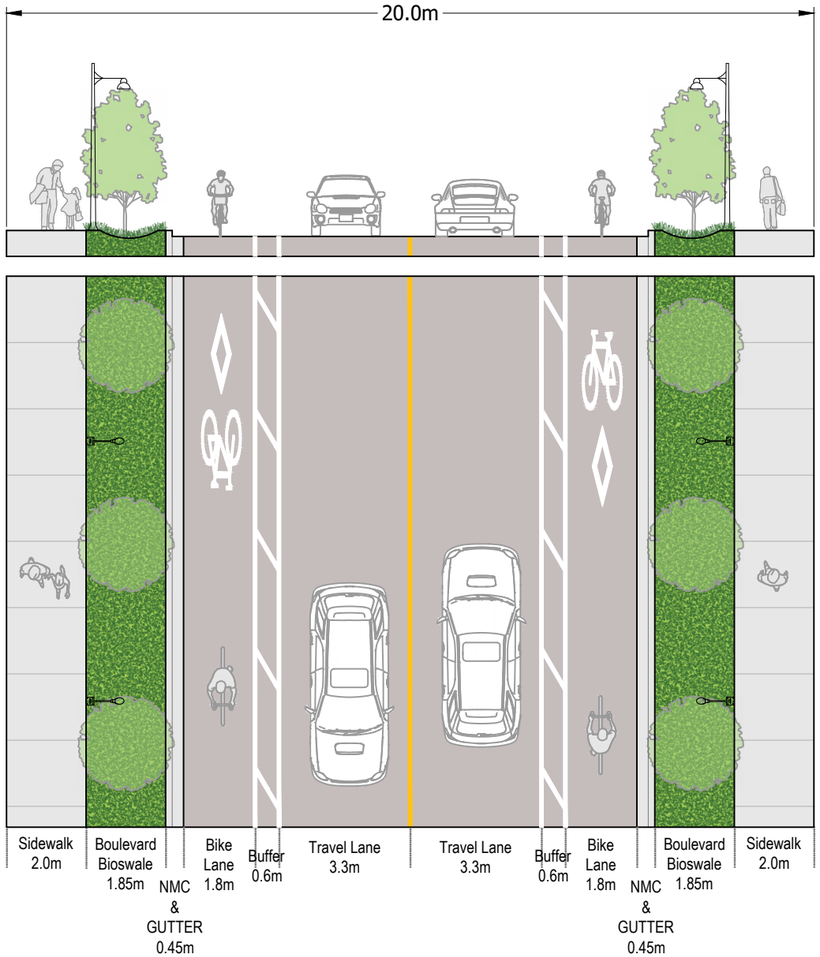
ARTERIAL, 20M



Notes

- 3.5m bus bay to be located within boulevard where needed
- On-street parking may be located within boulevard where needed

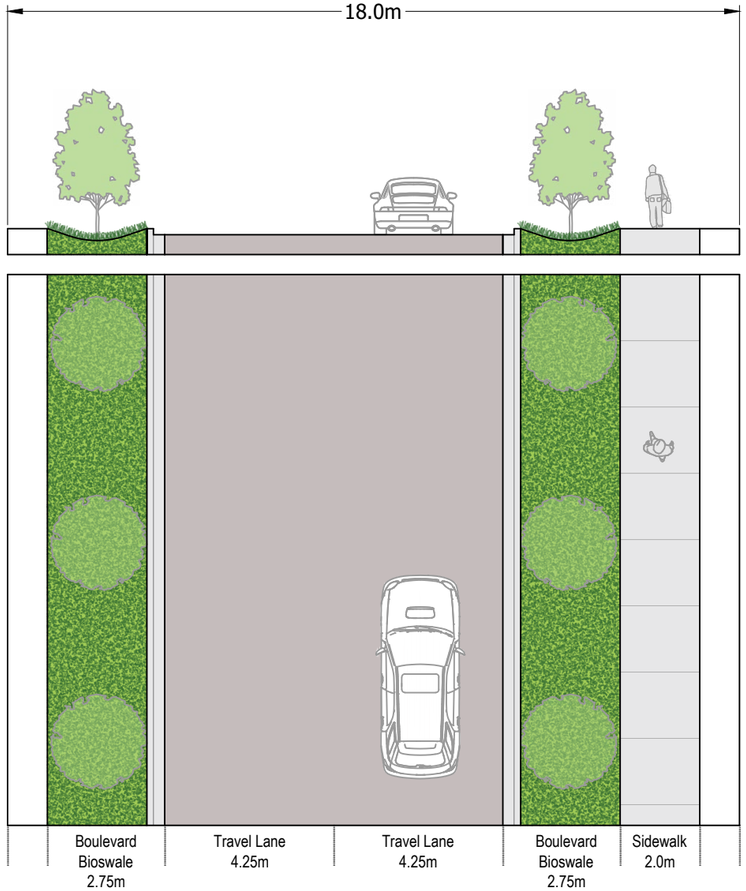
COLLECTOR, URBAN/SUBURBAN



Notes

- Pathway may be added to one or both sides at the discretion of the district of sooke
- 0.5m buffer to be added at the back of the sidewalk where adjacent a wall or fence

