

Langford Transportation Planning Summary

Updated: November 8, 2021

The City has several ways to ascertain traffic volumes/flows. For new developments, each rezoning might be unique in this way depending on how recently we have traffic data and if there is an amendment to the Official Community Plan (OCP) or if it meets the intent of the OCP and is just a rezoning.

Here are some examples:

The City maintains a computerized traffic model held by a local consulting firm. That model was first created in 2021, and was calibrated in 2017 to the OCP on a per lot basis. Following 2017 the City updates specific areas with real-time traffic data using any of several options such as:

- i. traditional traffic tube counts where tubes go onto a road
- ii. use of a device that the City can mount on the side of the road (this is especially helpful to record speeds)
- iii. downloading data from certain signal lights
- iv. manual counts that we ask the rezoning applicant to do if necessary (where they literally stand on the side of the road in peak traffic times)

In addition to the above the City reviews the overall road network to see what general improvements can be made by the City or specifically by the developer. For example in 2021, the City proactively constructed two new road connections into the core area west of Veterans Memorial parkway, south of the TCH, north of Goldstream Avenue and east of Jacklin Road. They are the Larkhall connector with the related Brock/Peatt roundabout and the Massie Avenue connector. The City can also make roads right in right out for example to “force” traffic a certain way.

Staff also keep in mind that:

- increased density produces better chances of increased transit service –increased density makes transit a more viable/economical option for BC Transit to provide service to the area
- increased density but with commercial on the mainfloor increases amenities in localized neighbourhoods therefore reducing travel requirements for that neighbourhood if there are amenities like retail, coffee, grocery stores that they don't have to drive to

Formal Reviews

The following is a summary from the past 10 years of the City's ongoing management of transportation planning and includes both the baseline traffic (existing residents/businesses) and anticipated development

1. 2012 – Full review and DCC bylaw No. 1401, 2021 still part of the original Bylaw No. 26

This bylaw created a new proper Road DCC project list and reset the rates moving forward. A full traffic study was completed as part of this bylaw creation

2. 2017 – Full review and update of DCC bylaw (to Council February 2017)

Several of these projects from the 2012 program are now complete and can be removed from the program cost or be amended for just remaining works, these include:

- i. **Leigh Road Interchange Southwest Quadrant Ramp (Completed December 2015)** – Construction of the last offramp on the TCH at the Leigh Road Interchange
- ii. **West Shore Parkway (started 2015)** – Construction began from the railway south to Sooke Road in 2015 and took to the Fall of 2017 to complete
- iii. **McCallum Road Connector (Opened in Spring 2016)** – New connector Florence Lake Road to Citation.
- iv. **Leigh Road at Goldstream Avenue Intersection (Completed in September 2016)** – Realignment and newly signalized intersection. The project was exceptionally challenging due to the network of multiple large underground utility services (eg. Water, sewer, concrete encased hydro ducting) as well as overhead hydro, Telus and Shaw.
- v. **Leigh Road from Goldstream South to Dunford Avenue (Completed in Summer 2015)**. Laning improvements included a center turnlane, construction of a paved multi use pathway along the east side of Leigh Road, new streetlights, median landscaping
- vi. **Leigh Road from Dunford to Henry Eng Place (Completed in Fall of 2016)** – Extension of new Leigh Road from Dunford to Henry Eng Place, turning existing Leigh Road into Leigh Place.

3. 2021 – Full review and update of DCC bylaw

The traffic model to the end of 2020 included completion of several major road network projects in the City of Langford and therefore is the most accurate current projection of road network requirements for the City. The 2020 computer model update included the following completed projects that were new from the last time the Road DCC bylaw was fully amended in 2017:

- i. **Bear Mountain Parkway (2017 ongoing to 2022)**– the final 3.3km of the Bear Mountain Parkway began construction in October 2016 and completed in the Fall of 2017. Work has continued constructing the remaining ultimate sections up this side of the mountain since the Fall of 2017.
- ii. **Millstream Road at Treanor Road (Opened 2020)**– completion of the missing southbound through lane and amendments to the signalized intersection (work at corner of Treanor/Millstream).
- iii. **Millstream Overpass (opened Spring 2018)** – completion of the second southbound left turnlane from the overpass onto the Highway No. 1 Trans-Canada Highway.

