



Engagement Summary Report

April 2020

Highway 14 Corridor Improvements Connie Road to Glinz Lake Road

Community Engagement
December 2019 to January 2020

Prepared for the Ministry of
Transportation and Infrastructure by
the Ministry of Citizens' Services

The views represented in this engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the Highway 14 Corridor Improvements community engagement, and therefore do not reflect a random sample.

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1.0: Background

The Highway 14 Corridor 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.

On April 23, 2019, the Province of B.C. and Government of Canada announced \$85.7 million in joint funding at an event at the 17 Mile Pub for improvements to the Highway 14 corridor near Sooke. The project includes 2 kilometres of road widening and realignment to accommodate four lanes and median barrier generally between Glinz Lake Road and Connie Road, and a new Park and Ride facility located within the project limits at an improved Gillespie Road grade separated intersection. Funding was also announced for improvements to an 11 kilometre section of Highway 14. This work includes resurfacing and shoulder widening improvements between Otter Point Road and Woodhaven Road. In addition to public information sessions and open houses, the Province has collected additional feedback and thoughts from residents and those potentially affected by these highway projects.

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 provided 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.

2.0: Community Engagement: December 3 - January 15, 2020

2.1 PURPOSE

This community engagement was designed to gather community input regarding the Highway 14 Corridor Improvements.

2.2 PARTICIPATION

There were a total of **351 participant interactions** during the community engagement.

151

Feedback forms were received online

150

People attended the public open house

50

Open-ended submissions were received through email and letters

2.3 ENGAGEMENT TOPICS

Engagement materials provided information about:

- Announced projects including the 4-laning and realignment between Connie Rd and Glinz Lake Rd and the 11km of resurfacing and widening between Otter Point Rd and Woodhaven Road.
- Artist renderings of the improvements
- Details on project scope refinements since the initial announcement
- Project timelines

The feedback form had questions regarding priorities for transit facilitates, and highway upgrades. There was also an opportunity to provide additional comments in the feedback form or by email.

2.4 NOTIFICATIONS

Print advertisements

- Goldstream News
- Sooke News
- Westshore Voice News
- Victoria Times Colonist

Stakeholder emails

- Local First Nations
- Municipality of Sooke
- Local elected officials
- BC Transit

Social media

- Twitter
- Facebook
- Online news releases

2.5 ENGAGEMENT METHODS

2.5.1 Display Boards and Feedback Form

The engagement materials provided information on the improvements proposed for the Highway 14 Corridor between Connie Road and Glinz Lake Road. The feedback form included questions related to transit facilities, and highway upgrades.

Please see Appendix 1 for a copy of the display boards and feedback form.

2.5.2 Online Materials

All materials were available online at gov.bc.ca/highway14, including an online feedback form.

2.5.3 Open House

150 people attended a public open house held at Edward Milne Community School. The open house allowed community members to speak with the project team and ask questions about the Highway 14 Corridor Improvements. Display boards were set up around the room to facilitate discussion. Attendees were encouraged to complete the feedback form online.

<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Attendance</u>
Tuesday, December 3	5:00 – 8:00 p.m.	Edward Milne Community School	150

3.0 Community Engagement Results

3.1 FEEDBACK FORM

The following are summary results from the 151 feedback forms received online.

Please note that not all respondents answered every question. Quantitative results are displayed by number of selections. The total number of mentions for qualitative data may exceed the total number of respondents as participants may have commented on more than one topic. The Ministry of Transportation and Infrastructure has read and will consider all feedback.

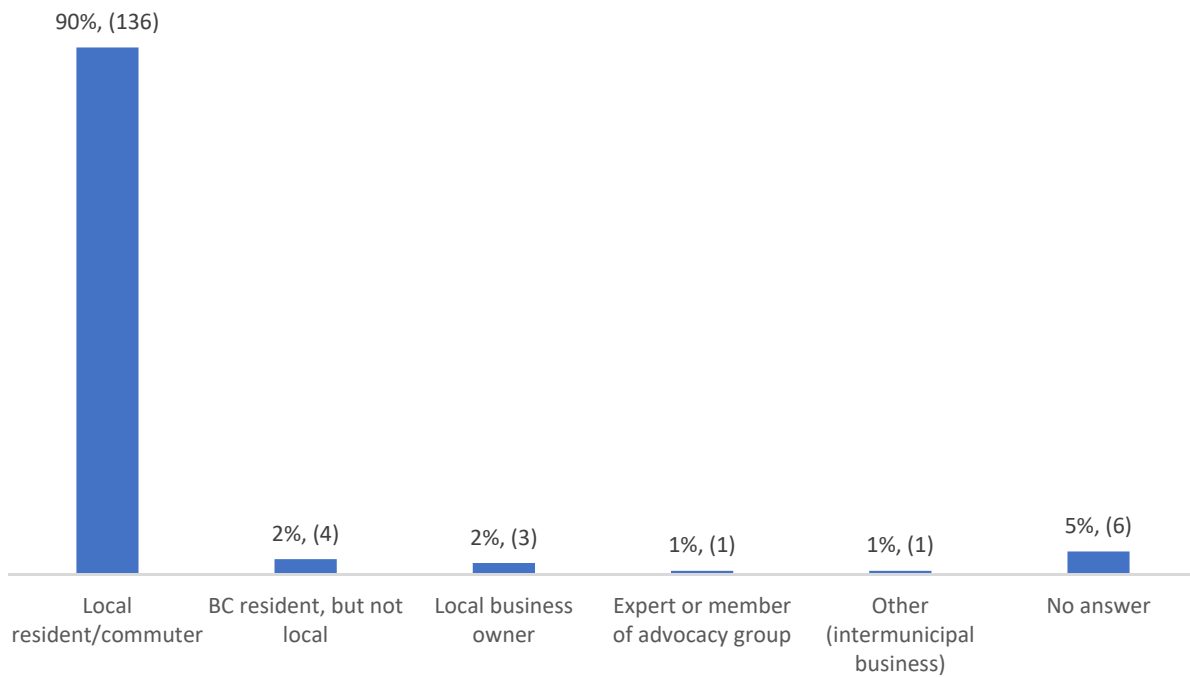
The online feedback form was open December 3, 2019 to January 15, 2020. There were 151 completed feedback forms received online. The report outlines quantitative summary results and selected comments from open ended questions.

