

Highway 14 Corridor Improvements

Community Engagement

WE WANT TO HEAR FROM YOU

We want to hear your feedback on the improvements proposed for the Highway 14 Corridor between the Veterans Memorial Parkway in Langford, west through the communities of Sooke and Jordan River, and all the way to Port Renfrew.

Provide us your feedback by:



- › Reading the engagement materials and submitting a feedback form online at gov.bc.ca/highway14
- › Emailing your comments to highway14@gov.bc.ca
- › Completing a feedback form and leaving it with a member of our team
- › Mailing a feedback form or other comments to:
Ministry of Transportation and Infrastructure
3rd Floor - 2100 Labieux Rd. Nanaimo, BC V9T 6E9

Please provide us with your feedback by July 15, 2018.

HOW YOUR FEEDBACK WILL BE CONSIDERED

Feedback from First Nations, local government, the public and other stakeholders is vital to understanding the needs, interests and opportunities associated with the Highway 14 Corridor.

The feedback you provide will be considered, along with technical, environmental and financial information, as the Ministry of Transportation and Infrastructure plans for transportation improvements along this corridor. These transportation improvements will help to ensure that this corridor meets the needs of users in the short and long term.

Background

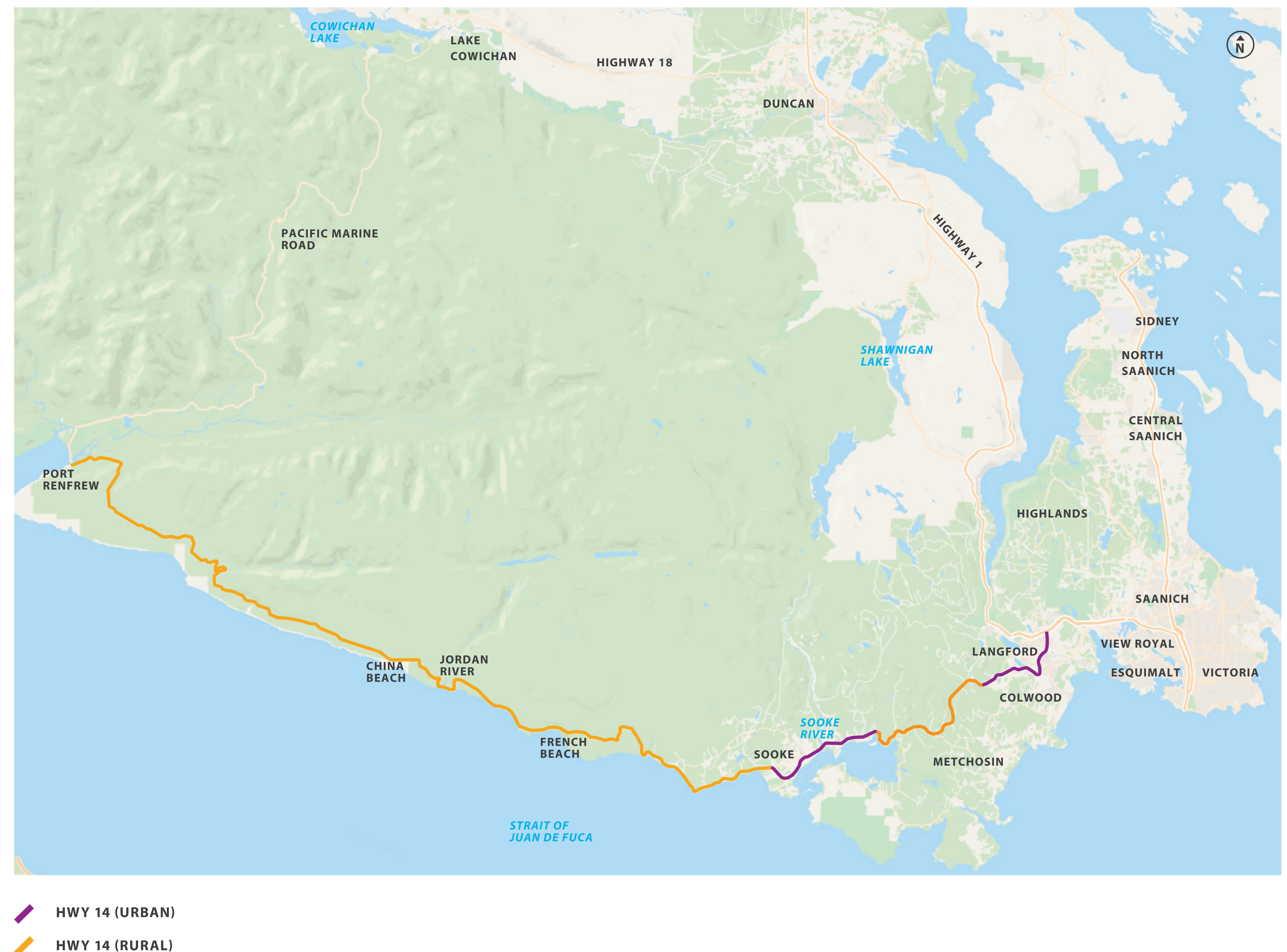
About the Highway 14 Corridor

Highway 14 is a vital link in the transportation of people, goods and services on southern Vancouver Island. It supports the overall economy of the South Island, connecting the communities of Port Renfrew and Sooke to greater Victoria.

The Highway 14 Corridor is approximately 100 km long, extending west from Veterans Memorial Parkway (VMP) in Langford through Sooke and Jordan River to Port Renfrew.

One of the key features of this highway is that it transitions from a high volume four-lane urban highway in the east at VMP to a very rural two-lane highway in the west, with an urban transitional area in and around Sooke.

Highway 14 is part of the Pacific Marine Route that offers panoramic views of the Juan de Fuca, Haro and Georgia Straits as well as the Saanich Peninsula.



