

# DISTRICT OF UCLUELET



## TRANSPORTATION PLAN 2011



October-5-11  
Revised

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# 1. Introduction

Ucluelet is a friendly place where residents smile and greet each other and enjoy a strong sense of living with nature. Ucluelet and the surrounding area is known as ‘the playground of the Pacific’ and borders on one of Vancouver Island’s most prominent national parks, Pacific Rim National Park. As a growing major tourist destination, Ucluelet features stunning scenery and a myriad of outdoor recreational activities, including convenient access to the Wild Pacific Trail, a multi-use path skirting the curves and rugged shoreline of the Ucluelet Peninsula. Surrounded by water, residents and tourists are truly living “Life on the Edge”, as Ucluelet’s motto describes. With a growing population and increasing interest in tourism, the District of Ucluelet is carefully planning for growth and development to meet future needs of residents, businesses and visitors while protecting and preserving the natural environment.

Ucluelet residents predominantly travel by car. Transportation is a key factor of how residents and visitors experience community life and is a key policy area from a broader community planning perspective, in that the greatest component of the District’s green house gas emissions and the best potential for reductions is from this sector.

Ucluelet’s long narrow peninsula has contributed to an accessible walking environment as one can walk to most places in the community in approximately 15 minutes. The accessibility of trails for cycling and walking around the community also distinguishes Ucluelet from others. The topography is undulating throughout the District which influences servicing and road infrastructure within Ucluelet. Generally roads are narrow and winding following existing contours – large scale regrading, typical of other municipalities, has not occurred here. As a result some roads have steep grades, for example, Main Street. Further the current road patterns and extent of improvements serve as a natural traffic calming influence on local and collector roads.

The Transportation Plan reflects the District’s effort to renew its Official Community Plan (OCP), a document that articulates the community’s vision and guides long-term development. The District’s 2004 OCP recognized the importance of careful transportation and land use planning has in addressing climate change. The OCP was amended in early 2010 to include policies to address greenhouse gas emission reduction targets.

This Transportation Plan aims to:

- Develop a framework for safe and efficient movement of people and goods within the District;
- Identify and prioritize transportation infrastructure needs within the District;
- Develop a network of safe bicycle and pedestrian routes into and throughout the District;
- Encourage active forms of transportation as a viable and routine alternative to the private automobile in order to reduce GHG emissions; and
- Integrate transportation and land use management initiatives to help sustain a compact and walkable community.

## 2. Transportation Context

Ucluelet is accessible by land, air and water. By land, Provincial Highway # 4 connects Ucluelet and the Ucluth Peninsula to the eastern side of Vancouver Island. Tofino Bus Services provides the only bus service to the community.

The entire region is somewhat isolated from the rest of Vancouver Island due to the nature of Highway # 4 (steep grades and winding corners) and its distance from Port Alberni (105 km or 1 ½ hour drive time).

Historically development originated along the Inner Harbour as the waters are sheltered from the Pacific Ocean. With the construction of the Highway into Ucluelet, commercial development has been primarily focused along this spine road into the community. As growth occurs within the former Forest Reserve Lands, some commercial ventures are anticipated, primarily to support the planned resort developments. The majority of future commercial growth should be concentrated on or adjacent to Peninsula Road within and immediately adjacent to the Village Square as shown in the OCP.

A proposed road network plan was prepared in conjunction with proposals to develop District Lots 281, 282 and the former Forest Reserve Lands. Schedule 'D' of the 2004 OCP outlines the proposed road and trail network as well as the road classifications within the District.

A helicopter landing pad is located at the Federal Coast Guard Station and floatplanes use Island West Resort as well as the Main Street Dock (Government Dock) in the Ucluelet Inlet.

The Tofino-Ucluelet airport is located within Pacific Rim National Park approximately 11 km southeast of Tofino and 24 km northeast of Ucluelet. It is used by private and small commercial planes, although it is capable of handling a 737 jet. Coastal fog is a common morning phenomenon in the summer, complicating access by air until the weather clears. Several IFR approaches are available including GPS and NDB types. This airport is not currently equipped for night time operations. The airport contains three (3) runways, each approximately 5,000 feet (1,524 m) long. Upgrades to support inclement weather conditions and night time landings will be necessary in order to significantly increase airport capacity. It is Canada's most westerly airport.