Online Feedback Form Details

Completed Online Feedback Forms	151
Incomplete Online Feedback Forms	45
Average Completion Time	12m:11s
Attended Previous Open House	51%

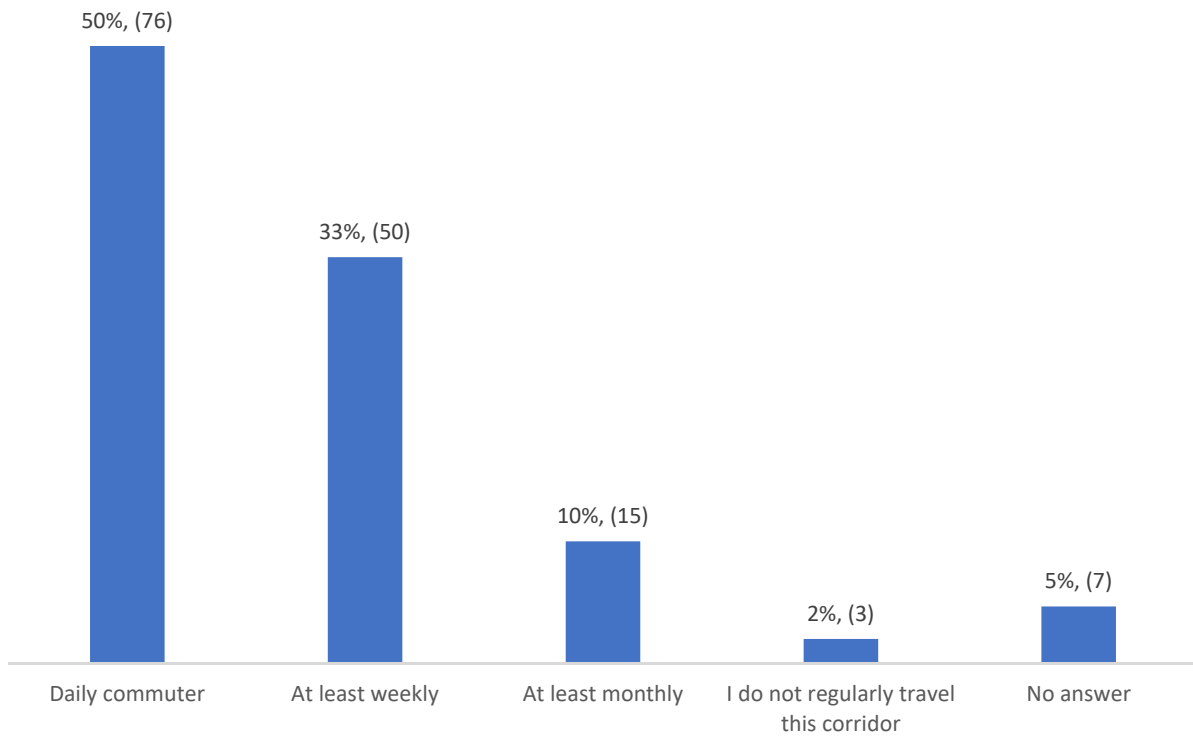
The information in this report is based on responses from 151 respondents to the survey portion of the engagement. For consistency purposes, if a respondent did not provide an answer, “No answer” was used to reflect their response.

