

METCHOSIN

ACTIVE TRANSPORTATION

NETWORK PLAN



DRAFT

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**URBAN**  
S Y S T E M S

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# 1.0 Overview

The Metchosin Active Transportation Network Plan (ATNP) provides direction toward achieving improved active transportation conditions in Metchosin in alignment with the values and objectives important to our community. The ATNP identifies priority network improvements to support cyclists, pedestrians, equestrians, and people with disabilities to improve road safety, remove and prevent barriers and create connectivity across our community.

The ATNP will be the District's first comprehensive active transportation network plan, building on prior directions established in the *Official Community Plan* and *Parks and Recreation Master Plan*.

The ATNP was developed in coordination with the District of Metchosin and community members through a series of in-person and online engagement activities.

## Key Questions...

### **What is active transportation?**

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most popular and well-known forms of active transportation, however the definition extends much more broadly to include skateboarding and in-line skating, as examples. Connections to transit are also important, as each transit trip begins and ends with active transportation.

### **What is the Active Transportation Network Plan?**

The Active Transportation Network Plan describes the community's vision and priorities for active transportation. This includes identifying the envisioned long-term active transportation network, the type and design of active transportation facilities, and priorities for implementation and investment.

### **How will the Active Transportation Network Plan be used?**

The Active Transportation Network Plan will inform priorities and guide investment in active transportation throughout Metchosin. It will inform capital planning and public investment in infrastructure, as well as guide land development toward providing desired active transportation facilities. It will assist in collaboration with adjacent communities and transportation service providers, as well as communicate the District's priorities for active transportation infrastructure to Provincial and Federal funding agencies to help strengthen future partnerships and support grant applications.

### **Who is the Active Transportation Network Plan for?**

The Active Transportation Network Plan is for everyone living, working, and recreating in Metchosin. Developed with input from community members and stakeholders, the Active Transportation Network Plan will guide District staff and elected officials in their decision making.

## Why Active Transportation?

**Greenhouse Gas (GHG) Emissions.** Active transportation supports the District's goals to reduce GHG emissions relating to on-road transportation by replacing vehicle trips with walking and cycling trips and eliminating GHG emissions and air pollution associated with vehicle travel.

**Health + Well-Being.** Travelling by active modes contributes to increased personal activity, directly impacting our health and reducing risks associated with a lack of physical activity. Research has also shown active transportation contributes to reduced stress levels and improved overall well-being.

**Safety + Comfort.** Investments in pedestrian, cycling and equestrian infrastructure help people of all ages and abilities feel safe and comfortable engaging in active transportation without fear of collision or conflict with vehicles.

**Equity.** Active transportation is a cost-effective transportation option, accessed by a broad spectrum of the community. Investments in active transportation infrastructure helps ensure that Metchosa is connected by safe and accessible facilities that help support a more equitable community.

**Local Economy.** More people walking and cycling supports our local economy through an increase in foot traffic to local businesses, providing new opportunities for recreation and tourism, and reducing household costs by offering more cost-effective travel options for Metchosa residents.

**Quality of Life.** Active transportation strengthens opportunities to access our parks and trails, Village Centre and neighbouring communities, including creating opportunities for community interaction and fostering social connectedness and sense of place.

## Plan Process

The ATNP was prepared over an approximately one (1) year period between April 2024 and March 2025. The process generally included five (5) steps, as identified below, including two (2) separate community engagement phases.

The community engagement activities and summary of feedback is described in detail in *Section 4.0*.



Phase 1.  
Project Launch,  
Background Review



Phase 2.  
Community Engagement,  
Round 1



Phase 3.  
Draft Plan,  
Key Directions



Phase 4.  
Community Engagement,  
Round 2



Phase 5.  
Finalize Plan,  
Priorities + Implementation



# 2.0 Shaping Influences

## 2.1 Indigenous Peoples

The District of Metchosin is located within the overlapping traditional territories of several Coast Salish First Nations. Relative geographic proximity and an historic 2017 land swap involving both parties has contributed to a sustained degree of inter-community connection, between Metchosin and neighbouring SC'IANEW (Beecher Bay) First Nation.

## 2.2 Our Community

### Location + Area

Metchosin is located approximately 16 kilometres (10 miles) southwest of downtown Victoria. It is bounded by the City of Colwood, the City of Langford, Sooke Electoral Area, Beecher Bay Nation and the Juan de Fuca Electoral Area.

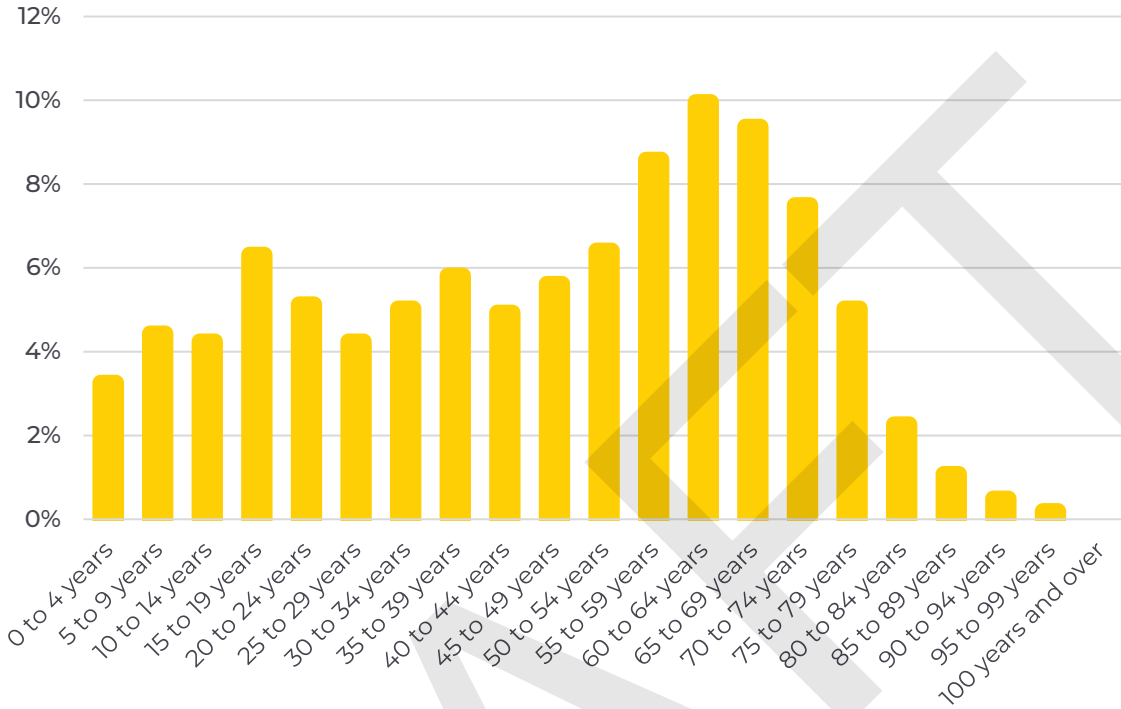
It contains a land area of approximately 70 km<sup>2</sup> and a low overall development density compared to most other communities in the region.

### Population

As of the 2021 Census, Metchosin has a population of 5,067. Compared to neighboring communities like Colwood and Langford, it has a relatively small and low-density population. Only modest growth is anticipated in future, a reflection of available developable land and the community's desire to retain rural character.

The median age among Metchosin residents is 50.8. This is both higher than the regional (45.2) and Provincial (42) median age. As shown in **Figure 1**, approximately 26% of Metchosin residents are 65 years of age and over. These results suggest that Metchosin is an aging community where supportive devices like electric bicycles (e-bikes) may have significant potential, as well as highlighting the importance of age-friendly and inclusive infrastructure.

FIGURE 1. METCHOSIN AGE PROFILE, 2021



### Land Use + Destinations

Metchosin’s growth objective has historically been to preserve the low-density rural-agricultural community and to maintenance the agricultural economy, regional parks / open space, and provision of residential developments on large lots. The District contains much of the productive agricultural land in the Capital Region, which provides food for the local market.

Metchosin has provided a choice of rural lifestyles (large lots, hobby farming and full-time farming on large holdings). The District’s residential uses are spread throughout the community, with the goal of ensuring the type and scale of residential uses maintain rural character and integrate residential development within existing terrain and nature.

Commercial uses are largely focused in the Village Centre on Happy Valley Road, which includes the "general store", the original church, school and community hall also provides a historical focus for the community. Metchosin is home to a number of farm stands and encourages home-based businesses.

The District is the location of major institutions including substantial Department of National Defense (DND) holdings, William Head Institution minimum-security penitentiary, and Pearson College United World College.

**Schools** Hans Helgesen Elementary is located on Rocky Point Road and is the catchment school for elementary aged children.

Students travel out of Metchosin to access middle and secondary school. Catchment schools for students living in Metchosin are Dunsmuir Middle School and Royal Bay Secondary School, both in Colwood. Others travel further to Spencer Middle School, Belmont Secondary School or to other schools for specialty programs. French immersion is offered to students in Kindergarten through Grade 8 at Ecole John Stubbs Memorial School in Sooke.

Private schools in Metchosin include Pearson College UWC and Westmont School (Montessori). Both schools are largely attended by students boarding on-campus and/or living throughout the Capital Region.

**Parks** There are four Regional Parks in Metchosin that attract people both locally and regionally - Witty's Lagoon Regional Park, Devonian Regional Park, Matheson Lake Regional Park, and Albert Head Regional Park.

The District also operates and maintains five (5) community parks and a series of community trails. These amenities are largely accessed by Metchosin residents and provide opportunities for recreation and access to nature.

The *Parks & Recreation Master Plan* (PRMP) provides guidance for the maintenance and investment in community parks and trails, and investment in parks for the future.

**Recreation** Beaches such as Weir's Beach and Witty's Beach, and the Cricket Club are popular recreation spots amongst local residents and regional visitors.

Metchosin is home to two golf clubs, including the Green Acres Golf Course and Metchosin Golf and Country Club.

The West Shore Parks and Recreation Centre, located on the Island Highway in Colwood, offers a wide variety of recreational opportunities and facilities. The facility serves residents of Metchosin, Colwood, Langford, View Royal and Highlands.

**Culture** The old Metchosin School on Happy Valley Road contains the community centre, functioning as a key centre of community activity and events for Metchosin residents. It is also the District's centre for group lodging in the event of an emergency.

Metchosin is home to the Metchosin Arts & Cultural Centre Association, which includes eight (8) artist studios and three (3) exhibition spaces. They host a diverse range of events throughout the year that foster community belonging and encourage cultural understanding.

**Institutions** Metchosin's Municipal Hall is located on Happy Valley Road behind the Fire Hall. Community functions are hosted at the Municipal Hall, along with the Fire Hall, that draw people from throughout the community.