Background

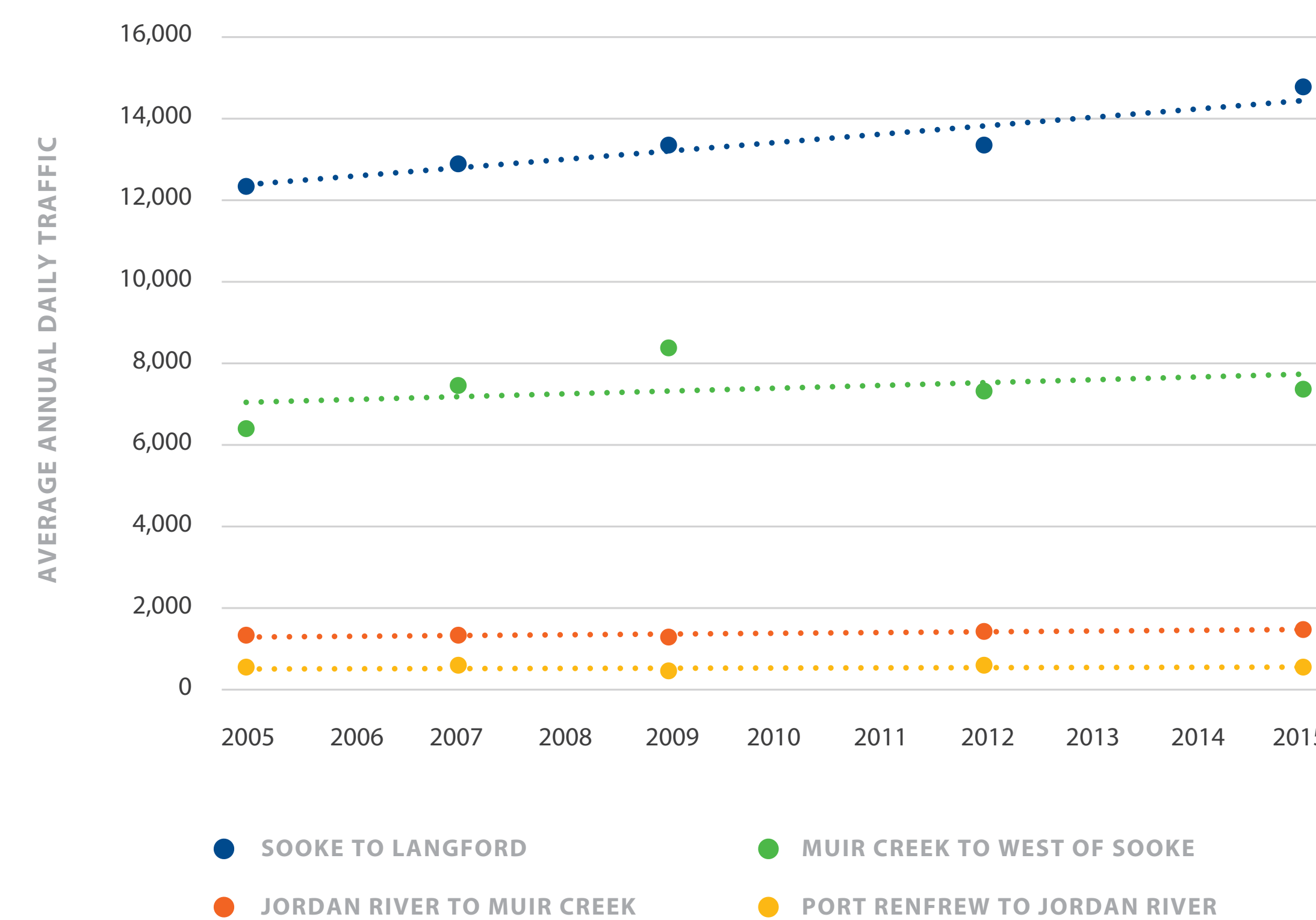
Traffic on Highway 14

Annual average daily traffic (AADT) volumes along the corridor have increased by approximately 25% over the past 10 years from almost 13,000 vehicles per day in 2007 to over 16,000 vehicles per day in 2017.

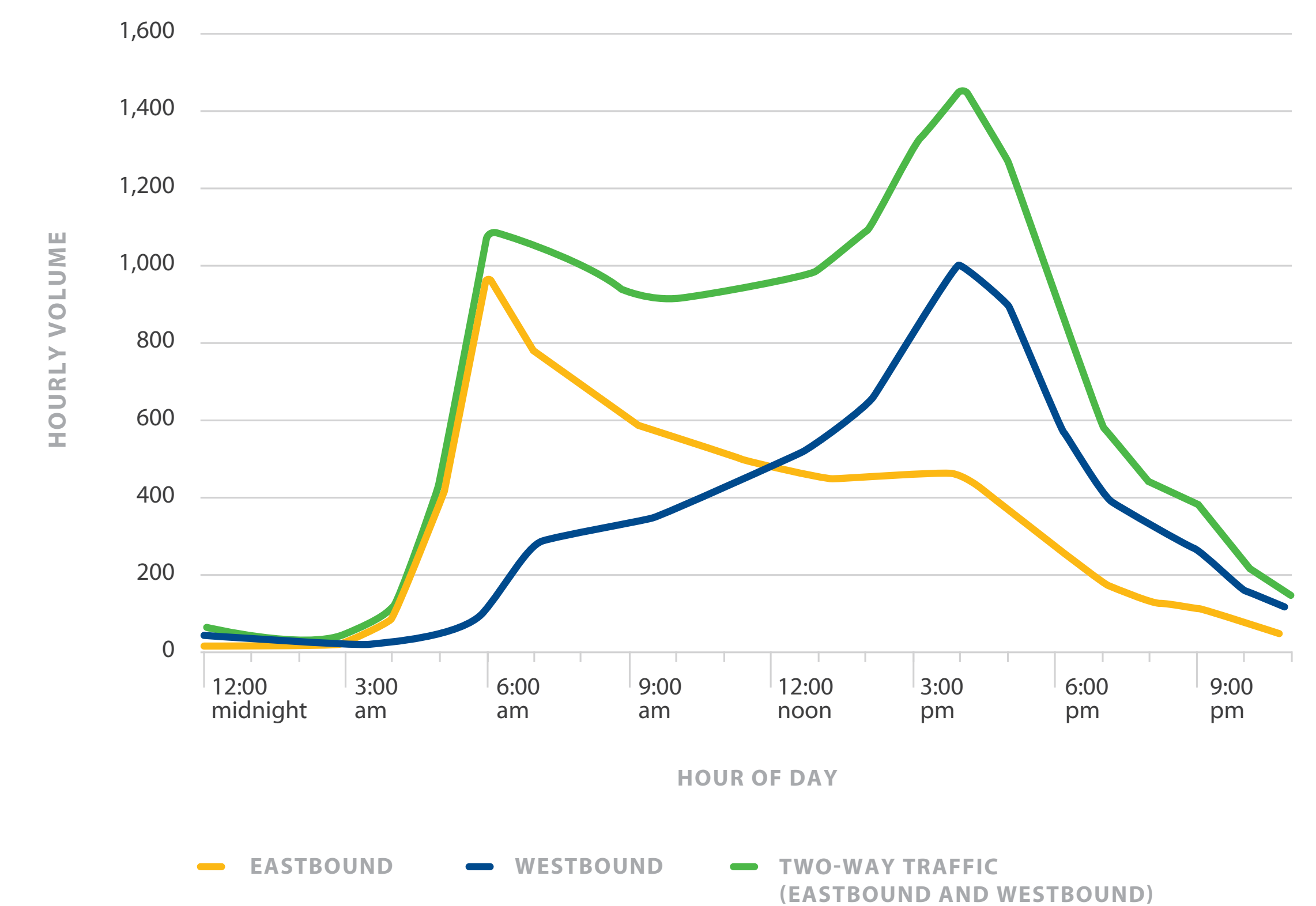
Summer average daily traffic (SADT) is generally 6% higher than the AADT and has increased at a similar rate as the AADT.

Traffic volumes range from 500 vehicles per day (VPD) in the western end to 31,000 VPD in Langford.