3.1.1 How would you best describe yourself?



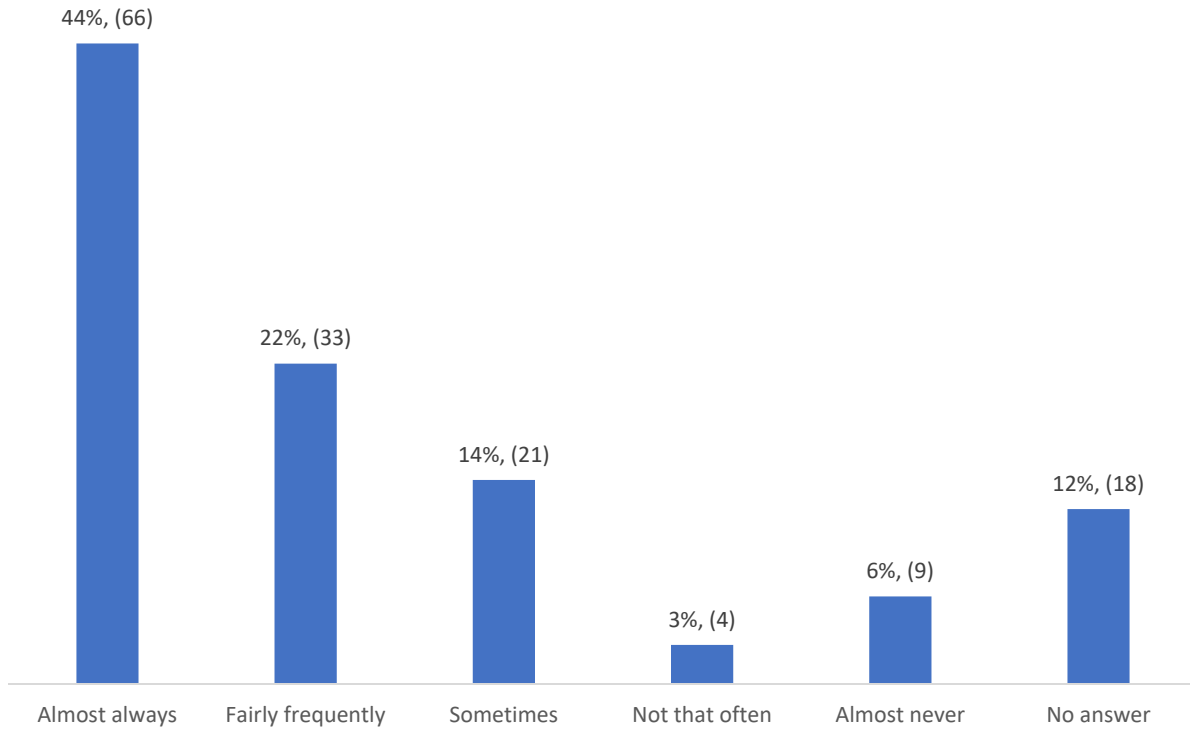
Most respondents (90 percent) identified themselves as a local resident, or a commuter along the Highway 14 corridor. Other respondents included non-local BC residents (2 percent) and local business owners (2 percent). Only one respondent selected the “Other” option indicating that they are an intermunicipal business.

3.1.2 How often do you travel the corridor?



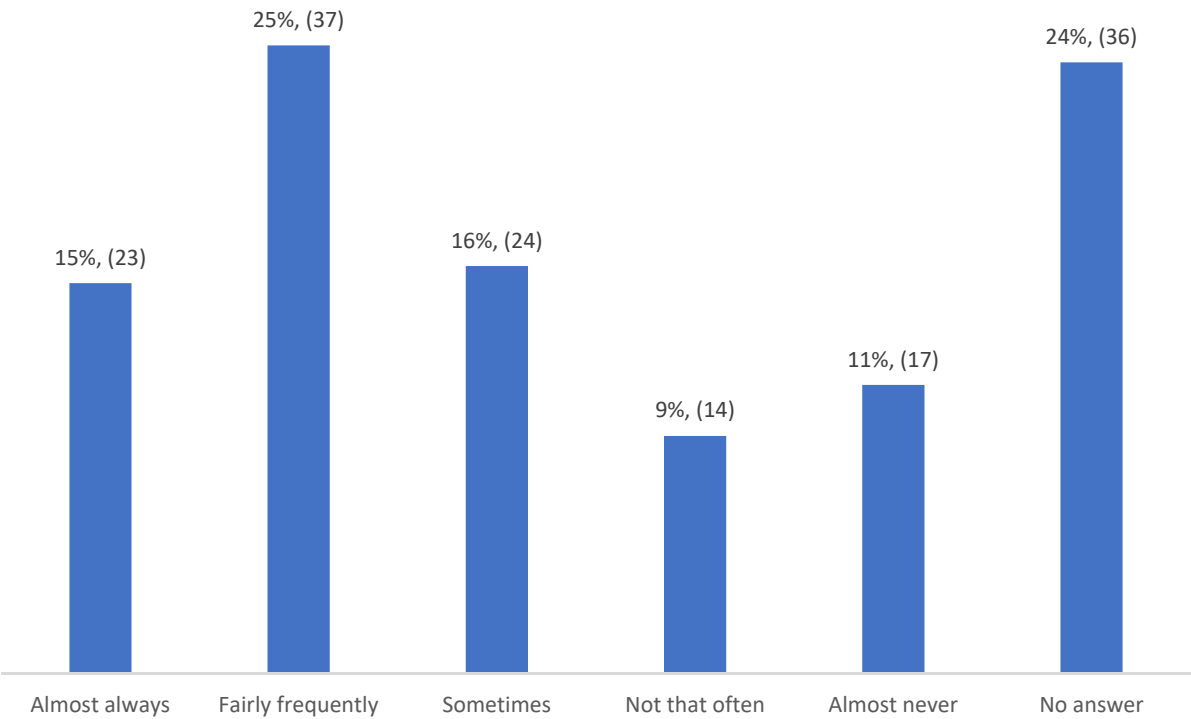
Half (50 percent) of the survey respondents indicated that they were daily commuters along the Highway 14 corridor. A third (33 percent) of respondents traveled the corridor on a weekly basis. In contrast, the remaining respondents traveled the corridor at least once per month (10 percent) or did not regularly travel the corridor at all (2 percent).