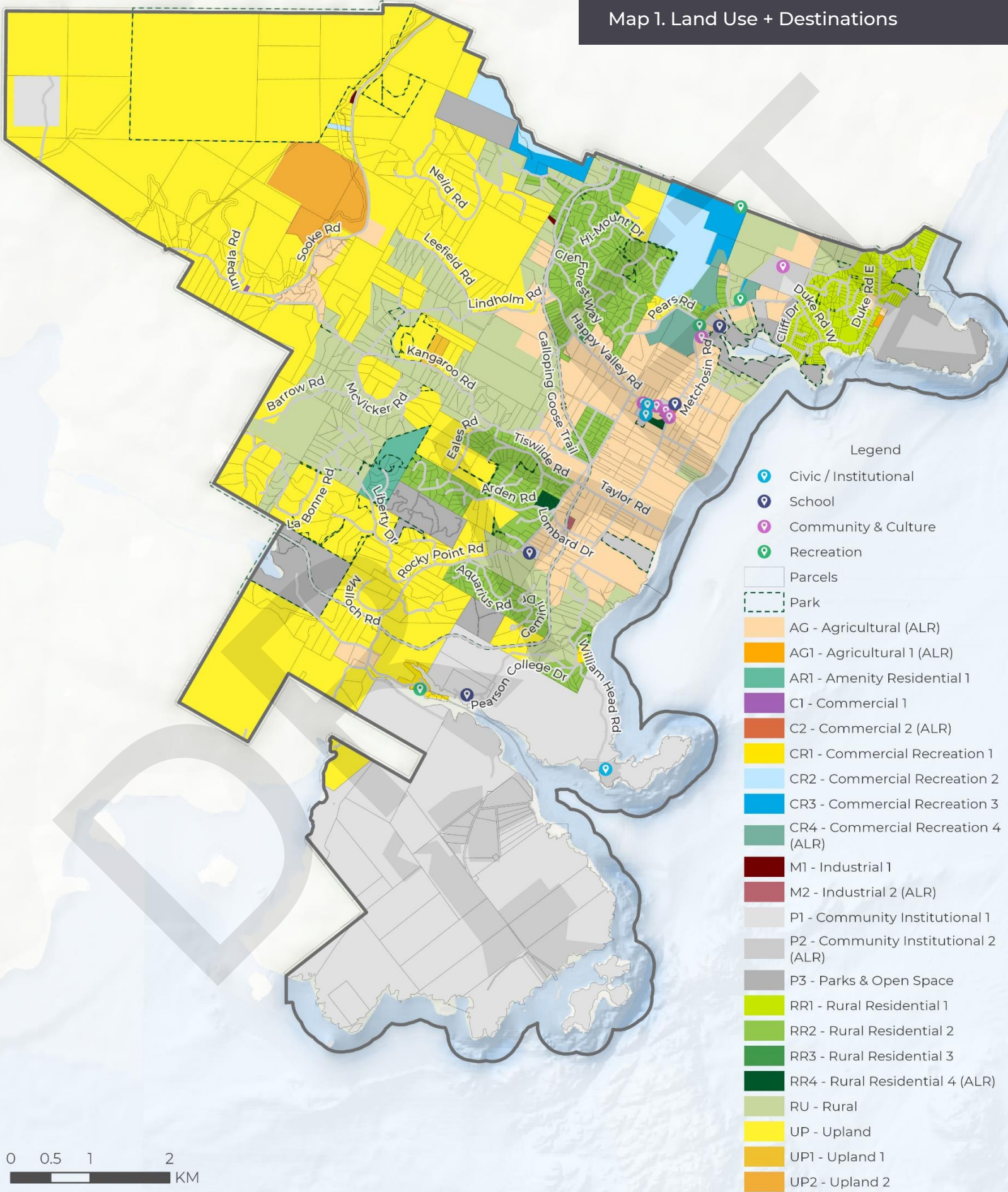
Metchosin Fire Department is located adjacent the Municipal Hall. It includes three (3) full-time staff and approximately 35 volunteer fire fighters.

William Head Institution is a federal prison located on 87 acres of land at the southern tip of Metchosin. It is a minimum-security correctional facility that has been operating since 1959 and houses approximately 200 inmates.

**Transit** Public transit supports active transportation by creating opportunity for multi-modal trip making and extending trip lengths. Transit in Metchosin includes three (3) routes – Route 54 operations primarily on Metchosin Road and William Head Road, Route 55 via Happy Valley Road and Rocky Point Road, and Route 64 between Sooke and Langford via Rocky Point Road and Happy Valley Road.

A series of five (5) bus stops are located in Metchosin, as shown in **Map 1**. Most have only an ID sign and pole, while a select number include basic amenities, such as a bench.

Map 1. Land Use + Destinations



Legend

- Civic / Institutional
- School
- Community & Culture
- Recreation
- Parcels
- Park
- AG - Agricultural (ALR)
- AG1 - Agricultural 1 (ALR)
- AR1 - Amenity Residential 1
- C1 - Commercial 1
- C2 - Commercial 2 (ALR)
- CR1 - Commercial Recreation 1
- CR2 - Commercial Recreation 2
- CR3 - Commercial Recreation 3
- CR4 - Commercial Recreation 4 (ALR)
- M1 - Industrial 1
- M2 - Industrial 2 (ALR)
- P1 - Community Institutional 1
- P2 - Community Institutional 2 (ALR)
- P3 - Parks & Open Space
- RR1 - Rural Residential 1
- RR2 - Rural Residential 2
- RR3 - Rural Residential 3
- RR4 - Rural Residential 4 (ALR)
- RU - Rural
- UP - Upland
- UP1 - Upland 1
- UP2 - Upland 2

0 0.5 1 2  
KM

## 2.3 Jurisdiction + Neighbouring Communities

### **Colwood**

Metchosin's northeast boundary is shared with the City of Colwood. The continued buildout of south Colwood (Royal Bay, Beachlands) will provide increased commercial, retail and recreational uses for Metchosin residents. The City is currently updating the Transportation Master Plan, which will identify options to create active transportation connections across borders.

### **Langford**

Metchosin borders the City of Langford to the northwest, with a number of Langford residents living in the Happy Valley neighbourhood immediately nearby. The Galloping Goose Regional Trail connects directly between Langford and Metchosin to the north. The City is currently developing an Active Transportation Plan that will help identify opportunity to better connect people walking and cycling between the two communities.

### **Sooke**

Much of Metchosin's western boundary is shared with the District of Sooke. The Galloping Goose Regional Trail connects between Sooke and Metchosin via Matheson Lake Regional Park and the Gillespie Road area of Sooke.

### **JdF Electoral Area**

The Juan de Fuca (JdF) Electoral Area is immediately south and southwest of Metchosin, including the community of East Sooke (including East Sooke Regional Park) connected via East Sooke Road. The CRD is currently developing an Active Transportation Plan that may identify options to better connect into Metchosin, particularly for residents in East Sooke.

### **Capital Regional District (CRD)**

Planning and operations of regional trails (including the Galloping Goose) is undertaken by the Capital Regional District (CRD). The CRD also undertakes regional planning and policy initiatives that relate to active transportation.

### **Ministry of Transportation & Infrastructure (MOTI)**

The Ministry of Transportation + Infrastructure (MOTI) has jurisdiction over Sooke Road (Highway 14) throughout Metchosin. This includes all planning, design, operations, and maintenance activities within the highway right-of-way.

## 2.4 Planning Framework

A series of existing policy and planning documents are in place that help guide active transportation in the community. Combined with planning initiatives completed by other local governments and transportation service providers, this section describes the current planning and regulatory framework in Metchosisin guiding the development of the ATNP.

### **Official Community Plan, 1994**

The Official Community Plan (OCP) is a guide to how land use, development and community priorities will be managed and how the community will evolve over the next two decades.

Transportation-related direction in the OCP focuses on the existing road network and potential future improvements to transit and multi-modal connections. It reiterates that due to the largely low density and rural nature of Metchosisin, only modest improvements to transit service is to be expected.

Some of the most relevant and impactful policies from the OCP relating to active transportation are summarized on the following page.

### **Parks and Recreation Master Plan, 1995**

The purpose of the District's Parks and Recreation Master Plan is to ensure actions on parks and recreation remain in line with community development objectives. It identifies local and regional trails as trails that serve both hikers and horse riders.

There is also an identified need for a comprehensive system of local trails to link points of interest within Metchosisin, lessen conflict between horse riders and road traffic, and to support rural lifestyle.

## Key Official Community Plan

### Objectives + Policies related to Active Transportation

#### Objectives:

- 10.2.6 To protect the “Galloping Goose Regional Park Corridor” right of way for public recreational and transit use.
- 10.2.7 To acquire an adequate network of pedestrian, equestrian and cycling trails in Metchosin through the subdivision process, and to encourage pedestrian, equestrian and cycling uses throughout the transportation network.
- 10.2.8 To protect existing unconstructed road rights of way for future trail networks.

#### Policies:

- 10.3.7 Subdivision applications and other development proposals should provide trail corridors for pedestrians, cyclists and equestrians as alternative means of transportation to various facilities and points of interest including but not limited to schools, parks, shopping and transit stops.
- 10.3.8 Provision should be made for safe movement of pedestrians, cyclists, and equestrians along all major and collector roads. Wherever possible this will be encouraged by providing a wider shoulder on existing and proposed roads.
- 10.3.9 The “Galloping Goose Regional Park Corridor” right of way should remain as a public recreational and transit corridor.
- 16.3.16 Support car and bike sharing programs and services by working in partnership with other jurisdictions, public organizations, businesses, and community partners to sustain such services.



## **Metchosin Community Trail Network Master Plan, 2009**

The Community Trail Network Master Plan acknowledges the wide variety of trail user and individual needs in Metchosin and provides objectives to developing a well-connected, comprehensive trail network. It considers three type of trails - community trails, roadside trails, and connector trails.

Each of the identified trail types in the Network Master Plan contribute to enhanced active transportation in Metchosin. Roadside trails in particular are those that follow road rights-of-way and are imperative in provide safe, comfortable opportunities to walk and bicycle separate from traffic. They provide a strong starting point for considering network options for the ATNP.

The Community Trail Network Master Plan is currently being updated, including identified a refreshed series of priority trail improvement projects. Outcomes from the update process may inform priorities of the ATNP.