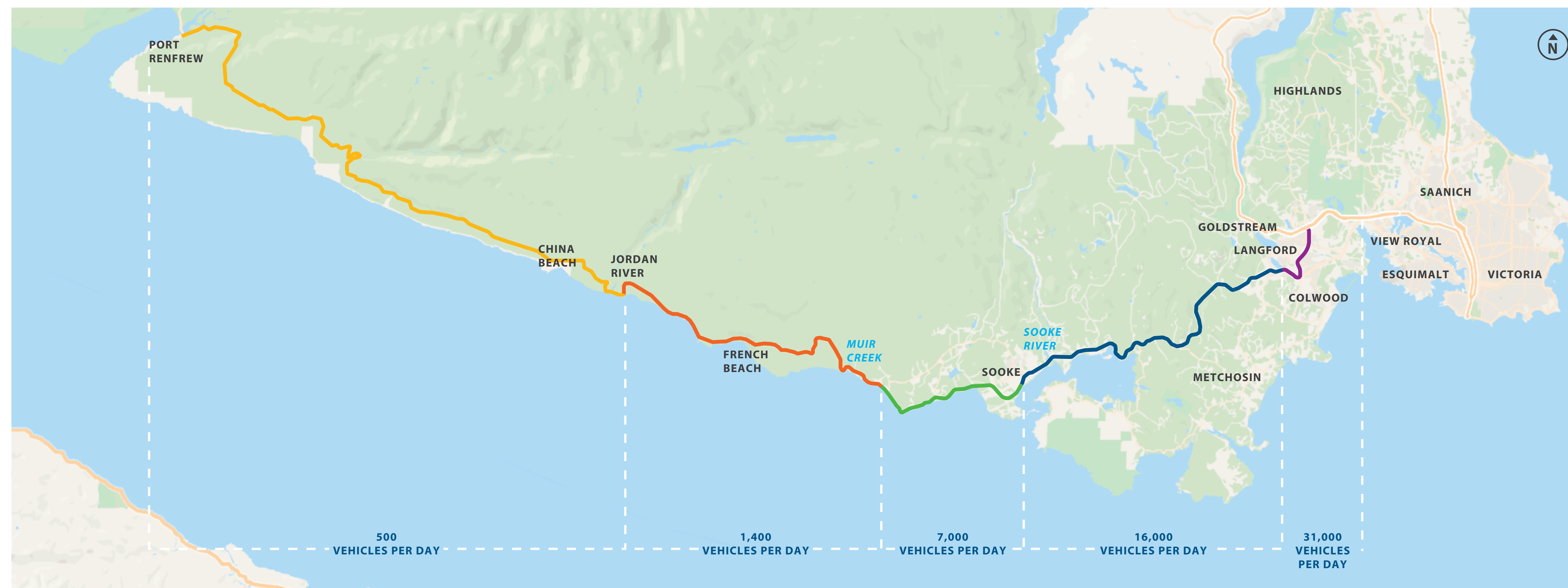
HISTORIC AVERAGE ANNUAL DAILY TRAFFIC



2015 HOURLY TRAFFIC VOLUME (LANGFORD TO SOOKE)¹



¹ MoTI Permanent Count Station, Route 14, 0.8km west of Humpback Road, P-11-3EW

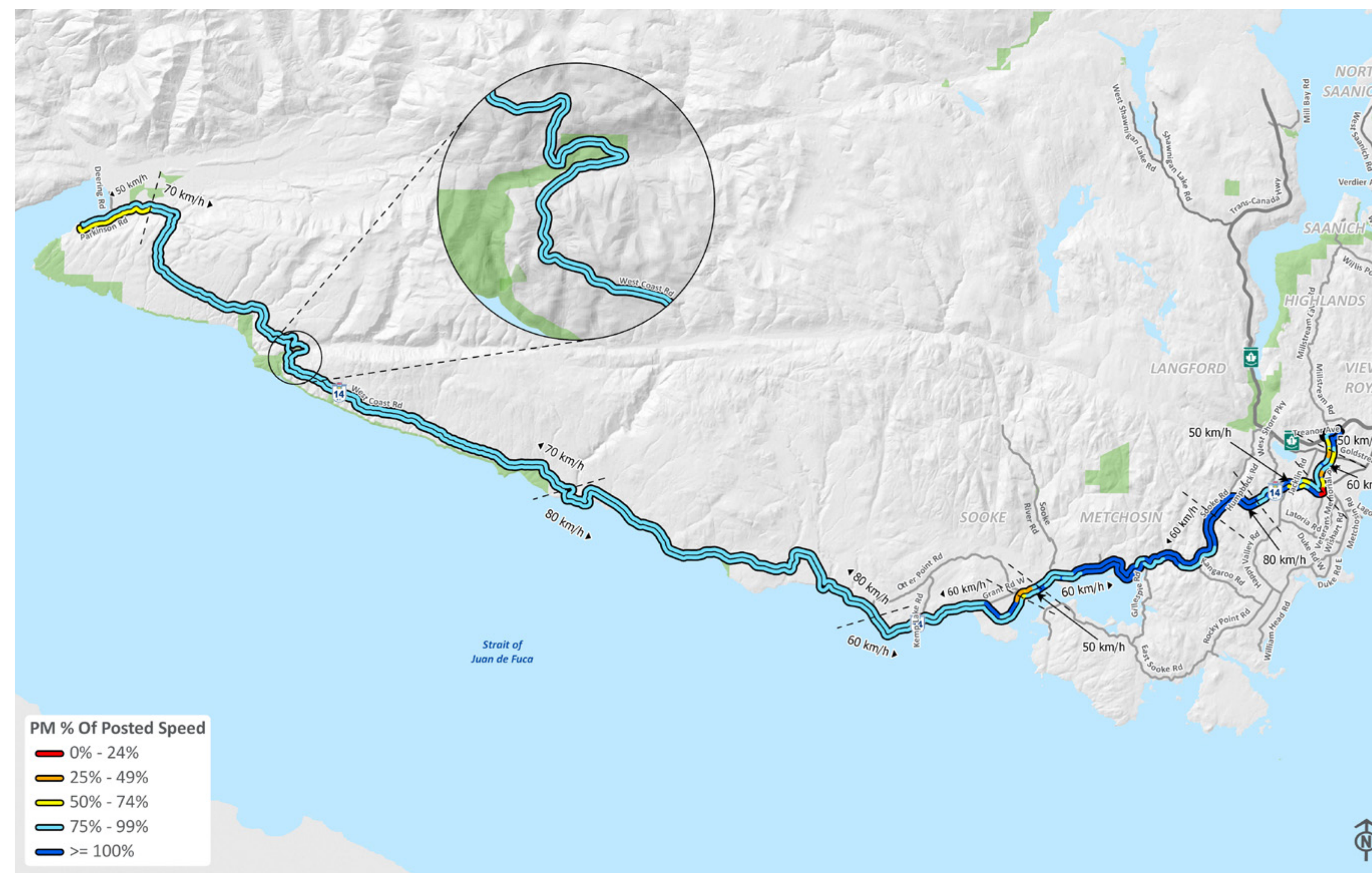


Background

Travel Times and Operating Speeds

It takes an average of 33 minutes to travel from Grant Road, on the west side of Sooke, to the Trans-Canada Highway (TCH) Millstream Road Interchange in Langford.

OPERATING SPEEDS (PM)



On average, traffic on Highway 14 is generally travelling below the posted speed.



Platoons of commuter traffic (where congestion causes vehicles to travel closely together) are increasingly becoming more common on Highway 14.



Speeds are less of an issue west of Sooke, but lack of shoulders, pullouts, and pavement condition are of concern for this important tourism and commercial route.