3.1.3 What mode of travel do you regularly use when you travel the corridor? [Alone in a personal vehicle]



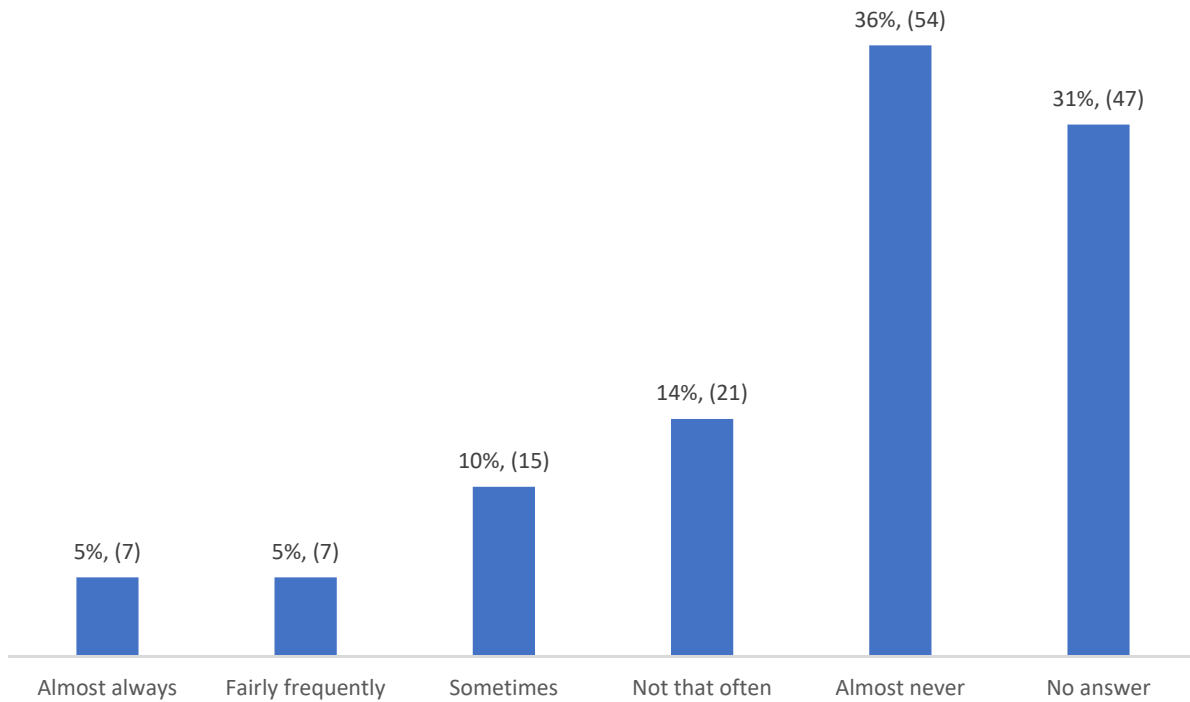
Almost half (44 percent) of the survey respondents traveled the corridor alone in a personal vehicle. Nearly a quarter (22 percent) of respondents indicated that they travel the corridor alone in a personal vehicle on a fairly frequent basis.

What mode of travel do you regularly use when you travel the corridor? [Carpool or Passenger]



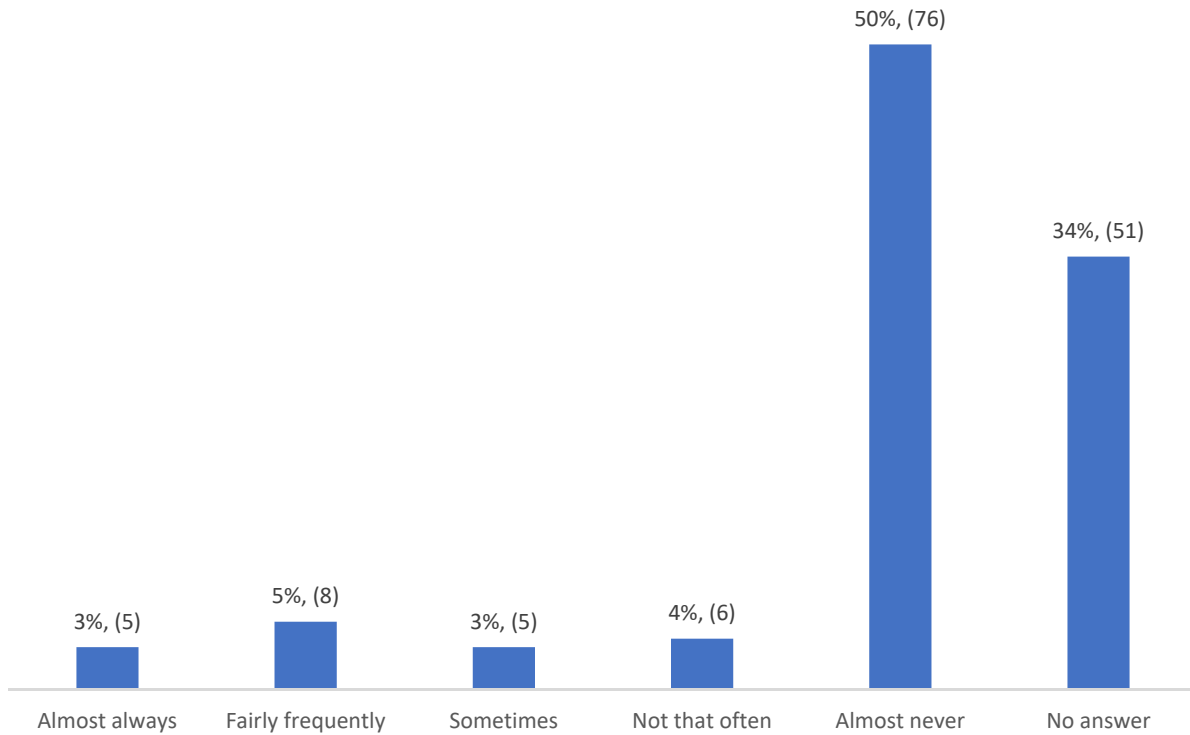
A quarter (25 percent) of survey responds traveled the corridor via carpool or as a passenger on a fairly frequent basis. Additionally, nearly a quarter (24 percent) of survey respondents chose not to respond to this question.