### **Community Trail Network Master Plan**

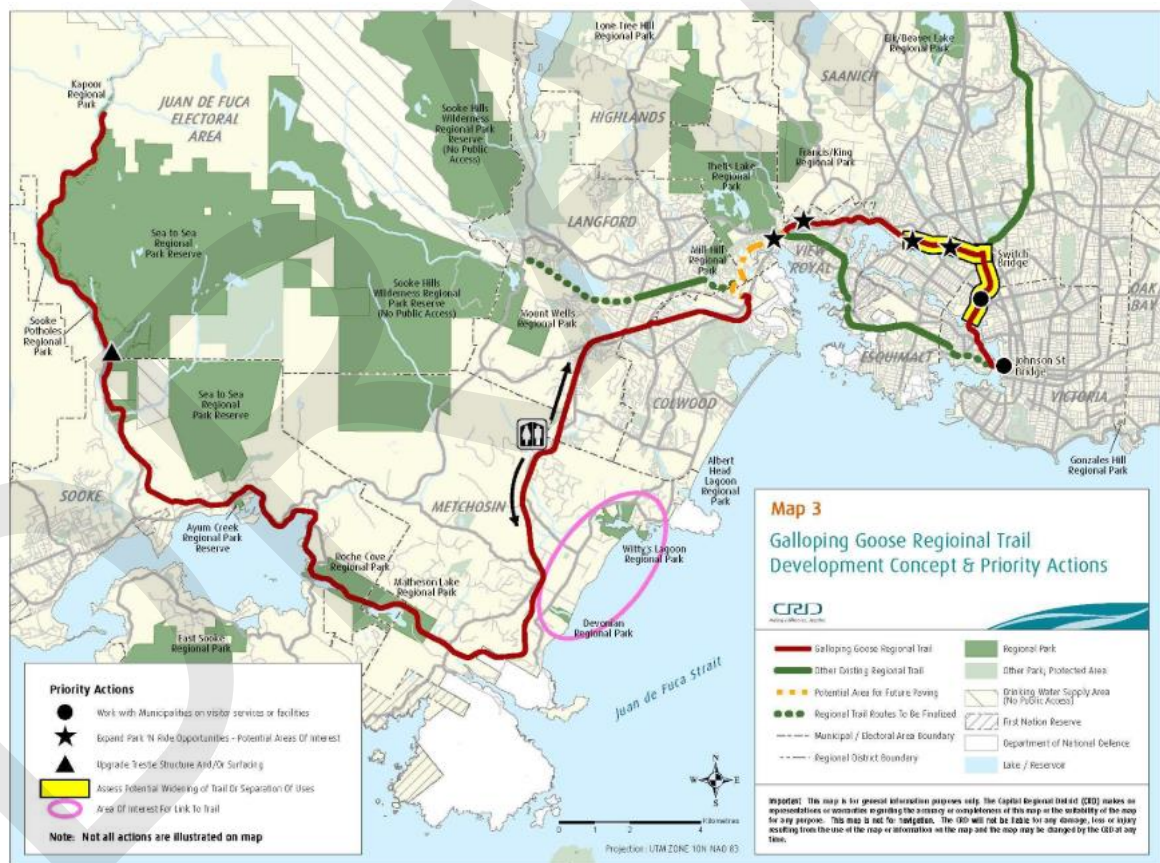
#### **Proposed Roadside Trails**

- Kangaroo Road (Sooke Road to Rocky Point Road)
- Rocky Point Road (section south of existing trail)
- Happy Valley Road (focus on Village Centre)
- Metchosin Road (entire length, focus nearby Village Centre)
- William Head Road
- Lindholm Road
- Glen Forest Way / Pears Road
- Park Drive
- Duke Road
- Arden Road
- Liberty Drive
- Neild Road

## CRD Regional Trails Management Plan, 2016

The CRD's Regional Trail Management Plan (RTMP) provides strategic direction for regional trails, including a vision for the regional trail system, management principles, overarching policies and key strategic actions. The plan identifies working with CRD municipalities to improve trail crossings (addressing sightlines, adequately lighting and marking crossings, improve crossings where needed) and improving on-street portions of trails, trail accesses and high conflict areas.

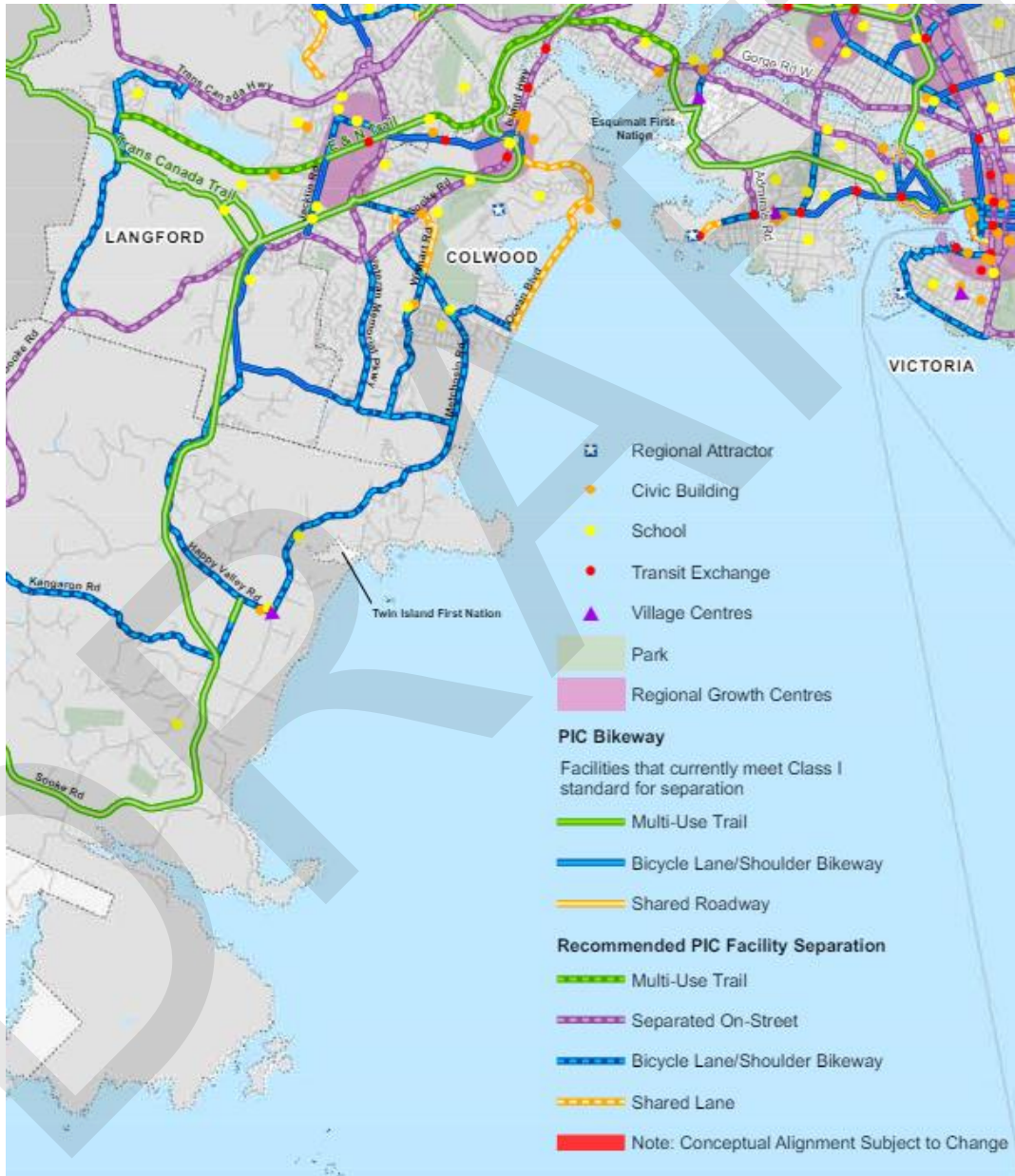
Specific to Metchosin, the RTMP seeks to manage the section of the trail connecting Langford and Juan de Fuca to continue to provide a multi-use trail experience. Key locations of consideration for trail management in Metchosin include Rocky Point Road at Kangaroo Road, as well as working with the District to create a pedestrian and cycling link from the Galloping Goose to Witty's Lagoon and/or Devonian Regional Parks.



Regional Trail Management Plan (RTMP) available online at:  
[www.crd.bc.ca/project/past-capital-projects-and-initiatives/regional-trails-management-plan](http://www.crd.bc.ca/project/past-capital-projects-and-initiatives/regional-trails-management-plan)

## Pedestrian + Cycling Master Plan, 2011

The CRD Regional Pedestrian and Cycling Master Plan (PCMP) describes a strategic approach for achieving a significant shift in transportation throughout the region. The PCMP includes a primary inter-community bicycle network, including recommended facility separation. In Metchosin, this includes the Galloping Goose Regional Trail and PIC bikeways along Metchosin Road, Kangaroo Road, Sooke Road and Happy Valley Road.



Pedestrian and Cycling Master Plan (PCMP) available online at:  
[www.crd.bc.ca/project/regional-transportation/pedestrian-cycling-master-plan](http://www.crd.bc.ca/project/regional-transportation/pedestrian-cycling-master-plan)

## **Provincial Plans + Studies**

### **South Island Transportation Strategy, 2021**

The South Island Transportation Strategy is an integrated transportation plan that explores land use, affordable housing, sustainability, and connectivity as a key to making lasting change in the South Island. Through this strategy, the Ministry has identified a number of strategies that supports Vision Zero and a shift to sustainable transportation modes such as walking, cycling and transit through prioritizing gaps in the networks, focusing on intersection improvements to protect vulnerable road users and implementing policies to support new forms of mobility for sustainable choices. The Strategy identifies a key opportunity for improvement is to strengthen connections between travel modes to support the goals for integrated transportation development by working with municipal partners to create thoughtful development where transportation investment can support growth in the region.

### **Move, Commute, Connect - B.C.'S Active Transportation Strategy, 2019**

B.C.'s Active Transportation Strategy lays out the Province's intent to promote and invest in active transportation. The strategy contains several short-, medium-, and long-term initiatives that aim to double the percentage of trips taken with active transportation by 2030. Initiatives include expanding education and encouragement programs, reviewing the Motor Vehicle Act, promoting Vision Zero principles, improving active transportation facilities and end-of-trip facilities, incorporating active transportation in provincial highway design, partnering with the tourism sector to promote active transportation, and expanding active transportation funding, which resulted in the updated B.C. Active Transportation Infrastructure Grants Program.

### **British Columbia Active Transportation Design Guide, 2019**

The B.C. Active Transportation Design Guide is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province. The Design Guide covers pedestrian, cycling, and multi-use facilities, intersection design, amenities, wayfinding, multi-modal integration, new mobility, and post implementation considerations such as monitoring and maintenance. The Design Guide will be a key resource in considering best practices for walking and cycling infrastructure as part of the ATNP development.

# 3.0 Active Transportation Today

An accurate and complete account of active transportation conditions is needed to both understand issues and challenges, and a baseline for identifying where are how improvements can be made. The following section highlights travel habits among Metchosin residents and current active transportation facilities and conditions.