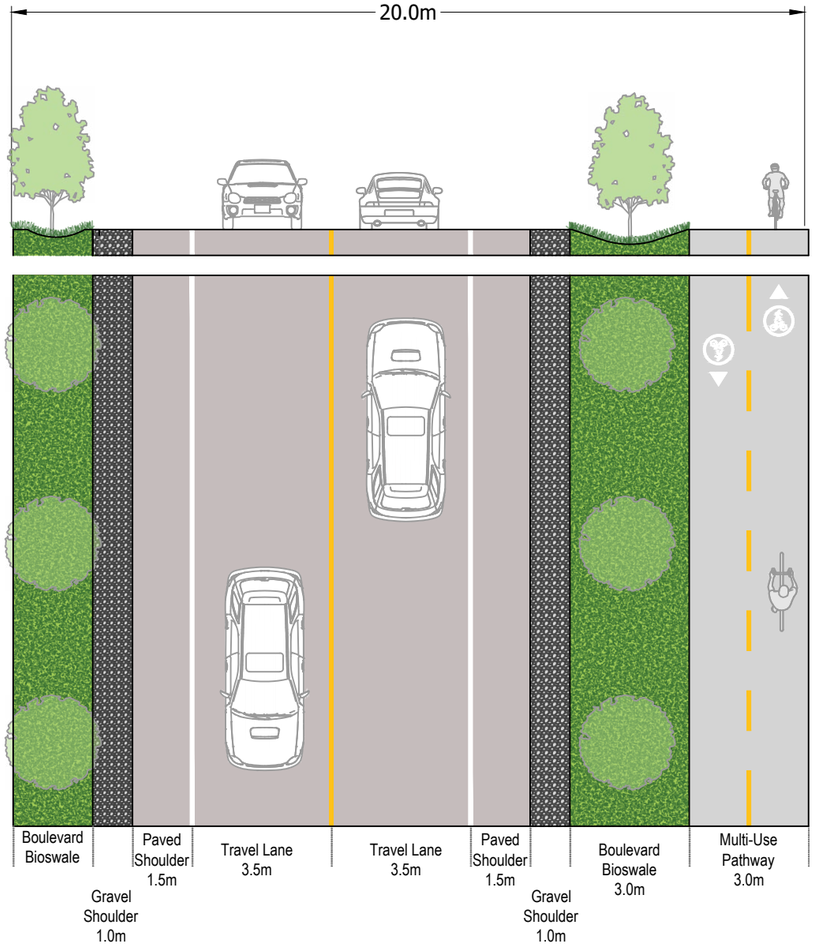
LOCAL, URBAN/SUBURBAN



Notes

- Sidewalks not required on cul-de-sac's.
- Sidewalk on both sides where fronted by a park, school, commercial, or multi-family residential land use