What mode of travel do you regularly use when you travel the corridor? [Public Transit]



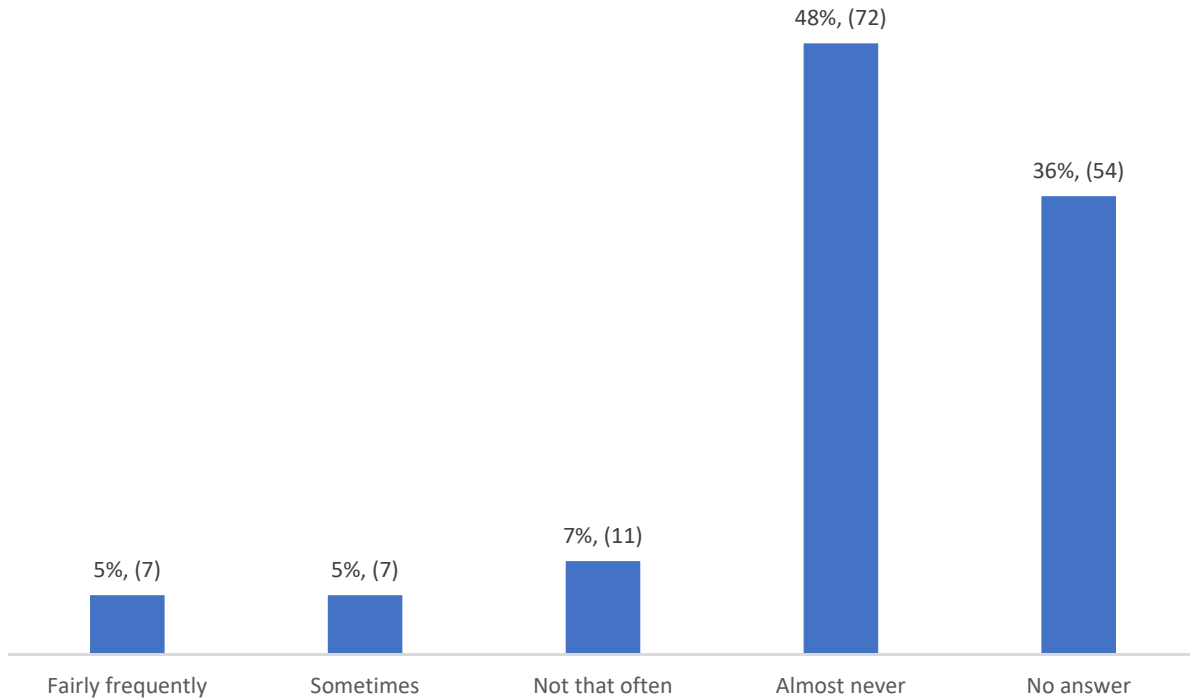
Over a third (36 percent) of survey respondents rarely traveled the corridor using public transit. Nearly a third of respondents (31 percent) did not answer this question.

What mode of travel do you regularly use when you travel the corridor? [Cycling]