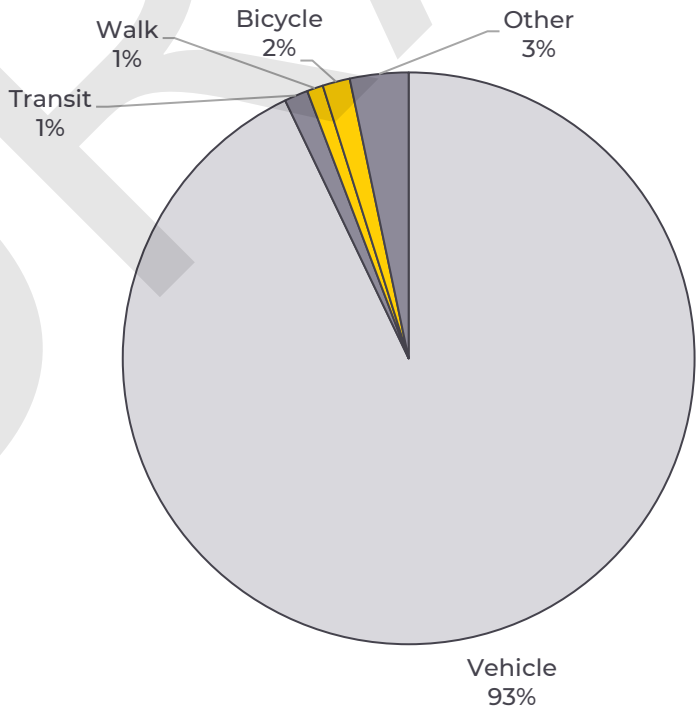
## 3.1 How We Move

Travel choices and trip patterns are summarized below using information for the *CRD Origin-Destination Household Travel Survey*.

### Travel Mode Choice

Vehicles have historically been the predominant travel option in Metchosin. Vehicle trips accounted for approximately 93% of all trips made by Metchosin residents in 2022, as highlighted in Figure 4, whereas active transportation makes up only 2% of all trips.

FIGURE 4. TRAVEL MODE SHARE, 2022



Travel mode share trends have remained relatively consistent in Metchosin in past. Dating back to 2011, vehicle trips have represented between 93% and 96% of all trips. Bicycle mode share has experienced a modest rise, increasing from 0% in 2011 to 2% of all trips in 2022.

Metchosin has low rates of walking and cycling as compared to other peer communities, with lower rates of walking (1%) and cycling (1%) than all other Westshore communities. Refer to Figure 5. As examples, walking represents 9% of all trips made by Langford residents and cycling makes up 6% of all trips by Colwood residents (2022 figures).

**FIGURE 5. TRAVEL MODE SHARE, WESTSHORE COMMUNITIES**

	Metchosin	Langford	Colwood	Sooke	Highlands
Vehicle	93%	80%	78%	87%	90%
Cycle	1%	3%	6%	1%	4%
Walk	1%	9%	8%	5%	2%
Transit	2%	4%	4%	2%	0%

### **Trip Origin + Destination**

The majority of morning peak period trips made by Metchosin residents are to Colwood (22%), Langford (17%) or destinations within Metchosin (20%). This suggests the majority of morning trips by Metchosin residents remain in the Westshore, generally 10-km or shorter. A smaller proportion of morning trips made by Metchosin residents are to Core communities such as Victoria, Saanich and Esquimalt. These figures suggest that a large number of trips made by Metchosin residents are within a reasonable cycling distance for most, while the limited number of employment opportunities within the community likely limit the opportunity for walking.

### **Trip Purpose**

The most common trip purpose is trips to work (17%), dining / restaurant (13%) and passenger drop-off / pick-up (9%).

## Commute Duration

The 2021 Canadian Census suggests that nearly half (46%) of all trips to work by Metchosin residents are 15 minutes or less. A further 28% are 15-29 minutes in duration. As shown in **Table 3**, commute duration among Metchosin residents is generally less than the CRD average, suggesting there is potential to replace vehicles trips with trips by active modes.

**TABLE 3. AVERAGE COMMUTE DISTANCE, 2021**

	Metchosin	CRD Average
Less than 15 minutes	46%	30%
15 to 29 minutes	28%	41%
30 to 44 minutes	17%	18%
45 to 59 minutes	4%	6%
60 minutes and over	5%	5%

## Vehicle + Bicycle Ownership

As of 2022, there were an average of 2.3 owned vehicles per household in Metchosin, and approximately 1.6 bicycles per household. Metchosin's bicycle per household rate is higher than the average rate among Westshore communities (1.2) and the region (1.3). Metchosin's above average bicycle ownership rate is indicative of the rural and recreational nature of the community, and indicates a community interest in cycling that coupled with active transportation network improvements may result in a higher bicycle mode share for work commutes and non-recreational activities.

## 3.2 Active Transportation Conditions

### Walking + Rolling

Metchosin's pedestrian network consists primarily of roadside shoulders and a series of roadside pathways. Roadside shoulders are provided on most major roads, albeit with varying widths and generally adjacent fast-moving traffic making for an uncomfortable walking experience.

Roadside pathways are in-place on Rocky Point Road (Happy Valley Road to Kangaroo Road) and sections of Duke Road. These facilities provide a

dedicated facility for people to walk on that is physically separated from the roadway.

People commonly walk on minor streets. In the absence of dedicated walking facilities, people walking share the street with vehicle traffic. This is an appropriate treatment on very minor roads with limited traffic, but becomes unsafe and uncomfortable where traffic volumes and/or speeds are higher.

In keeping with the rural character on Metchosin, sidewalks have not been provided in the community.

### **Cycling**

The Galloping Goose Regional Trail is the primary cycling corridor in Metchosin, providing opportunity for connection to other Westshore communities and into the core communities. The section of the Galloping Goose through Metchosin is a hard-packed gravel surface, typically 3-4m wide and it is relatively flat (former inter-community rail corridor).

People also ride on other corridors within Metchosin. Many major roads have roadside shoulders to accommodate people cycling, while most minor roads require that cyclists share the road with motorists.

### **Community Trails**

Metchosin is home to an expansive network of community trails. These facilities provide recreational opportunities for residents and opportunities to access nature. Notable community trails include those found in Metchosin Park, Blinkhorn Lake Nature Park, Eleanor Mann Park, and Sea Bluff Trail.

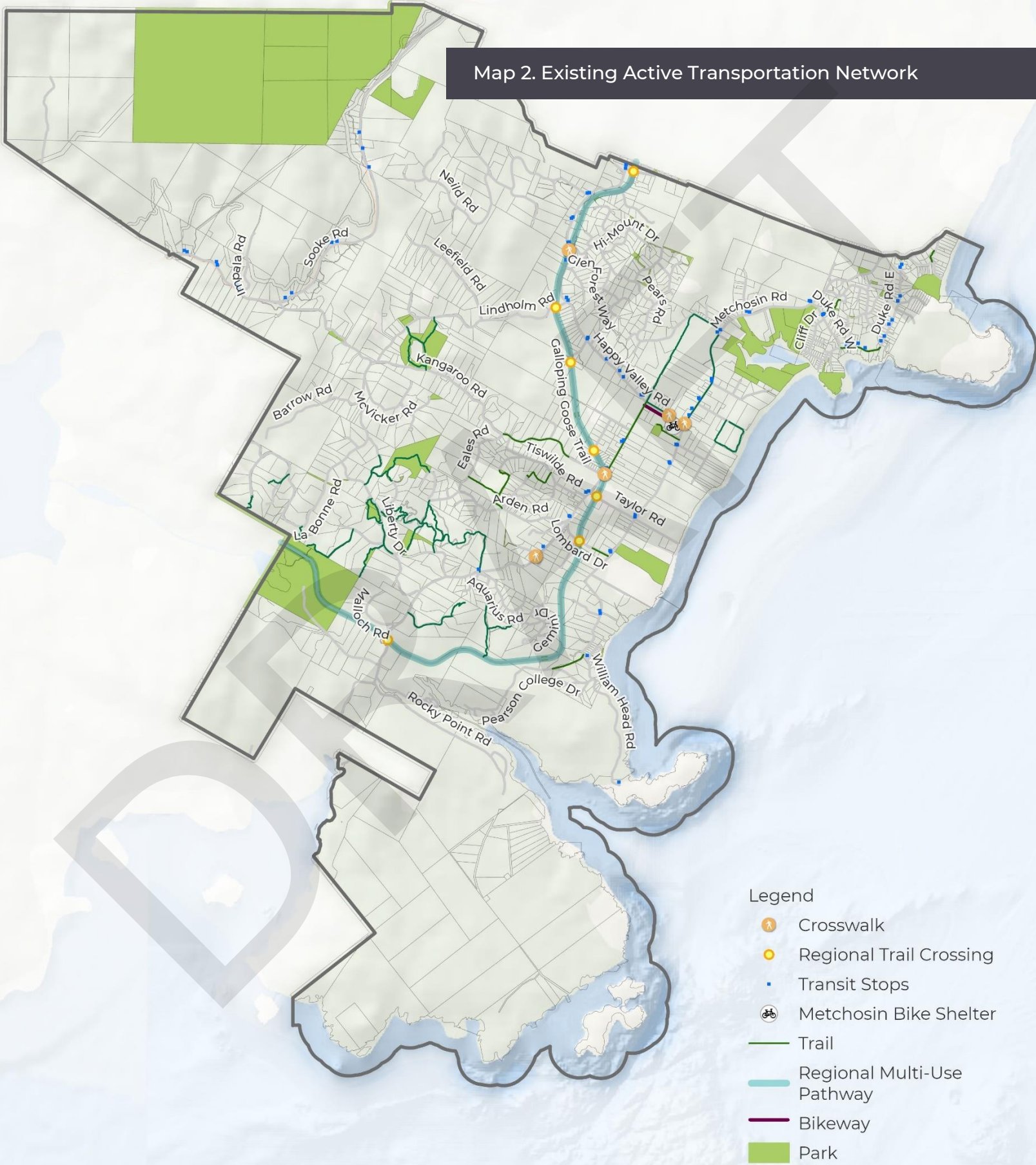
While not the focus of the Active Transportation Network Plan, community trails are an important community feature and are to be given consideration in developing and prioritizing new active transportation facilities.

### **Accessibility**

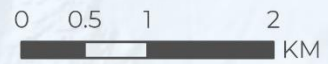
Accessibility refers to intentional design treatments to all for full access for all community members, including people with physical, visual, audible, cognitive or other limitations. Access is challenging in Metchosin given the low density community character, areas of steep grade and rural active transportation facility design that commonly includes gravel surfaces and informal access and crossing points.