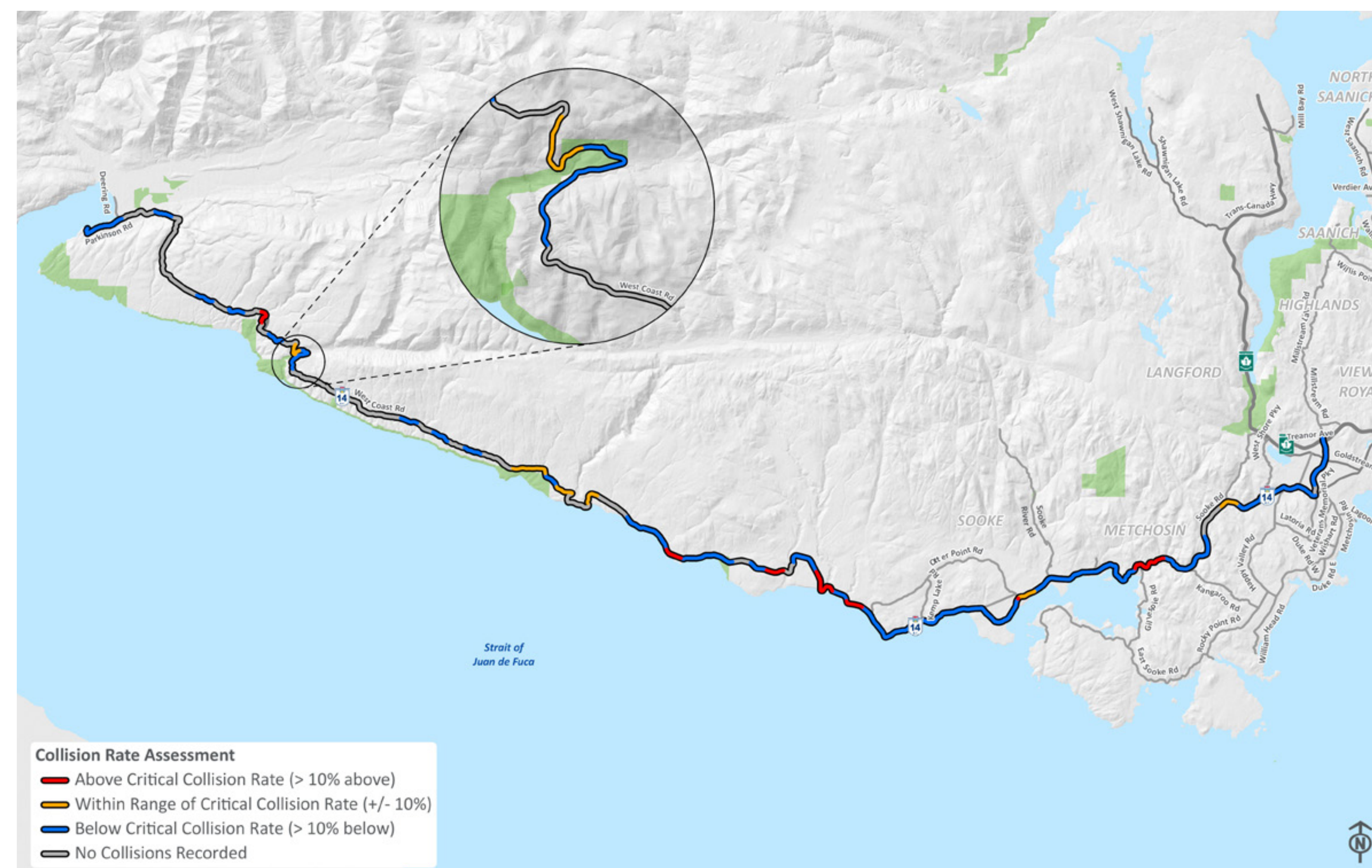
Background

Safety and Reliability

While many parts of Highway 14 do not exceed the provincial average collision rate for similar type highways, there are notable exceptions where the collision rate increases:

- › In the areas near Gillespie Road
- › West of Sooke and in the Sombrio area (locations shown in red on map)

Incidents affect the reliability of the corridor.



DID YOU KNOW?

On Hwy 14, the Ministry has piloted wider paint lines with larger reflective beads in the paint to increase night time visibility.

RELIABILITY

Between 2011 and 2016, Highway 14 from Sooke to Victoria was closed an average of 6 times a year. The longest closure was for 7 hours. On average, closures lasted just over 2 hours.

From Sooke to Port Renfrew, Highway 14 was closed for an average of 3 times per year. The longest closure was 8 hours. On average, closures last less than 2 hours.

SAFETY

Highway 14 is a windy road that can be difficult to drive at night time.



Highway 14 west of Gillespie Road intersection



Typical winding alignment with reduced sight lines through curves

Background

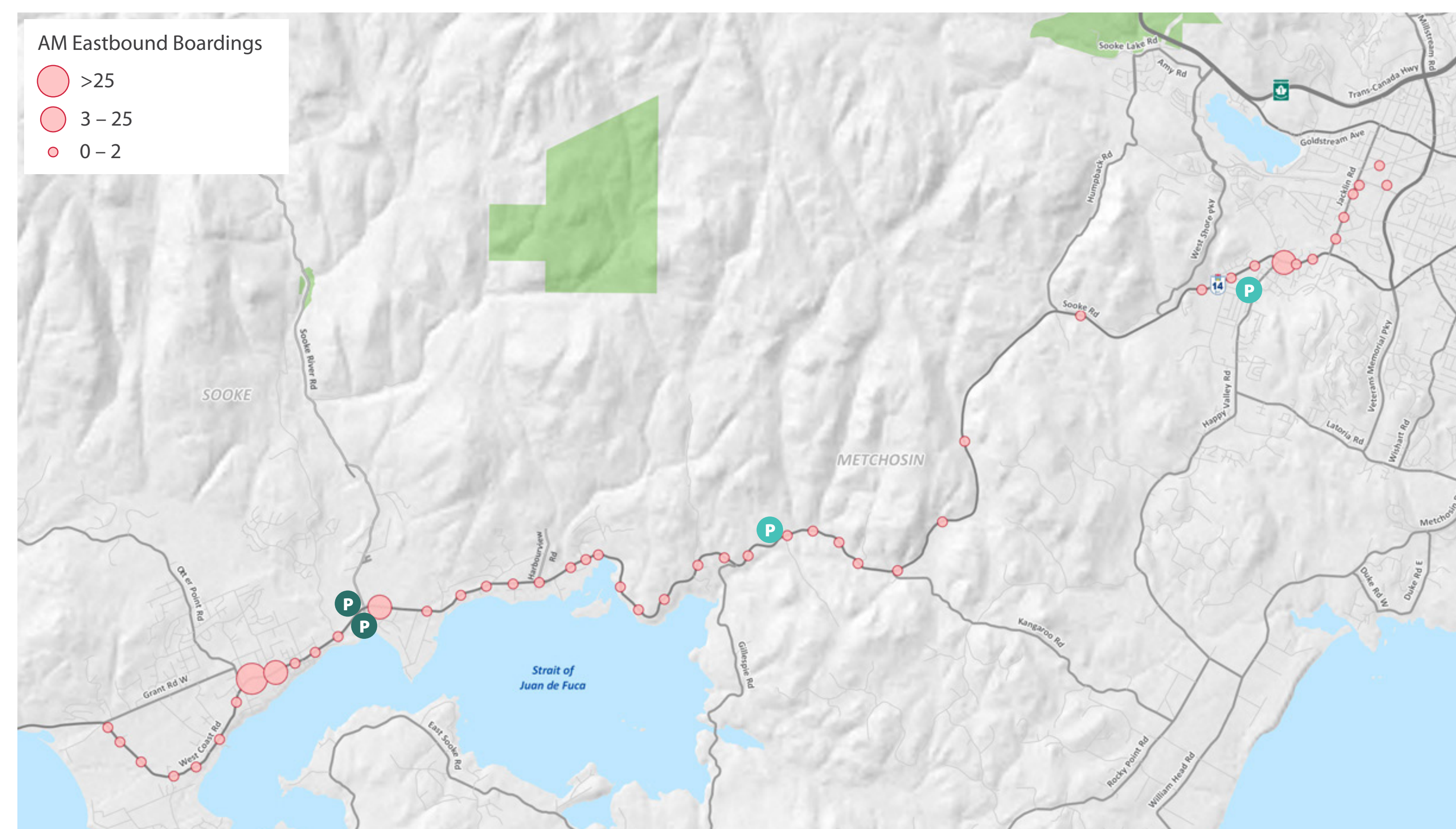
Public Transit on Highway 14

The corridor between Victoria and Sooke is served by BC Transit Routes 61 and 65 (formerly route 61X). Combined, these routes serve 1,700 people per day. About ten percent of commuters to and from Greater Victoria from the Sooke area use these routes.

There is a sharp peak in morning ridership at 6 am, with users commuting east into Greater Victoria. The afternoon peak for westbound trips is more spread out, from 2 pm to 6 pm.

Many stops along the route are currently underused, with the highest usage originating downtown Sooke, and at the Sooke River Road Park and Ride.