- iv. **McCallum Road Connector (Citation Road to Millstream Road 2 new Signals) (Opened 2020)** – the McCallum Road connector was opened in March 2016 connecting the Millstream Interchange to the Leigh Road Interchange in an east/west direction on the north side of the TCH and was amended in 2020 by adding additional lanes and signal lights between Millstream Road and Citation Road (locally referred to as the “Costco store area”).
- v. **Florence Lake Road Improvements (Setchfield to Florence Lake Road) (Completed Fall 2020)** – Reprofiting, paving and multi use pathway.
- vi. **Goldstream Avenue (Leigh to Jacklin Road) (2019 and 2020 Developer Work)** – construction at the westerly end of Goldstream at Leigh Road was completed in 2019 and 2020. Some work remains nearer to Jacklin Road.
- vii. **Larkhall Extension (2018 and 2021)**– the Larkhall extension westbound lane only was completed in 2018. The remaining eastbound lane is slated to be constructed in 2021.
- viii. **Peatt at Brock Roundabout (2020 and 2021)** – three legs of this roundabout were constructed in 2020, the remaining easterly leg will be constructed in 2021 with the Larkhall eastbound lane.
- ix. **Leigh Road Railway Crossing (Completed 2019)** – Extension of Leigh Road Henry Eng Place south to Langford Parkway, new signalized intersection
- x. **Irwin Road Widening** – the easterly portions were completed in 2019 and 2020, work remains on the westerly portion.
- xi. **Jacklin Road (Jenkins to Colwood Boundary) (Completed in 2018)** – Extensive upgrades including laning, new watermain, sewer, and concrete encased underground BC Hydro ducting.
- xii. **Happy Valley Road (Sooke Road to Latoria Road)** - portions of this work have been completed over the past four years however some work remains.
- xiii. **Latoria Road (Happy Valley to Colwood Boundary)** – portions of this work have been completed over the past four years however some additional work remains.
- xiv. **West Shore Parkway (Completed and fully opened Fall 2017)** – the West Shore Parkway completion project is 3.3km of collector road connecting the Trans Canada Highway (Highway 1) south across the railway tracks past Langford Parkway and ending at Sooke Road (Highway 14). The West Shore Parkway began construction in November 2015 and was fully completed by September 2017 connecting the Highway No. 1 Trans Canada Highway to Highway No. 14 Sooke Road. There are existing credits for this construction still being carried.
- xv. **Salem Road (now called Finney Road)** – since 2017 the City has portioned out work preparing this area for a road connection by preloading etc. A sewer line is currently being constructed here (not part of the Road DCC program) as well as a drainage ditch to be used for the eventual road construction.

4. 2022 – Anticipated update to bylaw 2021 to show completion of:

- a. **Peatt at Brock Roundabout and Larkhall Fully Extended (Completed Fall 2021)**
- b. **Massie Drive Connection (Completed Fall 2021)** – connecting Veterans Memorial Parkway to Claude Road, new sidewalks, bikelanes, 3 public parking lots
- c. **Glen Lake Road Realignment to Sooke Road (Phase 1 2020; Fully connected Fall 2021)** – Realignment of Glen Lake Road to the existing signal light on Sooke Road at Happy Valley Road, new sidewalks Glen Lake Road to Monnington, sidewalks on Sooke Road, realignment of Galloping Goose Trail to signal light
- d. **Chidlow Connector (Completed Fall 2021)** – New road connecting Luxton Road to Sooke Road at a new signal light beside Slegg Lumber. Future connection of Ronald Road to this new signal light (date TBD)

And carryover/new projects of:

- a. **Millstream Road Improvements (completing Spring 2022)** – carryover work from 2021. New roundabout on Millstream Road at Bear Mtn Pkwy, new sidewalks both sides of Millstream Road from Goldie north to Bear Mtn Pkwy, additional driving lanes, streetlighting, landscaped boulevard, entrance to new Langford Heights Business Park
- b. **Irwin Road (anticipated by December 31, 2023)** – in coordination with an adjacent development west of Creekside Trail, sidewalk extension and onstreet parking
- c. **Happy Valley Road at Latoria Road (completing Fall 2022)** – new signalized intersection, dedicated left/right turnlanes on Latoria Road to Happy Valley Road
- d. **Jacklin at Orono Road (date TBD, likely 2024)** – recent traffic studies for development west of Jacklin Road indicate the need for a signalized intersection here
- e. **Latoria Road at Klahanie Road New Signalized Intersection (for December 31, 2023)** – in coordination with the new South Langford Elementary school a new signalized intersection at Klahanie Road and the new school entrance
- f. **Langford Parkway at Langford Lake Road (est 2022/2023)** – either a roundabout or new signalized intersection, both being studied right now

5. Outside of the Road DCC bylaw:

- a. **Improvements to Roundabout West Shore Pkwy at Amy Road (Spring 2022)** – approved by Council October 2021, funded by General Amenity Reserve Funds
- b. **Sidewalk Infill** – ongoing with a new five-year rolling plan and support from Council to assign general amenity reserve fund contributions during rezonings to complete sidewalk infill. This is anticipated to increase for 2022-2026 as rezonings in the downtown core continue.