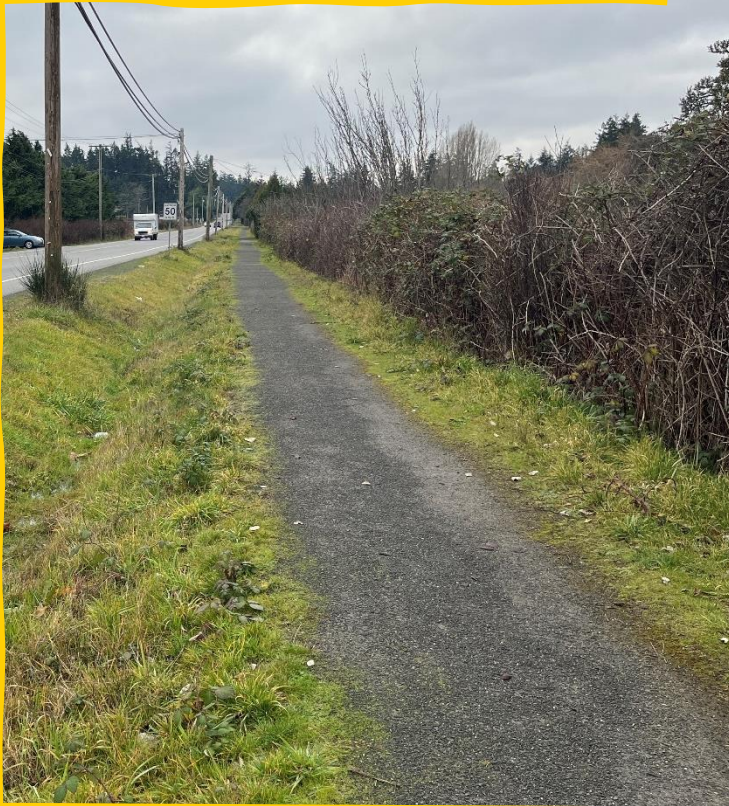
Map 2. Existing Active Transportation Network



- Legend
- Crosswalk
  - Regional Trail Crossing
  - Transit Stops
  - Metchosin Bike Shelter
  - Trail
  - Regional Multi-Use Pathway
  - Bikeway
  - Park



The roadside pathway on Rocky Point Road provides an off-road connection between the Village Centre and elementary school



The Galloping Goose Regional Trail is the key connecting active transportation opportunity to/from nearby communities

The Hillman Trail connects people on Glen Forest Way and Pears Road to the Village Centre



Roadside and off-road trails provide connections to activities in the Village Centre

## 3.3 Streets

### Highway 14

Highway 14 passes through the Northwest portion of Metchosin, linking Sooke to Greater Victoria. While Highway 14 has roadside shoulders along most of its length, the presence of high traffic volumes and high travel speeds make it an uncomfortable condition for walking and cycling at the roadside.

### Street Network

Metchosin's street network is comprised of a series of Arterial, Secondary Highways, Major Roads, Collector Roads and Local Roads. Refer to **Map 3**. Each serves a unique function in the overall network. More major corridors like Metchosin Road and Happy Valley Road provide connections to key destinations in Metchosin and facilitate travel to other communities, while more minor streets provide access to neighbourhoods.

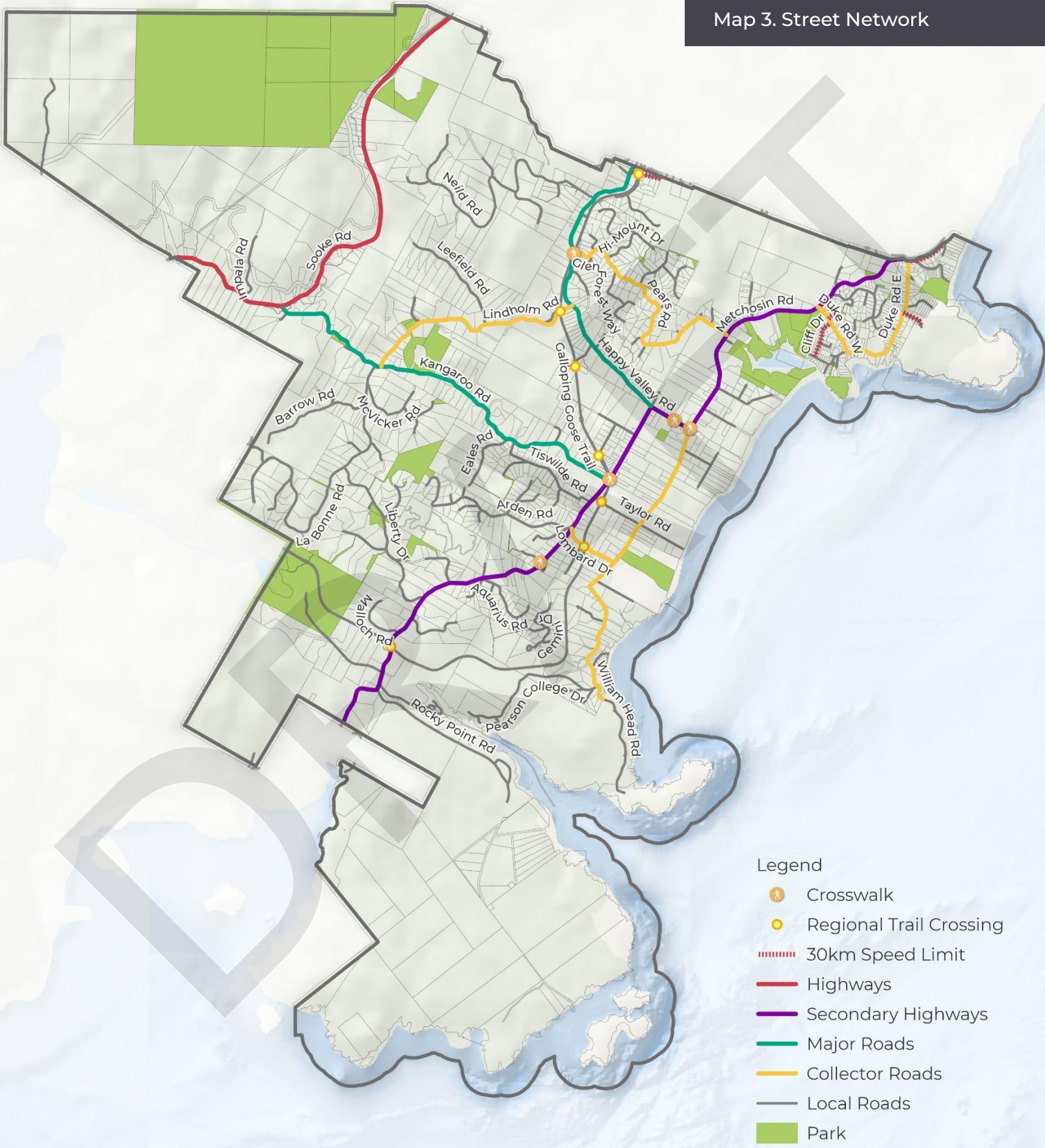
### Why do Street Classifications matter for the Active Transportation Network Plan?

Safe, comfortable active transportation facilities may vary depending on the operating characteristics of the adjacent street.

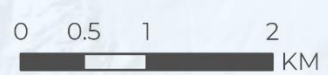
Generally where traffic volumes and/or speeds are high, a greater level of protection and separation is desired.

Street classifications help determine the operating characteristics of the street and, in doing so, also inform the preferred type and design of active transportation facilities.

Map 3. Street Network



- Legend
- Crosswalk
  - Regional Trail Crossing
  - 30km Speed Limit
  - Highways
  - Secondary Highways
  - Major Roads
  - Collector Roads
  - Local Roads
  - Park



# 4.0 Community Engagement

Community engagement is an important component of the Active Transportation Network Plan. Through a series of targeted engagement activities, effort was put into better understanding some of the key active transportation challenges in Metchosin and to test possible improvement opportunities and priorities.

The following is an overview of the community engagement process, levels of engagement, and key take-aways that have helped shape the plan.

## 4.1 Engagement Activities

Public and stakeholder activities were undertaken August to October 2024 to gather input from Metchosin residents and understand key challenges related to active transportation in our community.

### **Community Survey**, September 2 - October 7

A community survey was available to Metchosin residents via the project webpage from September 2<sup>nd</sup> to October 7<sup>th</sup> 2024. The survey was supplemented by a mapping exercise that allowed participants to indicate and comment on specific locations of concern or priority in the community.

### **Metchosin Community Day**, September 8

An information booth was setup during Metchosin Community Day on September 8th to promote the ATNP and invite residents and visitors to participate in a brief poster board activity. The “dotmocracy” activity invited participants to place sticky dots on the active transportation priorities most important to them.

### **Stakeholder Conversations**, September / October

A series of conversations were held with stakeholder agencies and neighbouring communities, including representatives from Beecher Bay Nation, Colwood and Langford, CRD Juan de Fuca Electoral Area and CRD Regional Parks.

## Participation Levels



**296**

Survey Responses



**82**

Sticky Dot Votes @ Metchosin Day



**75**

Residents Engaged @ Metchosin Day



**10**

Stakeholder Conversations

## 4.2 Key Take-Aways

Conversations and feedback from community engagement were broad, providing insight into current challenges and possible solutions to support more people feel safe and comfortable walking and cycling.

The following were key take-aways from the various engagement activities that helped to guide overall directions for the ATNP:

### **Barriers to Cycling**

Residents expressed concern over challenges and barriers to cycling on Metchosin streets, including a lack of dedicated and protected cycling facilities leaving people on bikes exposed to traffic. Specific areas of concern include Metchosin Road, Rocky Point Road and Kangaroo Road.

### **Road Safety Concern**

Significant concern was raised over safety on Metchosin streets. This includes concern for high traffic speeds, particularly on roads without separated spaces to walk or cycle and where streets are narrow and with blind corners.

### **Walking Conditions**

While Metchosin has a well established community trails system, residents noted the lack of extensive roadside facilities. Existing roadside facilities were noted as a significant benefit (e.g., Rocky Point Road, Duke Road), but the provision only a roadside shoulder or absence of dedicated walking facility was identified as a deterrent to feeling safe walking. The need for walking facilities on Metchosin Road, Happy Valley Road and Rocky Point Road was specifically identified.