DAILY BOARDINGS ON 61/65 EASTBOUND ONLY



LEAVE THE DRIVING TO BC TRANSIT

You can catch the eastbound 61/65 bus in the AM from the Sooke River Road Park and Ride into the heart of Victoria (Government/Superior) at the following times:

AM

5:48 | 6:10 | 6:24 | 6:32 | 6:40 | 6:53 | 7:02

7:11 | 7:41 | 8:18 | 9:03 | 9:48 | 10:32 | 11:16

Return after work to Sooke at the following times:

PM

3:38 | 3:53 | 4:08 | 4:23 | 4:40 | 4:50 | 5:05

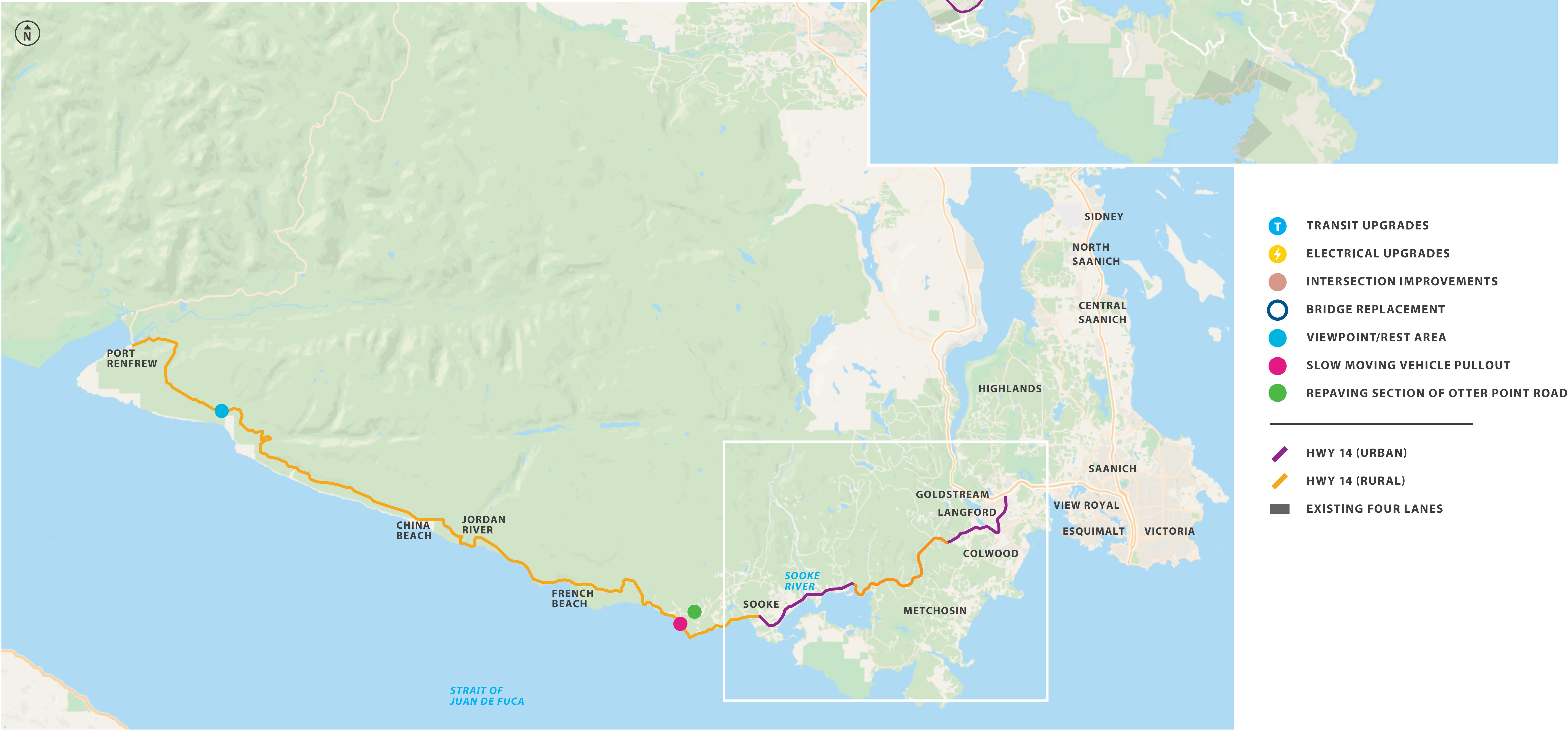
5:20 | 5:35 |

Trip takes an average of 1 hour and 15 minutes each way.

The times listed above are from the existing schedule and are subject to change. No major changes to the service are expected for the fall.

Announced Projects

On January 19, 2018, the Ministry announced a \$10M investment in improvements to boost safety, reduce congestion, and keep people moving along the Highway 14 Corridor.



Announced Project

Sooke River Road Intersection Upgrade

Included in the improvements announced on January 19, 2018 is an upgrade to the intersection of Highway 14 and Sooke River Road.

The upgrade will reduce congestion and collisions, and the intersection will be signalized to improve safety for all users. Design is underway with construction scheduled to begin in fall 2018.

PROJECT BENEFITS

- › Reduces collisions
- › Lessens delay entering the highway
- › Increases safety for pedestrians and cyclists

HIGHWAY 14 SOOKE RIVER ROAD INTERSECTION IMPROVEMENTS



COMPLETE

Announcement ›

- › January 2018

COMPLETE

Planning and Preliminary Design ›

- › Spring 2018

WE ARE HERE

Detailed Design ›

- › Summer 2018

Construction

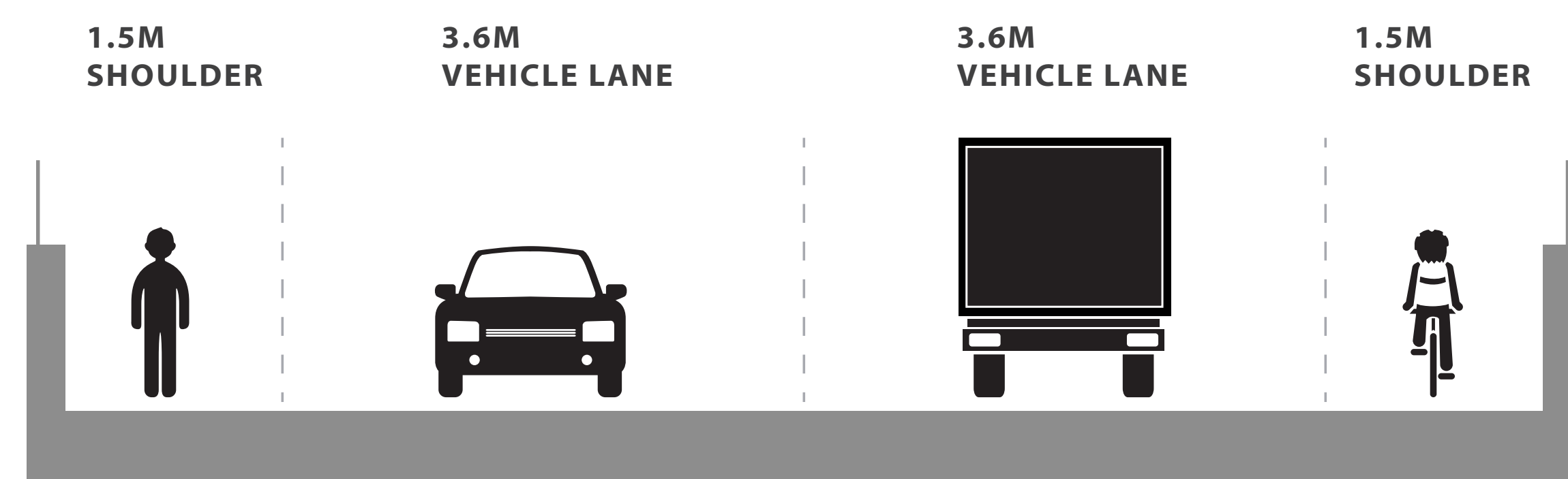
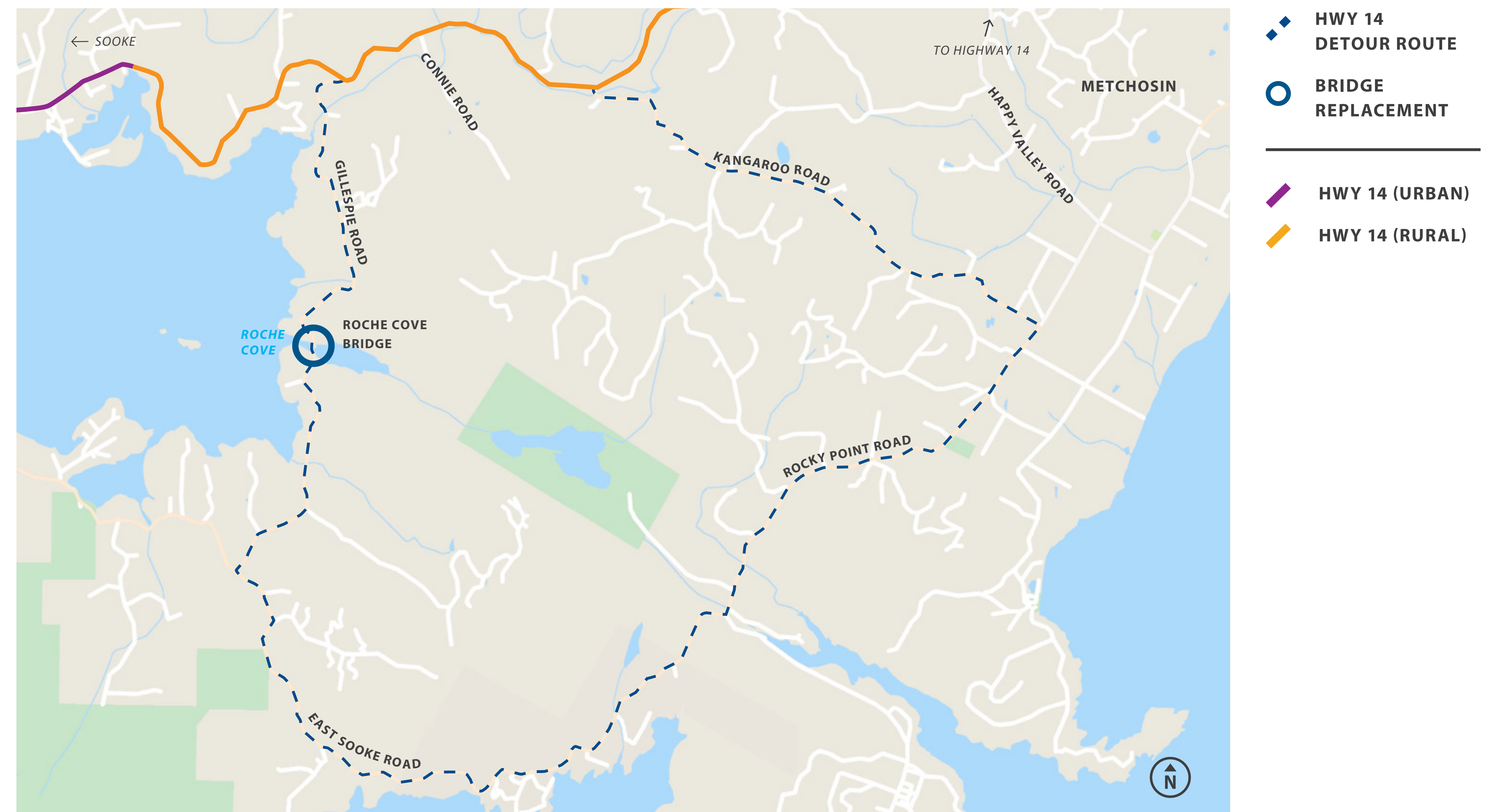
- › Start Fall 2018
- › Complete Summer 2019