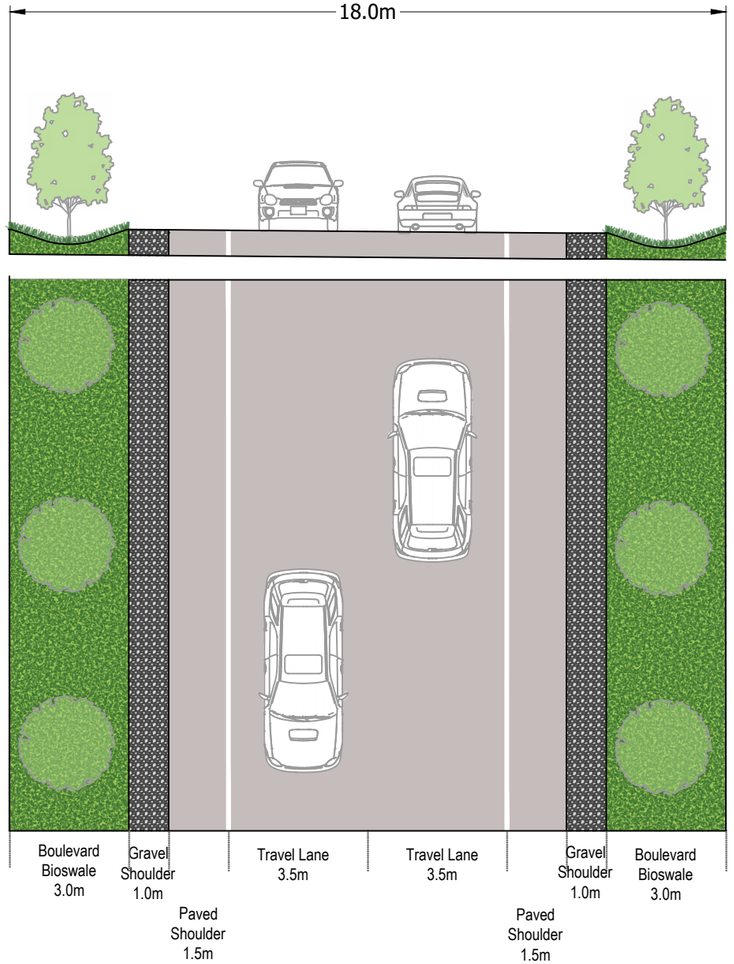
COLLECTOR, RURAL



Notes

- Boulevard may be reduced in width where topography or other natural features are to be retained.
- The multi-use pathway is to be incorporated in areas where opportunity exists
- Where the multi-use pathway cannot be provided, the paved shoulder width should be increased to 2.0m