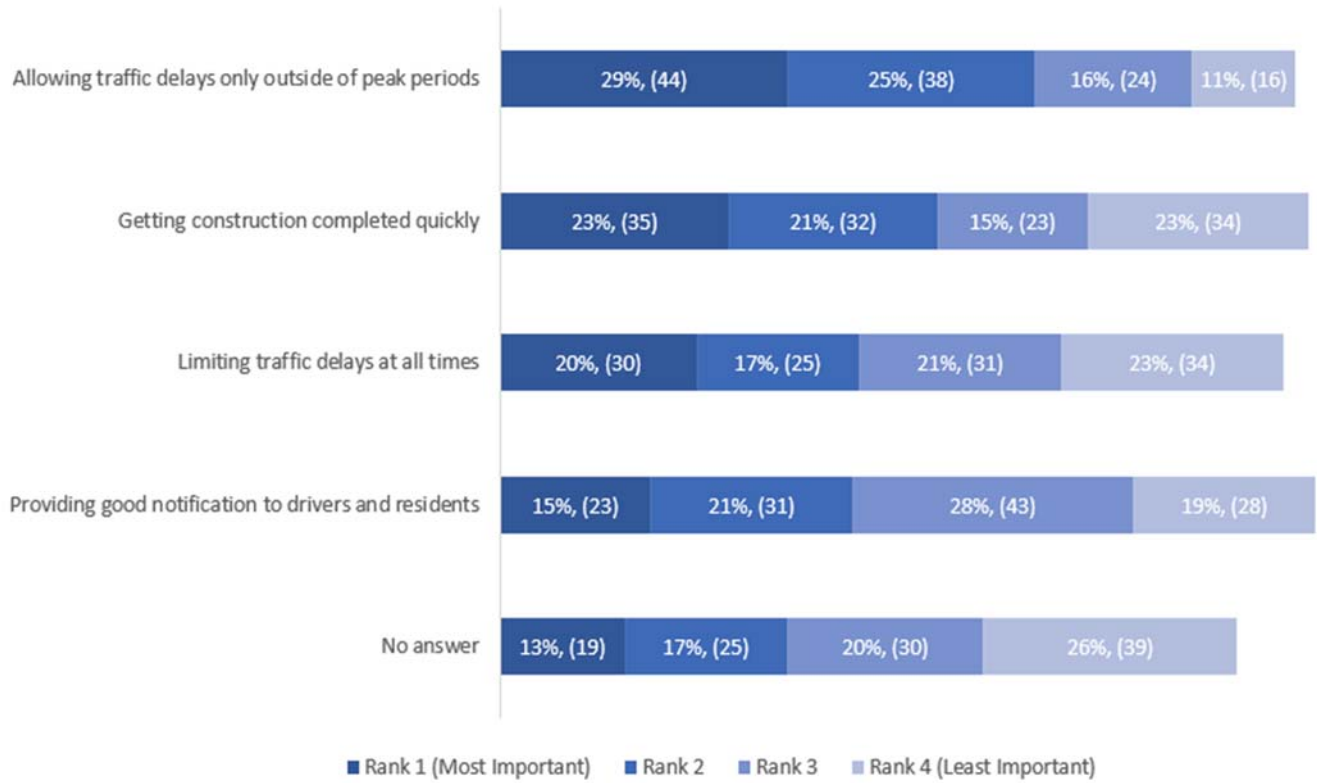
Half (50 percent) of the survey respondents rarely traveled the Highway 14 corridor via cycling. Over a third (34 percent) of respondents did not answer this question. A total of 8 percent of respondents reported that they cycle the corridor almost always (3 percent) or fairly frequently (5 percent).

What mode of travel do you regularly use when you travel the corridor? [Walking]



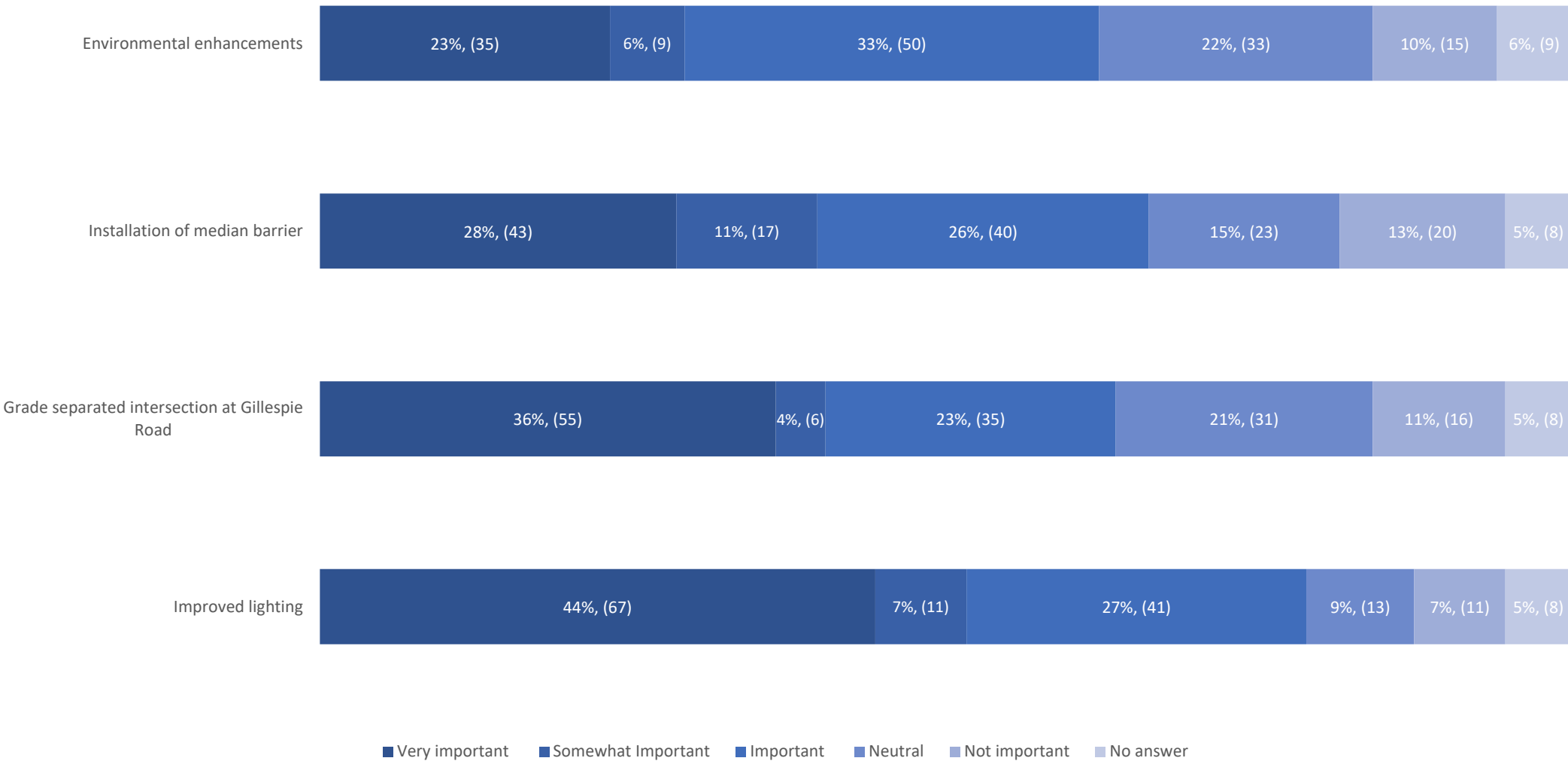
Almost half of the survey respondents (48 percent) rarely walked the Highway 14 corridor. Over a third (36 percent) of respondents did not answer this question.