This regional airport provides for tourism, local commerce, regional medical provision and search & rescue services. Orca Airways offers passenger service to the Lower Mainland, Vancouver South Terminal, and to Victoria. The summer schedule offers four (4) flights per day; this is reduced to one flight per day during the winter season. With the influx of 'distant' professionals working between home and this region, improved/reliable access to Victoria and the Lower Mainland and back via the airport would be advantageous.

The Francis Barclay provides a passenger and limited cargo ferry service from Port Alberni Harbour to Ucluelet Harbour. Canada Custom Services provides a Canada Customs Clearance Centre in the Harbour.



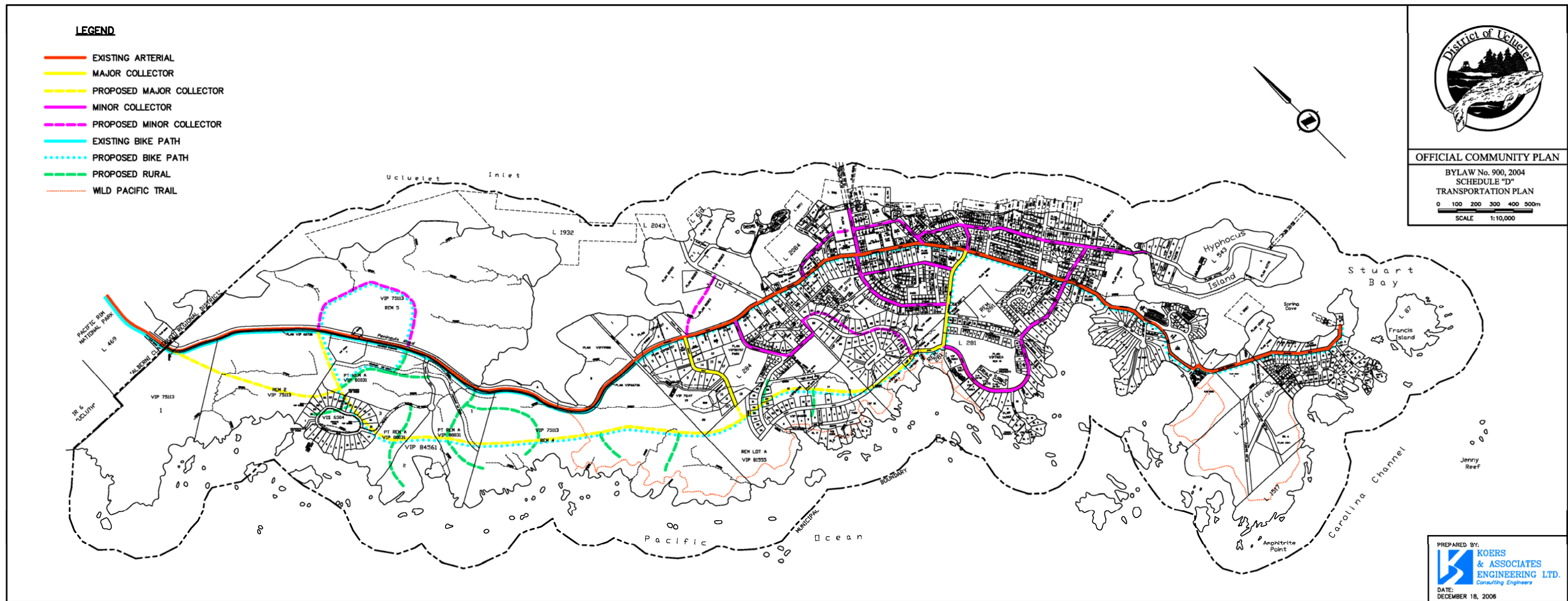


Figure 1: Schedule C Transportation Plan (Official Community Plan, 2004)

## 2.1 Walking and Cycling

The relatively short distances between the Village Square, most retail services, the Community Centre and beaches (within one kilometer of most homes) fosters walking and cycling throughout the community. Given the unique outdoor setting of this area, walking and cycling should continue to be encouraged and supported; as it becomes a significant component of future transportation improvements within the District.