### **Lack of Connectivity**

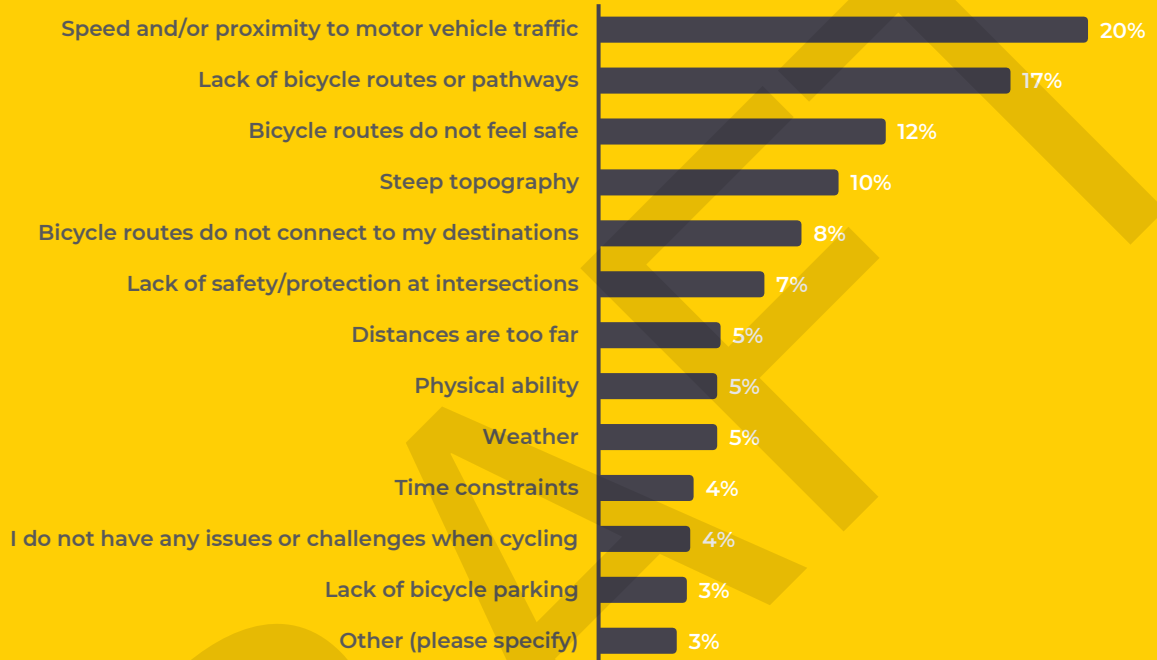
Metchosin residents expressed a desire to see more neighbourhood connections to the Galloping Goose Regional Trail and improved opportunities for access to neighbouring communities.

## Survey Feedback

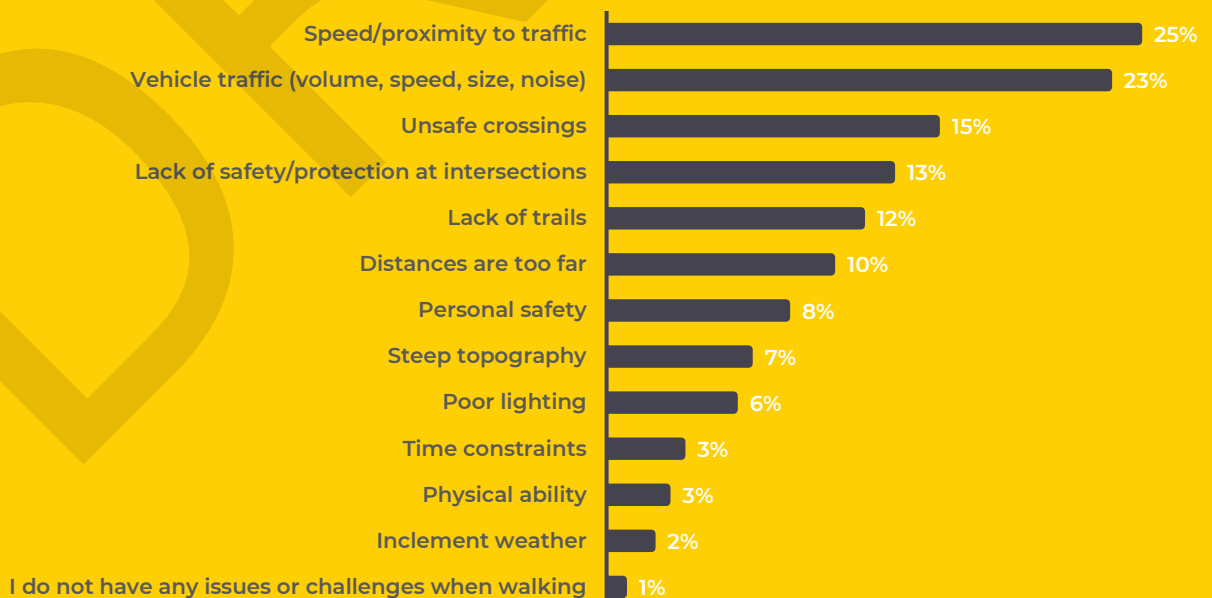
Survey respondents were asked to indicate their top barriers to using active transportation options more often. A summary of results is below.



### Top Barriers to Walking



### Top Barriers to Cycling





## Locations of Concern

An online mapping exercise was carried out during Phase 1 engagement asking residents to identify their key areas of concern for active transportation. Below is a summary of the most cited locations, with a mapped summary of all feedback on the following page.



### Happy Valley Road / Metchosin Road (Village Centre)

Concern over pedestrian safety at the Metchosin Road / Happy Valley Road intersection and safety of the existing crosswalk on Happy Valley Road nearby the Schoolhouse Museum.



### Metchosin Road

Numerous comments on the need for improved walking and cycling facilities on Metchosin Road including desire for a roadside trail, improved bridge connection(s) and connections to the Village Centre, Galloping Goose, south Colwood and Witty's Lagoon.



### Rocky Point Road

Concern over roadside safety nearby Hans Helgesen Elementary School, with a desire to see a roadside trail on Rocky Point Road to enhance safety to families walking to/from school and a potential connection from the school yard to the Galloping Goose.



### Duke Road

Concern over sections of Duke Road where people walking share the street and the desire to see the roadside trail extend to address these locations and connect to Metchosin Road.



### Hillman Trail

Desire for improved trail conditions and facilities connecting to the Galloping Goose.

Locations of Concern, cont.



# 5.0 Future Directions

## 5.1 Vision

The vision statement articulates active transportation conditions in Metchosin upon successful implementation of the ATNP. The vision builds on directions established in various policy documents and input received from Metchosin residents, stakeholders and Council.

*Metchosin contains a high-quality and accessible active transportation network that enables people of all ages and abilities to travel safely and comfortably throughout the community and to surrounding communities, while preserving the unique rural and low-density character of the community.*

## 5.2 Goals

A series of goals set the foundation for the development of the ATNP and help guide the actions outlined in the implementation plan. These goals have been informed throughout the engagement process and discussions with Council.





1. Encourage more walking and cycling trips among Metchosin residents.
2. Build an accessible and well-connected active transportation network.
3. Improve safety and comfort for people who choose to travel by active modes.
4. Secure funding to invest in active transportation infrastructure.
5. Create active transportation facilities that enhance access to nature and help sustain rural character.

## 5.3 Long-Term Network

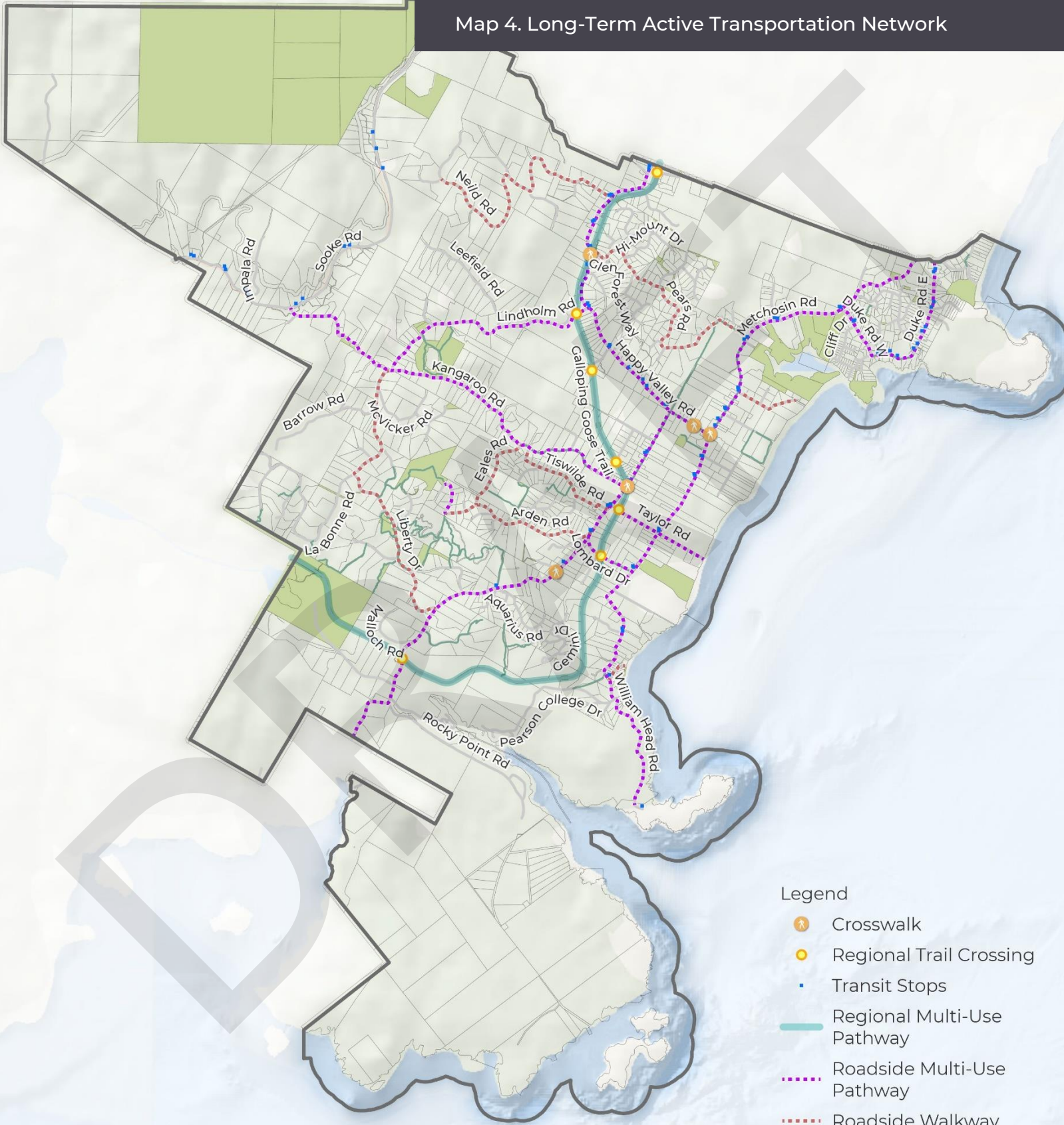
The long-term active transportation network describes the location and type of active transportation facilities upon successful implementation of the ATNP. It is a “roadmap” for how incremental network improvements may be made in a coordinated manner, ensuring that resource and funding is dedicated in pursuit of infrastructure to help realize intended long-term outcomes.

The long-term active transportation network is identified in **Map 4**. It includes a series of facility types that are defined below and supported by design guidelines contained in **Section 5.4**, as well as opportunities in **Section 5.5** to specifically enhance the Galloping Goose.

### Active Transportation Facility Types

Facility Type		User Group
A. Regional Multi-Use Pathway	Major pathways serving longer-distance, inter-community trips, with specific reference to the Galloping Goose in Metchosin.	
B. Roadside Multi-Use Pathway	Pathway adjacent to a street and located within the road right-of-way. Roadside MUPs are typically physically separate from the street.	
C. Walking Trail	Trail adjacent to a street and located within the road right-of-way. Walking trails are typically physically separate from the street	
D. Connector Trail	Minor trail routes primarily used for recreation that connect to other trails and provide access to natural areas.	