3.1.4 What is most important to you in terms of Highway 14 Construction?



Nearly a third (29 percent) of respondents felt that allowing traffic delays only outside of peak periods was of greatest importance in terms of Highway 14 construction. In contrast, almost a quarter (23 percent) of respondents felt that quickly completing construction along the Highway was most important. Other respondents ranked limited traffic delays (20 percent) and advance notifications to drivers and residents (15 percent) as most important in terms of Highway 14 construction.

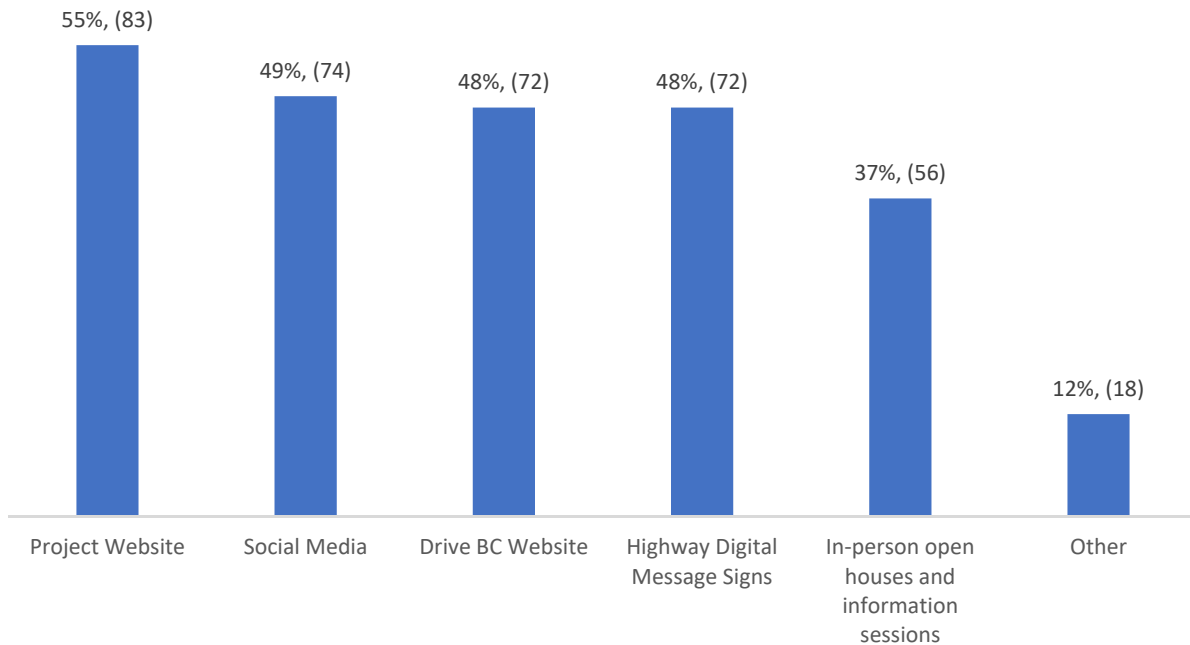
3.1.5 How important are the following aspects of the Highway 14 Project you?



Almost half of the survey respondents felt that improved lighting (44 percent), wider paved shoulders (42 percent), and improved intersections and accesses (41 percent) were very important aspects of the Highway 14 project. Over a third (36 percent) of respondents felt that a grade separated intersection at Gillespie Road was a very important aspect of the project. Nearly a third of respondents indicated that additional passing opportunities (30 percent) and highway realignments (30 percent) were very important aspects of the project. Over a quarter of respondents (28 percent) viewed the installation of a median barrier as a very important aspect, with a quarter (25 percent) of respondents viewing improved transit facilities as a very important aspect of the project. Finally, less than a quarter (23 percent) of respondents agreed that environmental enhancements were a very important aspect of the Highway 14 project.

In contrast, nearly a quarter of respondents indicated that additional passing opportunities (24 percent) and highway realignments (21 percent) were not important aspects of the project. Other respondents viewed improved transit facilities (16 percent), installation of a median barrier (13 percent), a grade separated intersection at Gillespie Road (11 percent), and environmental enhancements (10 percent) as not important. Finally, some respondents (7 percent) indicated that improved intersections and accesses, wider paved shoulders, and improved lighting were not important.

3.1.6 How would you like to be further informed about this project and highway construction?



Over half (55 percent) of the survey respondents preferred to be informed about Highway 14 construction through the Project Website. Nearly half of the respondents preferred to be informed about Highway 14 construction through social media (49 percent) and the Drive BC Website (48 percent). Over a third of respondents (37 percent) indicated that they would prefer to be informed about Highway 14 construction via in-person open houses and information sessions. Finally, 12 percent

of respondents indicated that they would prefer to be informed about Highway 14 construction through other means including local news outlets (6 percent) and email (4 percent).