The compact rural nature of Ucluelet allows pedestrians to walk comfortably on the side of the road where no sidewalk exists. This shared use of space serves as a traffic calming influence; hence one of the reasons speeding has not become an issue in the District.

Within the Village Square a ‘Walking Tour’ ( shown as a light blue dashed line in Figure 2) is proposed to encourage opportunities for tourists to enjoy the Inner Harbour, and to provide a link between the Harbour Marina, Village Square and the fishing industry. This ‘Walking Tour’ could be promoted with maps, signage and brochures and be integrated with the George Fraser Walking Tour. Improvements could include a walkway adjacent to the paved road surface, capable of accommodating strollers and motorized wheelchairs. This walkway could be constructed on Eber Road, Helen Road, Garden Street, Imperial Lane, Cypress Road, Bay Street, Waterfront Drive, Hemlock Street and Lyche Road, as shown in Figure 2. It is recommended a concrete or similar surface be provided in the central portion only on Fraser Lane and Cedar Road

The proposed pedestrian network consists of:

- Multi-use asphalt pathway on Peninsula Road and Pacific Rim Highway from Highway # 4 intersection to Coast Guard Road (~ 11 km in length);
- Sidewalk on the east side of Matterson Drive from Peninsula Road to Bay Street along the school frontage; and a multi-use pathway on the west side of Matterson Drive from Peninsula Road to Marine Drive and connection to Big Beach;
- A multi-use pathway along Marine Drive (~ 5 km in length);
- Sidewalk on the north side of Peninsula Road from Lyche Road to Alder Street;
- Existing sidewalk on both sides of Main Street;
- Sidewalk on the north side of Helen Road from Main Street to Matterson Drive;
- Sidewalk on the west side of Matterson Drive from Peninsula Road to Helen Road;
- Sidewalk on the west side of Birch Street from Peninsula Road to Helen Road; and
- The ‘Walking Tour’ walkway ( shown as a blue dashed line on Figure 2).

On an interim basis the sidewalk could be a temporary asphalt surface if future road improvements are needed.

The bicycle network consists of the multi-use pathway along Peninsula Road, Matterson Drive and Marine Drive (shown in green on Figure 1). The District is well served with an 8 kilometer multi-use paved pathway from the junction of Highway # 4 with the Pacific Rim Highway. The multi-use pathway currently terminates approximately 100 metres east of Seaplane Base Road. The majority of this pathway is separated from the highway by a boulevard (gravel or planted). A somewhat sporadic separated concrete sidewalk continues from Seaplane Base Road within the Peninsula Road right-of-way. It is proposed that the multi-use pathway be extended by incorporating the existing concrete sidewalk – the sidewalk should only be replaced where