Map 4. Long-Term Active Transportation Network



- Legend
- Crosswalk
  - Regional Trail Crossing
  - Transit Stops
  - Regional Multi-Use Pathway
  - Roadside Multi-Use Pathway
  - Roadside Walkway
  - Connector Trail
  - Park



## 5.4 Design Guidelines

This ATNP includes a range of active transportation facility types that are to be applied in appropriate locations and contexts. Each has its own function and purpose within the overall network, and should be designed to accommodate the intended use and user groups for each.

Importantly, the District intends to pursue infrastructure design aligned with guidance contained in the B.C. Active Transportation Design Guide. Not only will this ensure safe, comfortable facilities that appeal to all community members, it will also put the District in a position to be successful on future grant applications.

### Facility Width

Facility width varies depending on user group and function. Desired and constrained widths for key facility types are identified below.

Facility Type	Desired Width	Constrained Width
A. Regional Multi-Use Pathway	4.0-6.0m	3.0m
B. Roadside Multi-Use Pathway	3.0-4.0m	2.0m
C. Roadside Walkway	2.5m	1.8m
D. Connector Trail	1.5m	1.0m

### Facility Surface

The District intends to pursue hard packed gravel surfaces for all trail facilities. This will allow for safe, comfortable conditions for people walking and cycling, meet basic accessible needs, accommodate horseback riding in many cases, and reflect the rural character of the community.

Asphalt surfaces may be warranted in certain cases, either in high-activity areas and/or where accessible design is prioritized.

## Accessible Design

Guided by the District's *Accessibility Plan*, Metchosin aims to be an inclusive community, including pursuing active transportation infrastructure that allows for full access by all residents. Infrastructure design is to reflect the spectrum of disabilities and limitations experienced by Metchosin residents and visitors, including mobility, vision, hearing, strength / dexterity and comprehension.

The planning and design of all future active transportation infrastructure in Metchosin is to be consistent with guidance provided by the Canadian Standards Association in *CSA B65118 Accessible Design for the Built Environment* and the *B.C. Active Transportation Design Guide*.

The following are some of the key accessible design features that are to be reflected in future active transportation infrastructure.

<b>Width</b>	All active transportation facilities are to be a minimum of 1.8m wide to allow two (2) wheelchairs to pass in opposing directions.
<b>Slope</b>	Slopes are to be 5% (1:20) or less so that only modest efforts levels are required to walk or roll.
<b>Tactile Indicators</b>	Tactile attention indicators are to be provided on the approach to all street crossings to alert crossing pedestrians to the presence of crossing traffic.
<b>Tactile Wayfinding</b>	All trail and pedestrian-oriented signage is to include braille or raised map elements to support interpretation by visually-impaired people

## Neighbourhood Traffic Management

Vehicle speeds are a significant concern among Metchosin residents, particularly on streets where people walking and cycling share the road with vehicles. The District intends to pursue strategies to help realize reduced vehicle speeds to support improved road safety and so that people feel safe and comfortable on Metchosin streets.

### Traffic Calming Program

The District intends to establish a traffic calming program to guide the planning and implementation of traffic calming on select Metchosin streets. This is to include the establishment of criteria for where traffic calming is to be pursued (and not pursued) to support safe driving behaviours and reduced vehicle speeds. Specific attention is to be given to opportunities to use traffic calming to support safe, comfortable walking and cycling conditions on key active transportation corridors without separated facilities.

### Speed Limit Reduction

A speed limit reduction strategy is to be carried out to identify the preferred approach to reducing speed limits in appropriate locations. Two options are to be considered:

1. District-wide speed limit reduction, with consideration for whether all streets are to be reduced or major streets would retain a 50 km/h posted speed limit (i.e., Metchosin Road, Happy Valley Road, Rocky Point Road).
2. Corridor-specific speed limit reduction focused on streets where people walking and cycling share the street and where vehicle speeds are known to be a concern.

Other municipalities in the region have pursued speed limit reduction (e.g., Saanich, Victoria, Central Saanich, Sidney) and may be used as a model for the approach taken in Metchosin.

The speed limit reduction process is to include pre- and post-implementation data collection to understand the level of effectiveness of any changes in speed limits.

As speed limits are reduced, the District intends to work with the Westshore RCMP to increase enforcement on targeted streets to ensure the intent of the reduced speed limit is being realized.



## Environmental Protection Guidelines

A series of environmental protection guidelines are contained in the Community Trail Network Master Plan that have applicability to the ATNP, particularly where new trail facilities are being considered in natural or undisturbed locations. The following principles should be given consideration:

- The absolute minimum of land clearing should take place.
- Where possible, care should be taken to protect existing trees. Remove only what is absolutely necessary – relocate trail around large trees.
- Locate the trail away from sensitive areas. Avoid activities on the site that attract or harass wildlife or threaten habitat quality.
- Minimal grade alteration will be acceptable.
- Widen the trail at gathering areas to prevent people from venturing off the trail.
- Provide substantial crossings over water to prevent bank erosion and stream damage
- No dumping of excavated materials will be tolerated on the trail. All unnatural materials must be taken away from the trail (i.e. containers, fabricated materials and any other harmful material) Natural materials can be disposed of on site by methods such as chipping or recycling materials into natural barriers. No material should be dumped down a slope. Do not dispose of wastes into streams, waterways, depressions or bog areas.
- Use natural material or re-vegetation to block any undesirable trails.

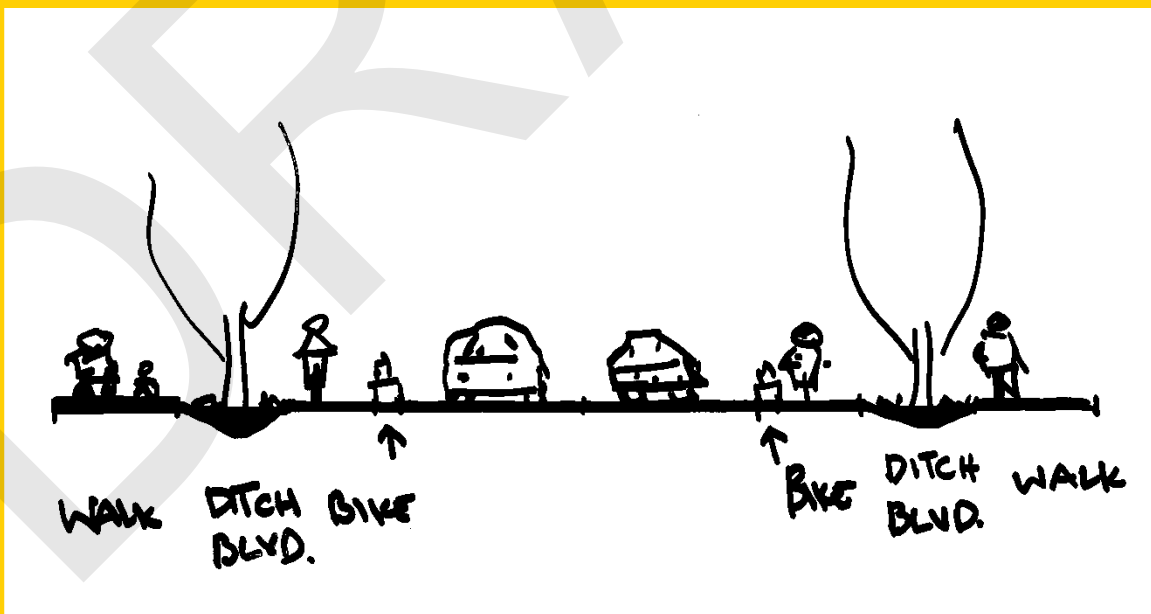
## Metchosin Village Centre

The Metchosin Village Centre is described in the Official Community Plan (OCP) as the commercial, cultural and recreational hub of the community. It is intended to remain true to its rural and agricultural roots where the rural streetscape where trees and landscaping are the dominant features rather than the buildings or parking.

Specific consideration is needed for active transportation facilities on Happy Valley Road in the Village Centre to ensure the concentration of community activities in the area are supported by appropriate active transportation facilities. The following are some of the key streetscape design components for the section of Happy Valley Road between Metchosin Road and Rocky Point Road:

- Gravel walkway (2m wide) separated from the street behind the boulevard / ditch area.
- Shoulder bike lane protected from the street behind a series of landscaped planters or other barriers.
- Roadside boulevard that includes street trees, landscape and drainage, as well as provisions for mailboxes and/or parking areas as needed.

### Conceptual streetscape cross-section for Metchosin Village Centre



## 5.5 Galloping Goose Regional Trail

The Galloping Goose Regional Trail plays an important role in facilitating active transportation between through Metchosin and connecting to nearby communities. The Galloping Goose is managed by the CRD, with planning objectives and actions identified in the *Regional Trails Management Plan* (RTMP). Recognizing the importance of the corridor, the District intends to continue to collaborate with the CRD to ensure trail improvements reflect the needs of the local community.

### Galloping Goose Crossing Improvements

Metchosin residents have expressed concern over safety at various locations where the Galloping Goose crosses a street. It is the District's intent to continue to collaborate with the CRD to realize improved crossings of the Galloping Goose over time, in addition to the recent improvements made on Rocky Point Road and Happy Valley Road.

### New Connections to the Galloping Goose

The Galloping Goose is the primary option for facilitating inter-community active transportation trips, yet there are only a small number of formal access points in Metchosin. Residents indicated support for an increased number of connections to the Galloping Goose to help support more people accessing the trail and safe, comfortable active transportation opportunities.

A series of potential new connections to the Galloping Goose are identified below. Importantly, each of the identified options is a desired connection and will require the willingness and cooperation of private landowners to facilitate access for trail purposes. It is the District's intent to pursue these connections through conversation with landowners and as redevelopment or subdivision is contemplated.

A	Hans Helgesen Elementary School	Trail connection between the rear schoolyard and the Galloping Goose
B	Pearson College Drive	Formalize trail connection between the Galloping Goose and Pearson College Drive
C	Winfall Road	Trail connection from Rocky Point Road / Winfall Road to the Galloping Goose

# 6.0 Implementation

## 6.1 Action Plan

The success of the ATNP will ultimately depend on the level of commitment made by the District and partners to carrying out actions to improve active transportation and invest in new infrastructure. This includes leadership committed to advancing active transportation, dedicated resources in the form of funding and staff time, and follow-through on identified ATNP actions.

A series of 14 actions have been identified below to advance active transportation infrastructure and supportive policy, program and regulatory changes. Some actions are discrete with a finite timeline, others are to be carried out continuously over time. All are important and collectively work toward realizing the ATNP vision and goals.