Announced Project

Gillespie Road/Roche Cove Bridge

The current single-lane timber bridge on Gillespie Road at Roche Cove has reached the end of its service life and cannot accommodate larger vehicles. To improve safety, and to provide users with additional space, the ministry is constructing a new two-lane bridge to replace the existing bridge. The bridge will include 1.5m paved shoulders on both sides to accommodate pedestrians and cyclists.

The new bridge will improve reliability in the event of a traffic detour on Highway 14 by accommodating large vehicles, including public transit buses. The new bridge is expected to be complete in winter 2018. While the bridge will remain open to single-lane alternating traffic during construction, bridge users may experience some construction-related delays. An electronic message sign will notify users about any planned delays or closures.



Profile of the new two-lane bridge on Gillespie Road at Roche Cove.



Construction of a new two-lane bridge on Gillespie Road at Roche Cove is underway and is expected to be complete in winter 2018.

Announced Projects

JACKLIN ROAD TRANSIT PRIORITY

A new eastbound lane will be added to the highway to allow transit to bypass the traffic queues at the signalized Jacklin Road intersection.



Status: design underway with construction to be completed by fall 2018

In addition to the Jacklin Road project, the January 19th announcement included the following projects:

PROJECT	STATUS
Intersection lighting grades	Complete
Bus pullouts New pullouts at the West Shore Parkway and widened pullouts at Laidlaw Road and Harbourview Road	Construction underway – complete summer 2018
Sombrio rest area	Design complete – construction summer 2018
Slow vehicle pullout east of Muir Creek	Design underway – construction summer 2018
Otter Point Road paving	Construction summer 2018
Safety signs (locations below)	Complete June 2018

SAFETY SIGNS

The Ministry has installed new signs at three locations:

- › Kangaroo Road flashing beacon
- › Gillespie Road LED warnings to advise motorists of the sharp curve
- › Parkland Road speed-reader boards

Future Priorities for Highway 14

The Ministry of Transportation and Infrastructure is working closely with BC Transit and local governments to increase the use of transit and other sustainable modes (i.e. walking and cycling).



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1. TRANSIT UPGRADES FOR HIGHWAY 14

- › Improve safety and comfort at bus stops
- › Remove unsafe and low volume stops
- › Add more park and ride spaces
- › Add transit priority



2. UPGRADE EXISTING HIGHWAY 14

- › Create passing opportunities
- › Improve high collision locations
- › Support active transportation
- › Replace aging infrastructure
- › Add highway amenities



3. REALIGN HIGHWAY 14

- › Explore potential realignments of highway when:
 - › cost effective;
 - › supported by the community; and
 - › technically and environmentally feasible.