3.2 Open-ended Questions

Many of the comments in the open-ended questions could be grouped into three main themes: safety, environment and design. In addition, the suggestions for park and ride amenities considered safety and security.

What other features should we consider incorporating into this project?

Key themes from 102 responses

Participants provided suggestions for a range of features to incorporate into the project which would include safety, environmental factors and thoughts on the current design.

Active Transportation and Safety

- Overpass/underpass for people with mobility challenges.
- Crosswalks across highway
- Safe separation of walking paths from vehicle traffic.
- Further cycling facilities.

Signage, Delineation and Intersections

- Improved corridor lighting and signage
- Lower speed limits in school zones.
- Merge lanes as intersections
- Use of roundabouts
- Use reflective paint on road lines
- Cooper's Cove U-turn is too far away, need a closer U-turn
- Provide a left turn lane into Manzer Rd like at Glinz Lake Rd

Environmental Considerations

- Add greenspace into the design where possible
- Provisions for wildlife to cross the highway
- Installing a new water distribution line for residents and fire hydrants in the sections being altered.

Project Design Considerations

- Create HOV lanes for busses, EVs and car pool vehicles.
- EV charging stations at park and ride.
- Enhanced Transit facilities

What additional treatments will help improve the safety and reliability of the corridor?

Key themes from 34 responses

Participants provided suggestions for additional treatments to help improve the safety and reliability such as speed control, alternate route and various improvements for visibility. The comments expressed the overall themes of safety, environmental factors and thoughts on the current design.

- All highway crosswalks including Sooke core should have flashing lights.
- Protected bicycle lanes.
- Better lighting at all intersections.
- More policing of speeders/tailgaters.
- Traffic lights or roundabout at the Gillespie Rd intersection
- Alternate access configuration at Manzer Rd to avoid U-turns
- Better lane reflective paint with reflector markers at key locations.
- Wildlife corridors accommodated for highway crossings
- increase transit lanes to speed up public transit.
- improved transit, comprehensive ride-sharing programs.
- Alternate route that connects north to Shawnigan and half way connects east to Langford.
- Keeping the old road and allowing for emergency bypass of the section from Gillespie to Coopers Cove.
- Need alternate route for when road closures occur west of Gillespie.

A new Park and Ride facility will be added to the new Gillespie Road intersection as part of this project. What features or amenities would be most important to you as part of these Park and Ride facilities?

Key themes from 91 responses

Participants provided suggestions for amenities that would provide safety and security for those waiting for a bus such as lighting, cameras, shelter, Wi-Fi and phones. Additional amenities included bathrooms, adequate parking and secure bike lockers.

- Bus shelters with lighting and seating
- Overhead lighting
- Security cameras
- Sufficient parking
- easy to access bus bays
- Secure bike lockers
- Bathroom facilities
- EV charging stations to hook up electric cars
- Chargers for phones
- Pay phone with taxi numbers listed
- Emergency phone
- Free Wi-Fi

Do you have any additional comments or concerns about the Highway 14 project? Please share your thoughts.

Key themes from 97 responses

Participants provided a range of additional comments including cycling, traffic lights, merge lanes, speed and transit. The majority of comments fell under the main themes of safety, environment and project design.

- These improvements will make a moderate impact on safety and congestion
- Safety especially at the intersection of Gillespie and Sooke Rd is crucial.
- Manzer Rd residents are greatly impacted with the removal of left turn movements on or off the highway, and the Coopers Cove U-turn being located too far away.
- Provide an alternate connection road between Manzer Rd to Polymede Place or from Manzer Rd to Gillespie Rd so we can safely access the new highway in all directions
- Concerned that this project will not improve safety nor quality of life for those using this corridor.
- Pedestrians must have some safe way to cross the road
- Widen shoulders to make cycling from Sooke to Langford a safe, enjoyable and an attractive route for cyclists.
- sidewalks and bike lanes are important.
- Do not want to see a traffic light at the Gillespie Road intersection.
- Love that there is no lights or stop sign at the Gillespie intersection.
- Additional downward light only on the road, would increase safety during dark and rainy night time driving.
- More street lights and more visible painted lines
- Those accidents that occur will be more severe due to increased speed and traffic with more casualties than we have now.
- Make it a proper freeway with limited access and a decent speed limit.
- Longer merge lanes at intersections
- With the increase in traffic volume, the full route to Sooke should be 4 lanes.
- Gillespie Road should definitely be grade separated from Sooke Rd (Hwy 14) versus an at-grade intersection for safety and future traffic volumes.
- A water line for all Sooke Road residents should be installed at this time.
- The highway is necessitated by the excessive growth of Sooke, and it would be tragic if it made possible yet more environmental destruction and sprawl between Sooke and the west shore.
- A mass transit option other than buses is needed.
- Bus stops at Polymede Place and Glinz Lake road
- BC transit bus #64 only goes to the Langford Exchange once a day, and that is inadequate.
- Improve the transit system in general by expanding bus lanes to encourage people to take transit rather than driving.
- Need an alternate route as still only 1 bridge into Sooke.
- Investment better spent elsewhere
- Concerns it will not reduce the number of accidents nor the number of road closures on the road.