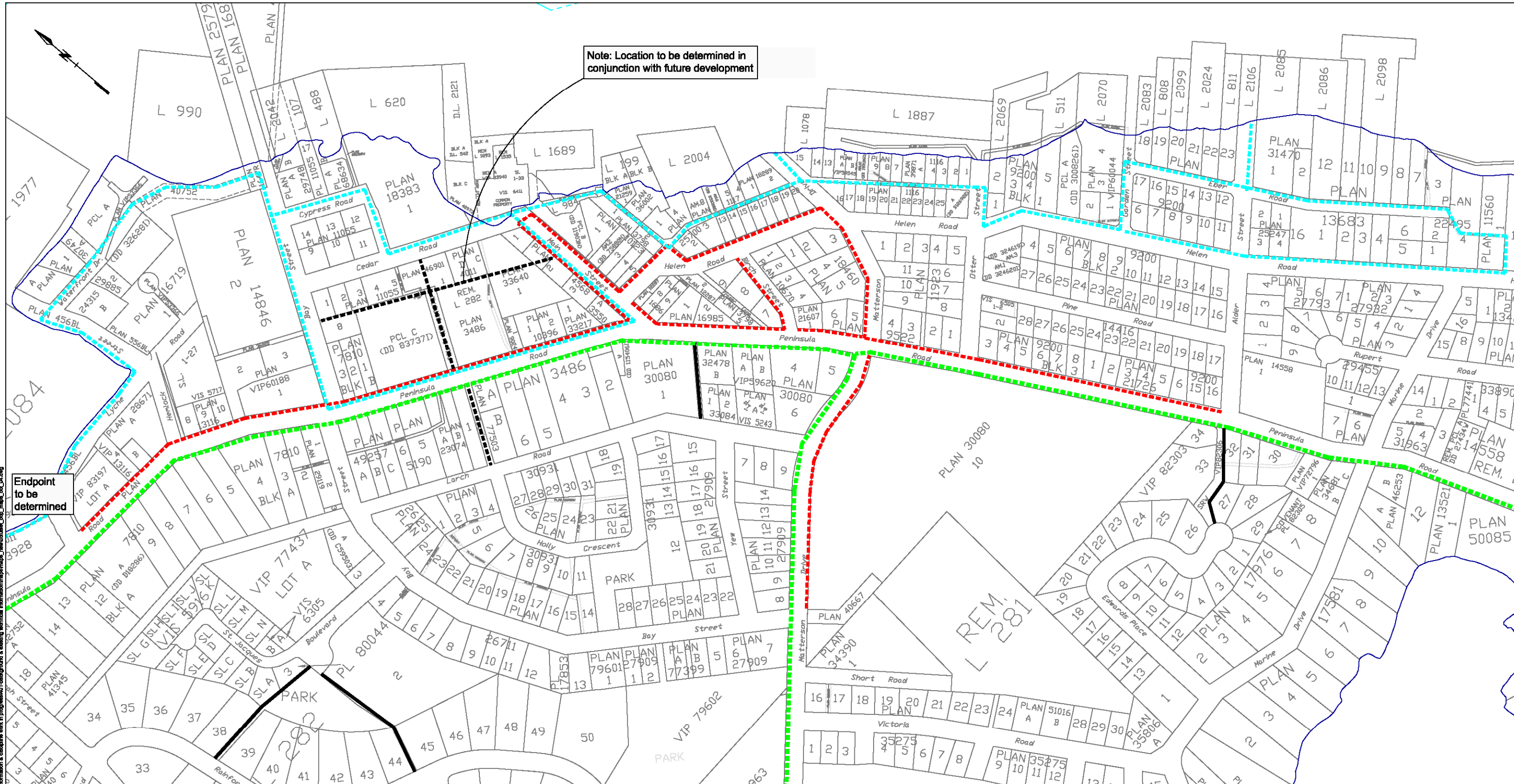


necessary; otherwise a 1.0 metre wide asphalt strip can be added to the concrete sidewalk to create a multi-use pathway approximately 2.5 metres in width. It is proposed to continue the multi-use pathway all the way through town to Coast Guard Road (approximately 3.5 kilometers).

A new multi-use pathway is proposed on Matterson Drive at Peninsula Road to Marine Drive; then east along Marine Drive through the former Forest Reserve Lands to eventually connect to the existing multi-use pathway on Pacific Rim Highway. Future multiple connections from Marine Drive to Peninsula Road can be considered as development occurs, which will include a connection to the unnamed collector road within the Marine Drive Properties site.

The existing uncontrolled access points along Peninsula Road affect the safety and enjoyment of the existing multi-use pathway.

It is recognized Ucluelet has limitations for capital improvements; therefore construction of new sidewalks and extension of the multi-use pathway should be prioritized with a focus on key functional requirements, such as circulation within the Village Square, access to schools and access to the new Community Centre with its associated recreational/sport activities. Further, the sidewalk and multi-use pathway locations require detailed analysis to avoid conflicts with existing infrastructure and buildings, particularly along Peninsula Road. It is conceivable the multi-use pathway could switch from one side of the road to the other in order to accommodate construction constraints.