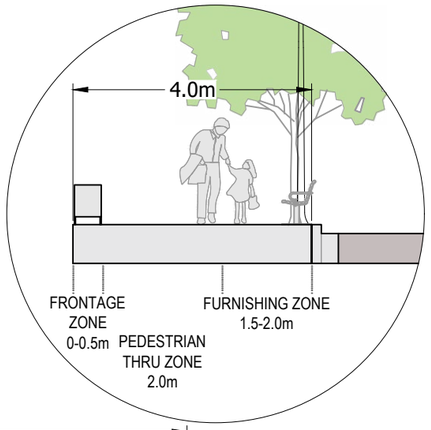
LOCAL, RURAL

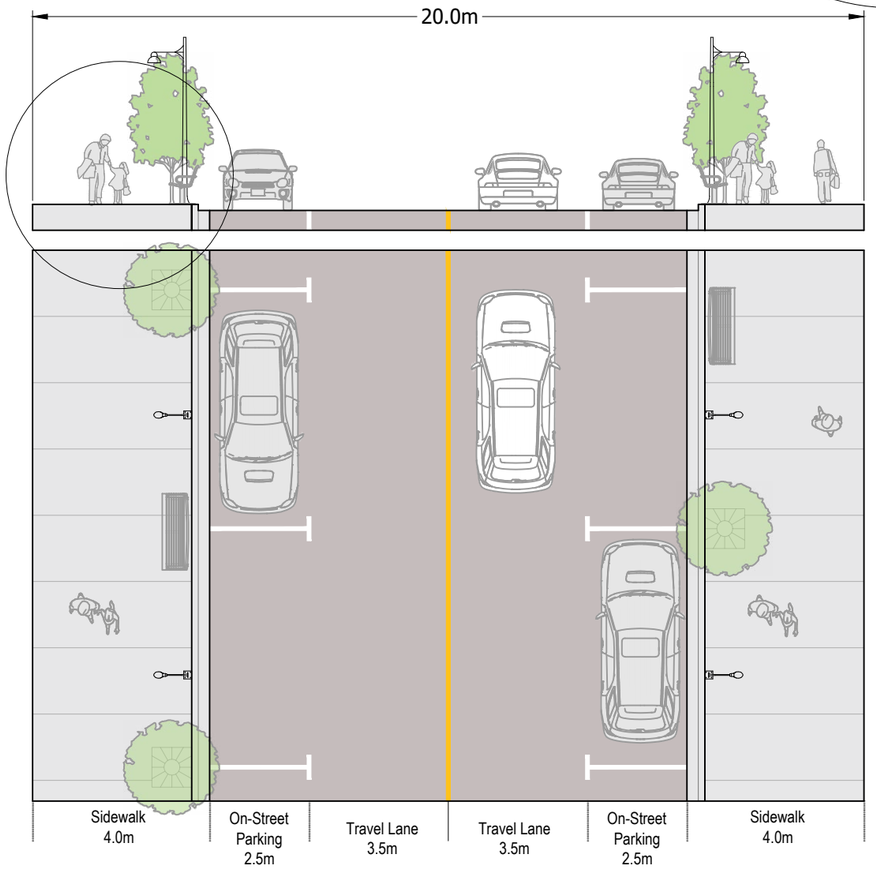


Notes

- Multi-use pathway may be included where connections to nearby trail network

TOWN CENTRE STREET

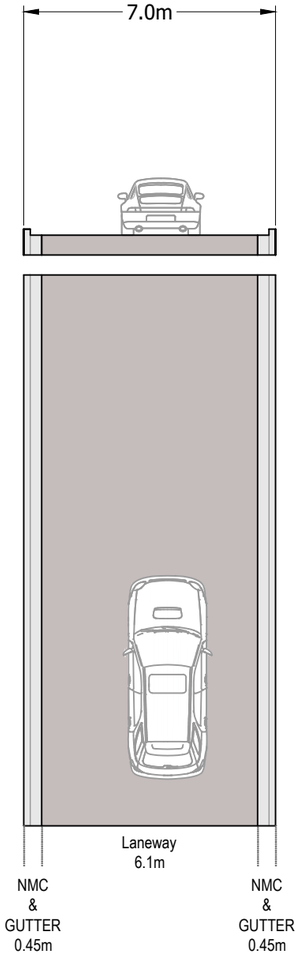




Notes

- Increase furnishing zone width where frontage zone can be achieved on private property

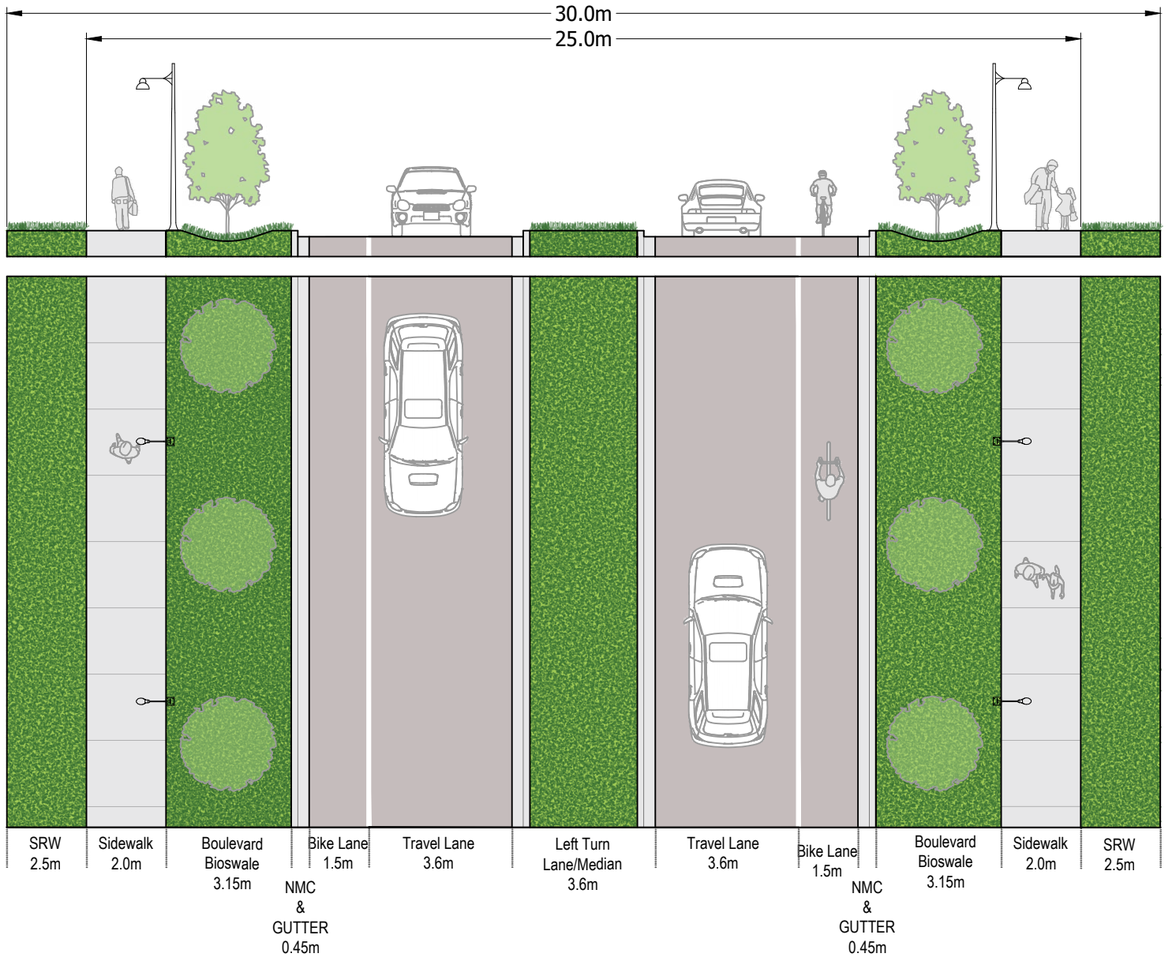
LANEWAY



Notes

- Laneways are not to be used as primary site access

HIGHWAY



Notes

- 2.5m landscape zone within SRW to be maintained by property owners
- 3.0m bus bay to be located within boulevard where needed
- Highway cross-section requirements determined by the ministry of transportation and infrastructure

District of Sooke