Future Corridor Priorities

Transit Upgrades

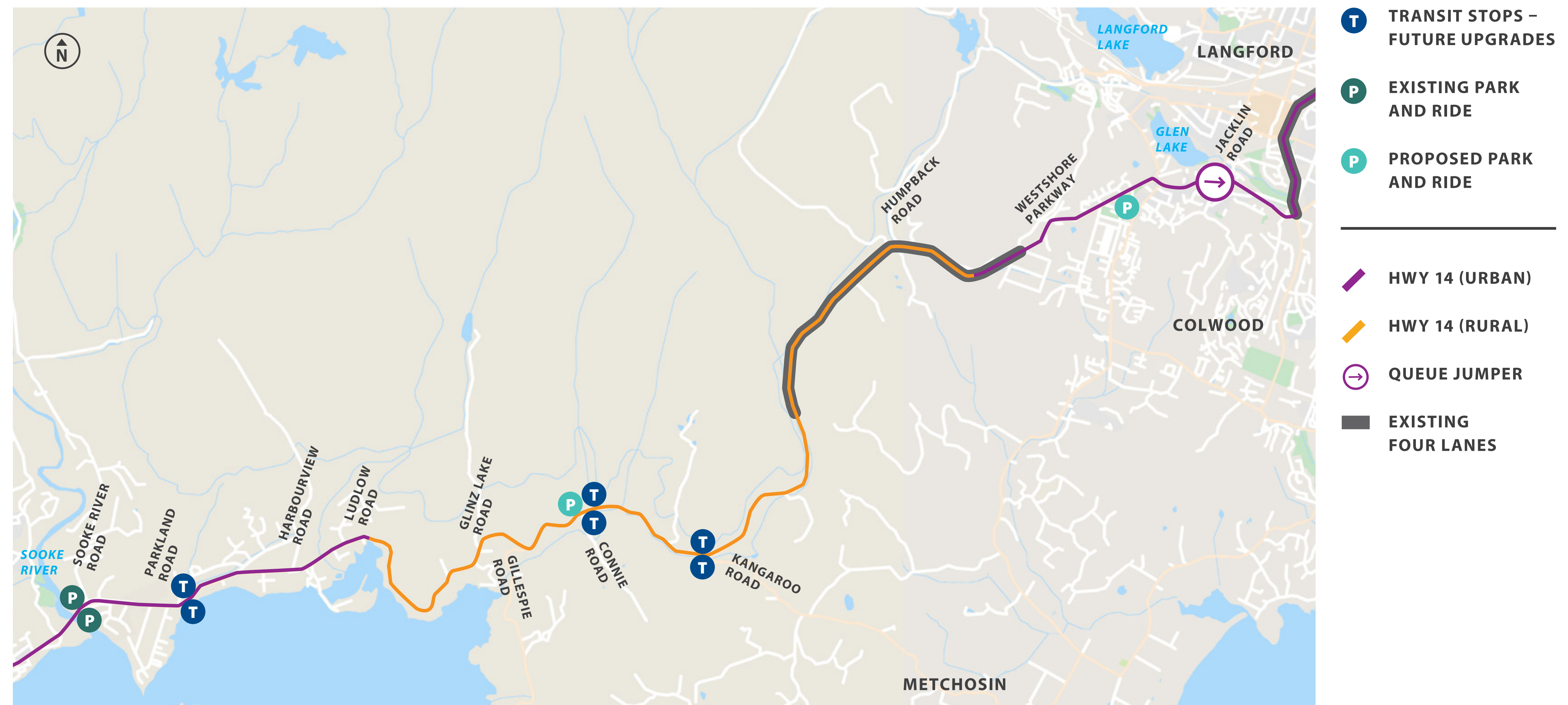


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The Ministry of Transportation and Infrastructure has worked with BC Transit and the District of Sooke to develop a strategy for improving transit service on Highway 14. The strategy includes:

- › **Providing more opportunities for residents to park adjacent to Highway 14 and travel into Greater Victoria by public transit or car pool**
- › **Upgrading bus stops and improving accessibility**
- › **Introducing bus priority lanes at traffic signals**
- › **Adding crosswalks and sidewalks**



A 50-100 stall Park and Ride facility located at Connie Road could replace the informal Park and Ride at 17 Mile.



A new 100-500 stall Park and Ride could be developed for the Luxton area to serve transit and Galloping Goose users, as well as people who are car sharing.

Future Corridor Priorities

Upgrading the Existing Highway



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1 Sooke to Port Renfrew (69km)

As there are limited opportunities to pass slow moving vehicles on this section of highway, the Ministry is proposing to add additional slow vehicle pullouts. Resurfacing of the highway will continue, as well as ongoing shoulder widening, to improve travel for cyclists. Future rehabilitation will consider the need to address areas of slope instability.

2 Sooke Core (8km)

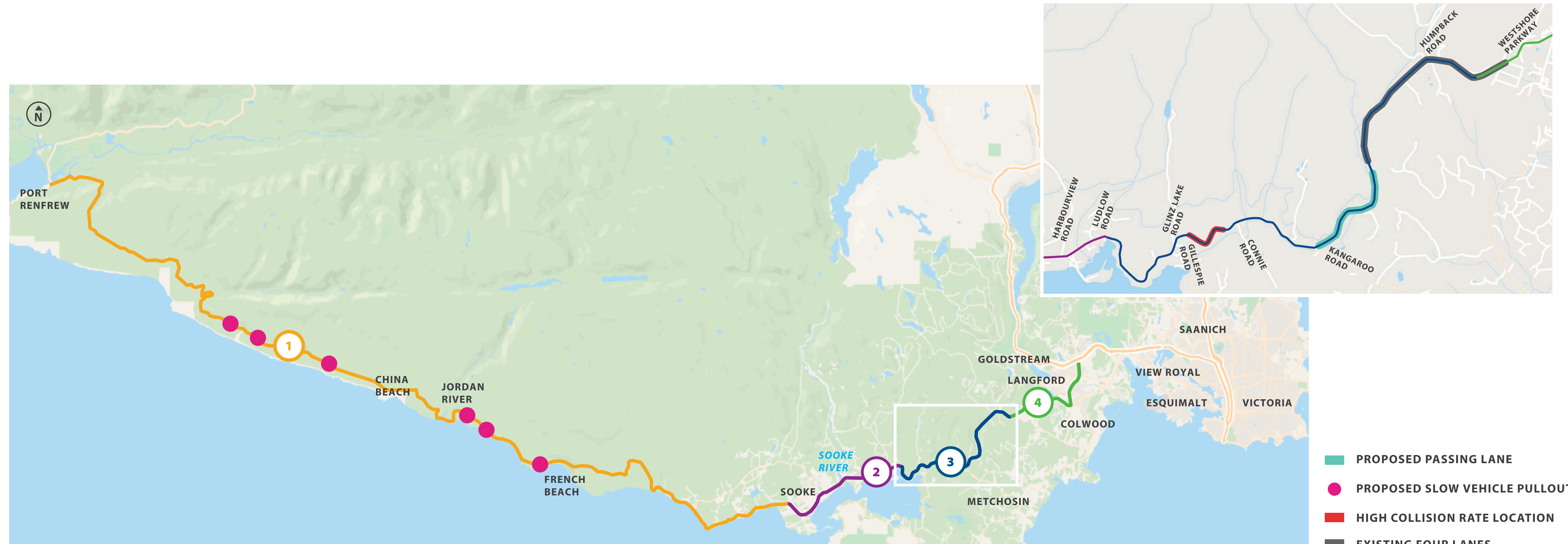
The highway goes through an urban area in Sooke, with heavy pedestrian and cyclist use. The Ministry is working with the District of Sooke to plan and design additional sidewalks to improve pedestrian safety and comfort. In addition, the Ministry and the District of Sooke are working together on improving connectivity of the local road network.

3 Langford to Sooke (12km)

With 16,000 VPD through this section of highway there is substantial platooning of vehicles, especially in the morning and afternoon commute times. The Ministry is proposing constructing an additional passing lane between the existing four lane section and Kangaroo Road (exact location to be determined).

4 Langford Core (7km)

The most eastern segment of Highway 14 is in a growing area of Langford. Cycling lanes and sidewalks will be added as development occurs, in partnership with developers.