### SUMMARY OF ATNP ACTIONS

Action	Leadership	Resource
1 Pursue priority active network improvements (shown on Map 5).	Metchosin	Capital
2 Pursue new connections to the Galloping Goose (refer to Section 5.5).	Metchosin, CRD	Coordination, Capital
3 Establish traffic calming program focused on active transportation routes.	Metchosin	Staff, Capital
4 Pursue community speed limit reduction program.	Metchosin, RCMP	Staff, Capital
5 Continue to work with RCMP to enforce speed limits.	Metchosin, RCMP	Staff
6 Expand trail signage and include bikeway signage in future projects.	Metchosin	Capital
7 Increase District operations resource to clear and maintain new facilities.	Metchosin	Staff
8 Update development regulations to reflect guidance in the ATNP.	Metchosin	Staff

Action		Leadership	Resource
9	Work with School District 62 to continue school travel planning initiatives.	Metchosin, SD 62	Staff
10	Regularly coordinate with neighbour communities on network priorities.	Metchosin, Neighbours	Staff
11	Dedicated staff resource to seek grant opportunities to fund infrastructure.	Metchosin	Staff
12	Update the ATNP on a 10-15 year cycle to identify new network priorities.	Metchosin	Staff
13	Complete bi-annual progress reporting to track ATNP implementation.	Metchosin	Staff
14	Partner with community groups to promote active transportation.	Metchosin, Partners	Staff

## 6.2 Network Priorities

Significant time and resource will be required to achieve the long-term active transportation networks identified in the ATNP. Seeking to be strategic in where funding and resources are allocated, a series of priority network improvements have been identified that are to be the focus for infrastructure investment.

Priority network improvements are those that are of greatest importance to the community. They have been identified in consultation with Metchosin residents and Council, and in consideration of criteria such as their ability to fill gaps in the network, address safety concerns, proximity to key destinations (i.e., Village Centre, Hans Helgesen) and capital cost.

A summary of priority network improvements and priority intersection / crosswalk improve are shown below and identified on Map 5.

### PRIORITY ACTIVE TRANSPORTATION NETWORK IMPROVEMENTS

Network Improvement		Length	Cost
1	Village Centre Improvements	Expansion of existing roadside trails on Happy Valley Road to provide complete both sides between Metchosin Road and Rocky Point Road	800 m (+/-)
2	Happy Valley Road Intersection Improvements	Improved crosswalk and intersection safety improvements at Happy Valley Road / Metchosin Road, including potential change to 3-way stop.  New crosswalk at Happy Valley Road / Rocky Point Road intersection to better connect Hillman Trail.  Consider also traffic control and/or geometry changes to slow vehicle turn speeds and better protect people walking.	\$50,000 - \$100,000

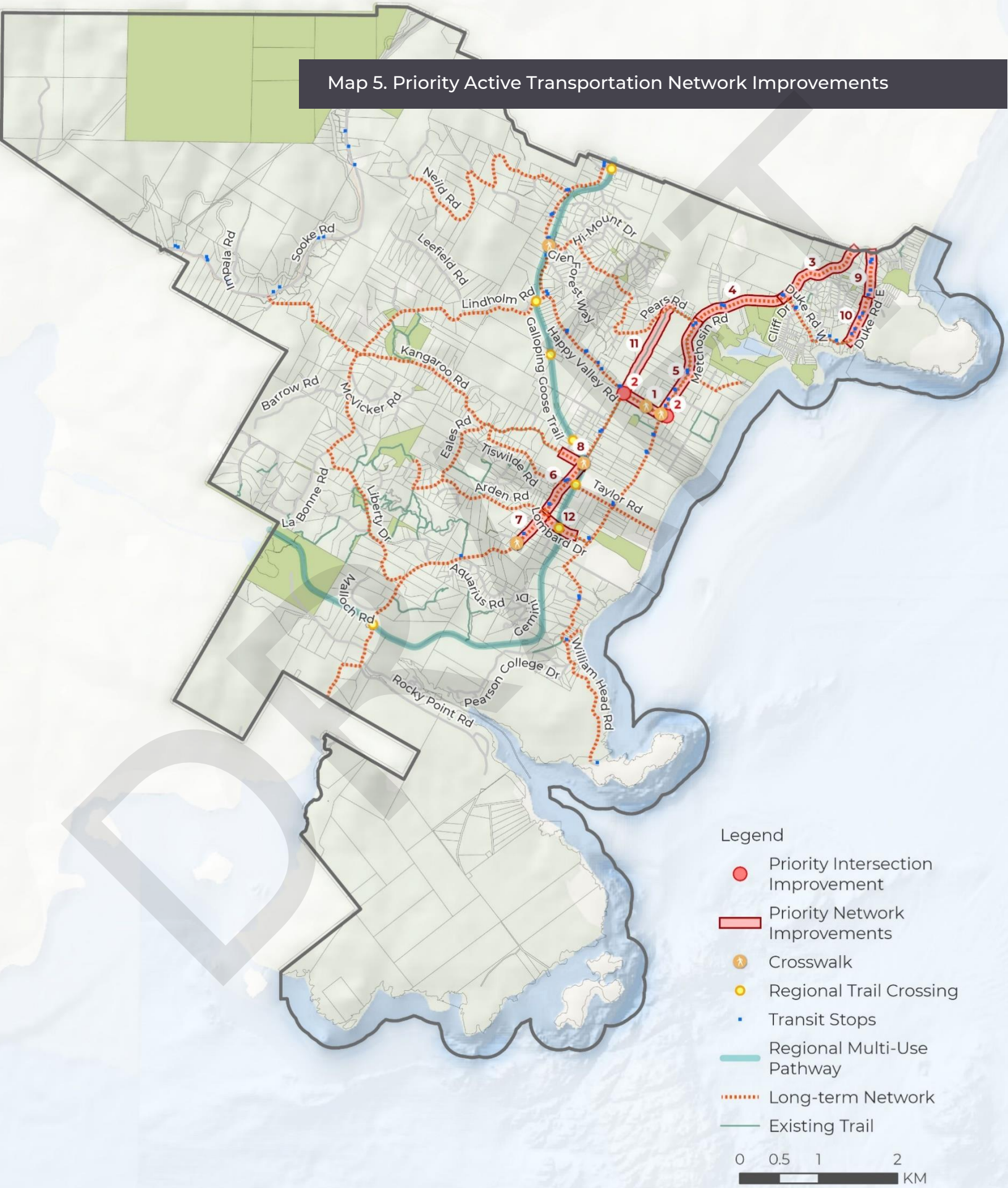
Network Improvement			Length	Cost
3	Metchosin Road	Roadside trail on the east side of Metchosin Road between Colwood and Duke Road	1.1 km	
4		Roadside trail on the east side of Metchosin Road between Duke Road and Pears Road	1.2 km	
5		Roadside trail on the east side of Metchosin Road between Pears Road and Happy Valley Road	1.3 km	
6	Rocky Point Road	Roadside trail on the west side of Rocky Point Road between Kangaroo Road and Arden Road	700 m	
7		Roadside trail on the west side of Rocky Point Road between Arden Road and Windover Terrace (at Hans Helgesen Elementary)	600 m	
8	Kangaroo Road	Roadside trail on the north side of Kangaroo Road between Morland Road and Rocky Point Road, with spot improvements to existing trail sections west on Kangaroo Road.	300 m	
9	Duke Road	Roadside trail on Duke Road between Metchosin Road and Albert Head Road	700 m	
10		Roadside trail on Duke Road between the existing Duke Road trail section and Albert Head Road	500 m	
11	Hillman Trail	Improvements to Hillman Trail to accommodate bicycles	900 m	

Network Improvement			Length	Cost
		and provide improved all-weather conditions		
12	Helgesen Trail / Lombard Road	Extend existing Helgesen Trail north to Rocky Point Road, including possible crosswalk connecting to Arden Road	400 m	

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Map 5. Priority Active Transportation Network Improvements



Legend

- Priority Intersection Improvement
- Priority Network Improvements
- Crosswalk
- Regional Trail Crossing
- Transit Stops
- Regional Multi-Use Pathway
- Long-term Network
- Existing Trail

0 0.5 1 2  
KM

## 6.3 Funding

Active transportation infrastructure is commonly pursued through a combination of municipal capital funds, contributions through land development, and external sources such as grants. With only modest capital funding and very limited land development, the District intends to prioritize grant opportunities to help fund the infrastructure improvements identified in the ATNP. This will require dedicated staff resource to seek out grant opportunities and staff time to prepare grant application materials.

Grant applications commonly require a Council-endorsed active transportation plan (this plan!), as well as accompanying engineering drawings and cost estimates to support the proposed improvement.

The following are some of the key grant funding opportunities currently available to support active transportation infrastructure. Grant funding sources change over time and the District should remain diligent in seeking out new opportunities arising in future.

### B.C. Active Transportation Infrastructure Grant

The B.C. Active Transportation Infrastructure Grants Program offers grant funding for infrastructure that is part of an active transportation network plan or equivalent. Funding is available for 70% of eligible costs, up to a maximum of \$500,000. Importantly, improvements must reflect design best practices identified in the *B.C. Active Transportation Design Guide*.

### ICBC Road Improvement Program

The community grants program supports the road safety in BC communities. Projects must focus on (or enable ICBC's promotion of) road safety or injury recovery/disability support. The projects must target one or more B.C. communities, be planned and delivered from an office in B.C., and benefit a significant number of B.C. residents.

## BC Vision Zero in Road Safety Grant

The British Columbia Vision Zero in Road Safety Grant Program funds innovative projects aimed at improving vulnerable road user safety in local communities. Projects can include improving current road designs, changing areas used by cars to create better spaces for walking and biking, and projects focused on public education and road safety planning. Award amounts are up to \$20,000 per project.

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## 6.4 Partnerships

Collaboration with other agencies and community partners will be critical to realizing our goals and maximizing the effectiveness of investments in active transportation infrastructure. The following are some of the key partner agencies the District intends to collaborate with to realize improved active transportation infrastructure in Metchosin and throughout the Capital Region.

<b>Neighbouring Communities</b>	On-going coordination on active transportation infrastructure priorities to ensure coordinated networks and consistent design across boundaries with Beecher Bay Nation, Colwood, Langford, and Juan de Fuca Electoral Area.
<b>Capital Regional District (CRD)</b>	Conversations with the CRD on opportunities to enhance the Galloping Goose and for consistency in regional amenities, including signage.
<b>Royal Canadian Mounted Police (RCMP)</b>	Collaboration with Westshore RCMP on opportunities to improve road safety and reduced speeding through enforcement and community outreach.
<b>Insurance Corporation of B.C. (ICBC)</b>	Working with ICBC to fund road safety improvements that support comfortable, safe active transportation conditions.
<b>B.C. Ministry of Transportation &amp; Infrastructure (MOTI)</b>	Seeking grant funding through the B.C. Active Transportation Infrastructure Grant, as well as continued shoulder improvements on MOTI corridors within the District (i.e., Highway 14).
<b>District Committees</b>	On-going dialogue with Committees to determine community priorities and overlap with other District initiatives.

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