Future Corridor Priorities

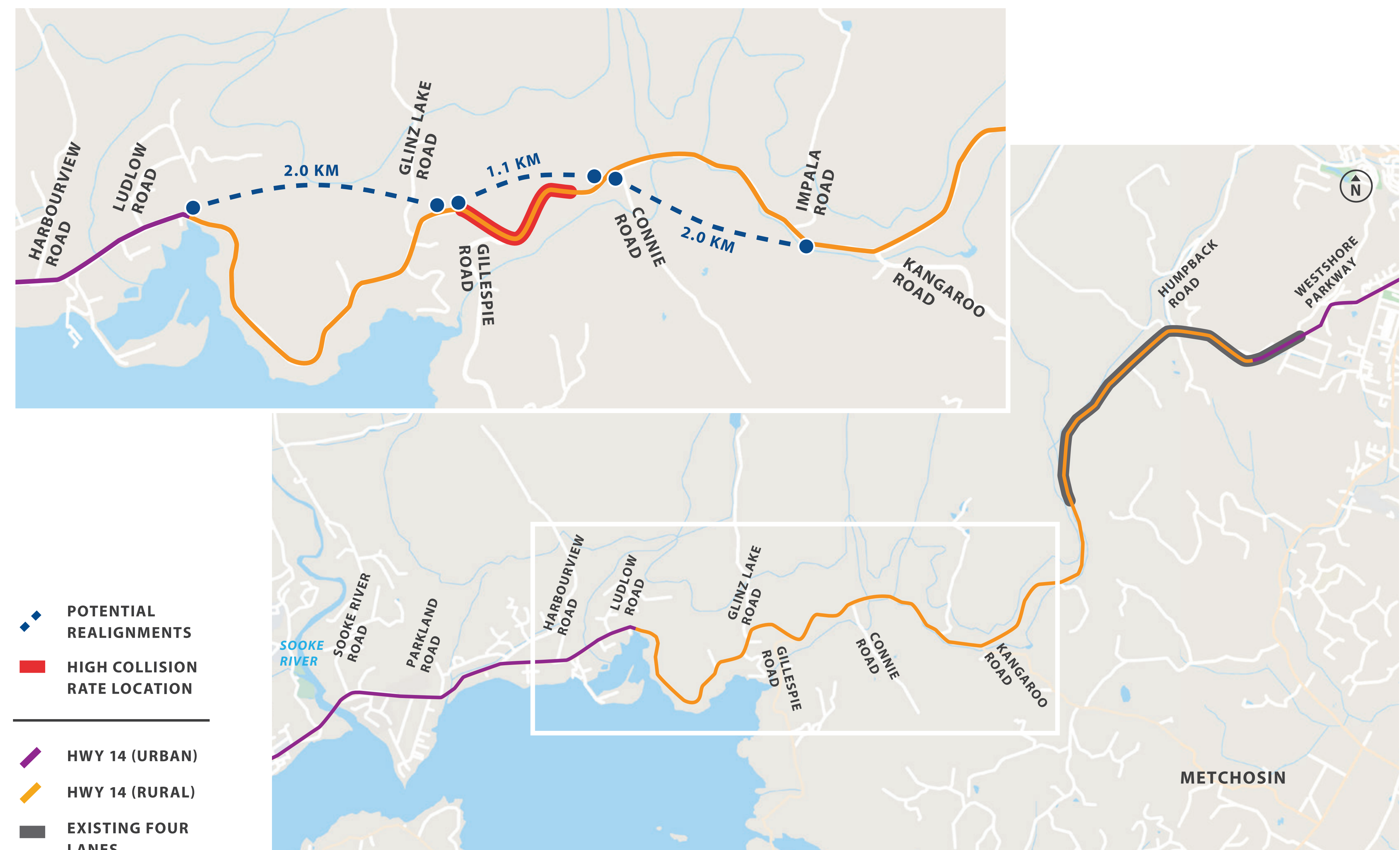
Potential Highway Realignment



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- › Six kilometres of highway from Kangaroo Road to Ludlow Road is winding with numerous driveways, making upgrades on the existing highway challenging
- › May be more economical to realign portions of the route rather than upgrade the existing highway
- › If there is community support, the Ministry will undertake further work to fully understand the pros and cons of the potential realignments, including potential impacts to properties and the environment



Why Not Build a New Highway?

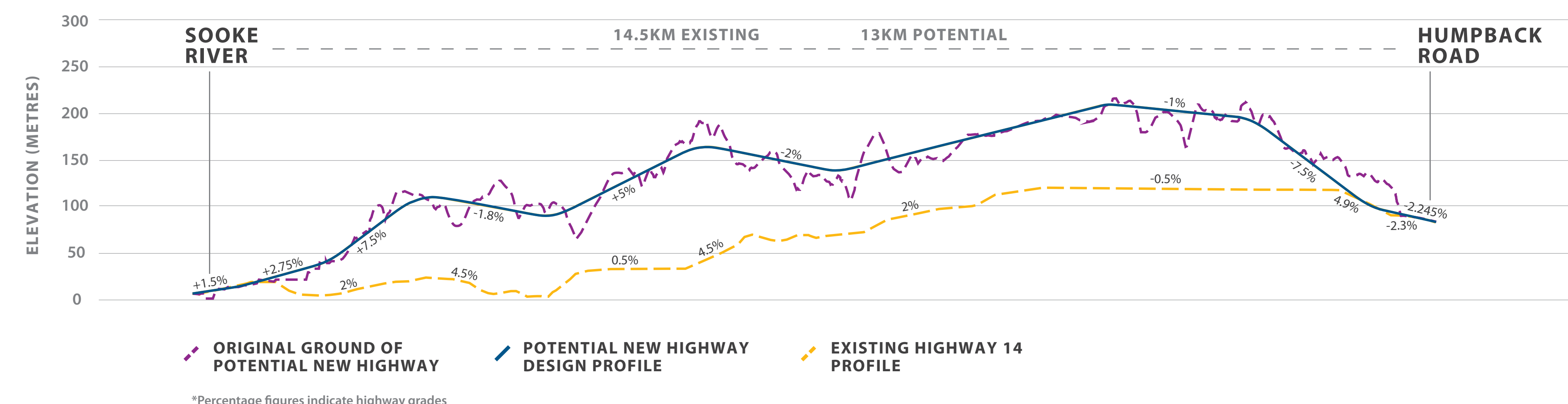
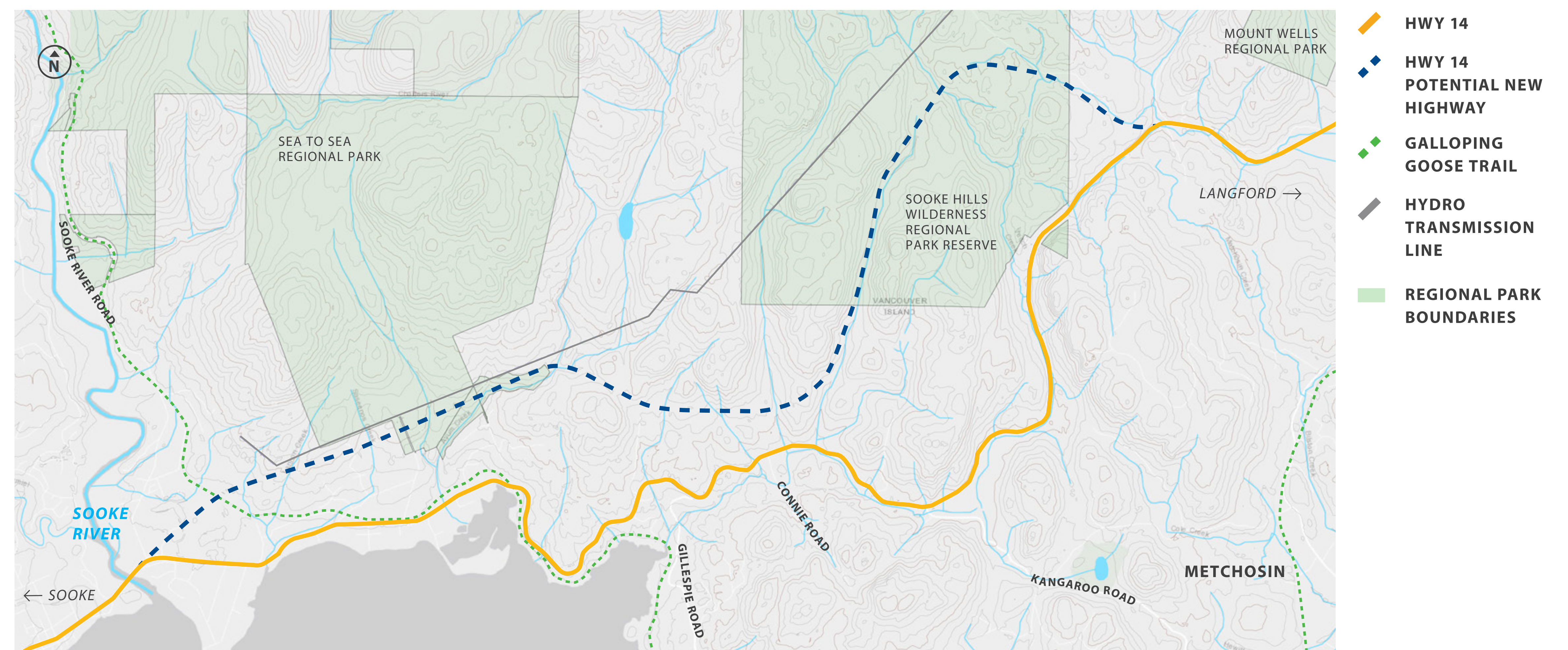


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The mountainous terrain is a major obstacle in designing and constructing an entirely new highway between Langford and Sooke. Challenges include:

- › **Need to route the highway around the higher terrain/mountain peaks**
- › **Much steeper grades affecting truck traffic**
- › **Increased snowfall, as some of the route would be above a 200m elevation**
- › **Need for multiple bridges to span major creeks**
- › **Environmental impacts**
- › **Need to pass through one or more regional parks**
- › **Construction would require major rock cuts and retaining walls**
- › **High cost (\$20-50M per kilometre)**



Next steps



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Please provide us with your feedback by **July 15, 2018**. There are several ways for you to learn more and provide your feedback:

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