Date: 4-Oct-11

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**Legend**

- - - - - \*Proposed Walking Tour
  - - - - - Sidewalks (Existing and Proposed)
  - Trail Connections - Existing
  - - - - - Trail Connections - Proposed
  - - - - - Multi-Use Pathway
- 5 minute walking radius. (400 m from Peninsula Road and Main Street)

\*Note: Route suggested is intended to link village squares to Harbour Marina and fishing industry. Details (including timing and funding) to be explored.



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**Figure 2:**  
Village Square Connections

**Figure 2: Village Square Connections**





Figure 3: View from Wild Pacific Trail

The Wild Pacific Trail, possibly Ucluelet’s premiere attraction, is pedestrian only and is primarily for leisure and recreational purposes. The spectacular views along the Pacific Ocean waterfront are truly magnificent. This nature trail distinguishes Ucluelet from neighbouring Tofino, offering landscape artist vantage points and is complimentary to the more arduous West Coast Trail between Bamfield and Port Renfrew. Funding for extension of the Wild Pacific Trail should be a priority, and costs should be recoverable from the developer(s) of the former Forest Reserve Lands as development occurs. Further it is recommended that some portions of the Wild

Pacific Trail be accessible to bicycles and handicapped scooters. This would require a higher standard of trail construction and therefore should be limited to key locations/observation points only. As the multi-use pathway is extended eastward along Marine Drive, possible connections to trailheads and observation points on the Wild Pacific Trail should be considered.



Figure 4: Wild Pacific Trail Map



In conjunction with promoting the Wild Pacific Trail, Ucluelet could include the proposed bicycle network to form an urban/nature circuit, similar to the Traboulay PoCo Trail – a 25 km multi-use trail which encircles the City of Port Coquitlam. Bicycle racks should be placed at key locations, such as beaches trail heads and in the Village Square. This responsibility can be passed along to developers to install, where appropriate.



*Figure 5: Port Coquitlam Traboulay Trail, BC*



*Figure 6: Photo from City of Port Coquitlam*

## 2.2 Transit

Public transit does not currently play a major role in the transportation system in Ucluelet. There are two bus services in Ucluelet – the Tofino Bus Island Express, and the Tofino Beach Bus. Both operated by Tofino Bus Services Inc. Tofino Bus Services, based in Tofino, is a locally owned Vancouver Island bus company that offers daily scheduled passenger service, as well as charter bus services.

The Tofino Bus Island Express is a daily, year-round route operating between Victoria, Port Alberni, Ucluelet and Tofino with connecting Greyhound bus services at Parksville and Nanaimo. Bus service is also provided to Departure Bay Ferry Terminal in Nanaimo allowing connections to Vancouver via Greyhound bus service. Connections to the Greyhound service at Parksville provide access to up-Island destinations. This bus service operates once a day in the winter and two times a day in the summer.

The Tofino Beach Bus is a daily year-round regional route operating between Tofino and Ucluelet, with a number of stops along Long Beach. The seasonal schedule operates once a day in the winter and three times a day in the summer.

## 2.3 Roads

### 2.3.1 Road Network



**Figure 7: Ucluelet Elementary School at Matterson Drive and Peninsula Street intersection**

Figure 1 shows the transportation network (existing and proposed) and road classifications within the 2004 OCP. The arterial and collector road classifications shown in Figure 1 are similar to communities with much higher populations and traffic needs. As Ucluelet's population is not expected to grow substantially, it is proposed the transportation network plan be modified as shown in Figure 8, to reflect lower anticipated traffic volumes with slower speeds. The primary difference between Figures 1 and 8 is the extent of arterial road classification (Peninsula Road) and the elimination of the minor collector road classification. All roads are considered local roads, unless noted otherwise in Figure 8. This change in road classification will focus road capital requirements to those roads carrying the highest volumes and with the greatest needs.

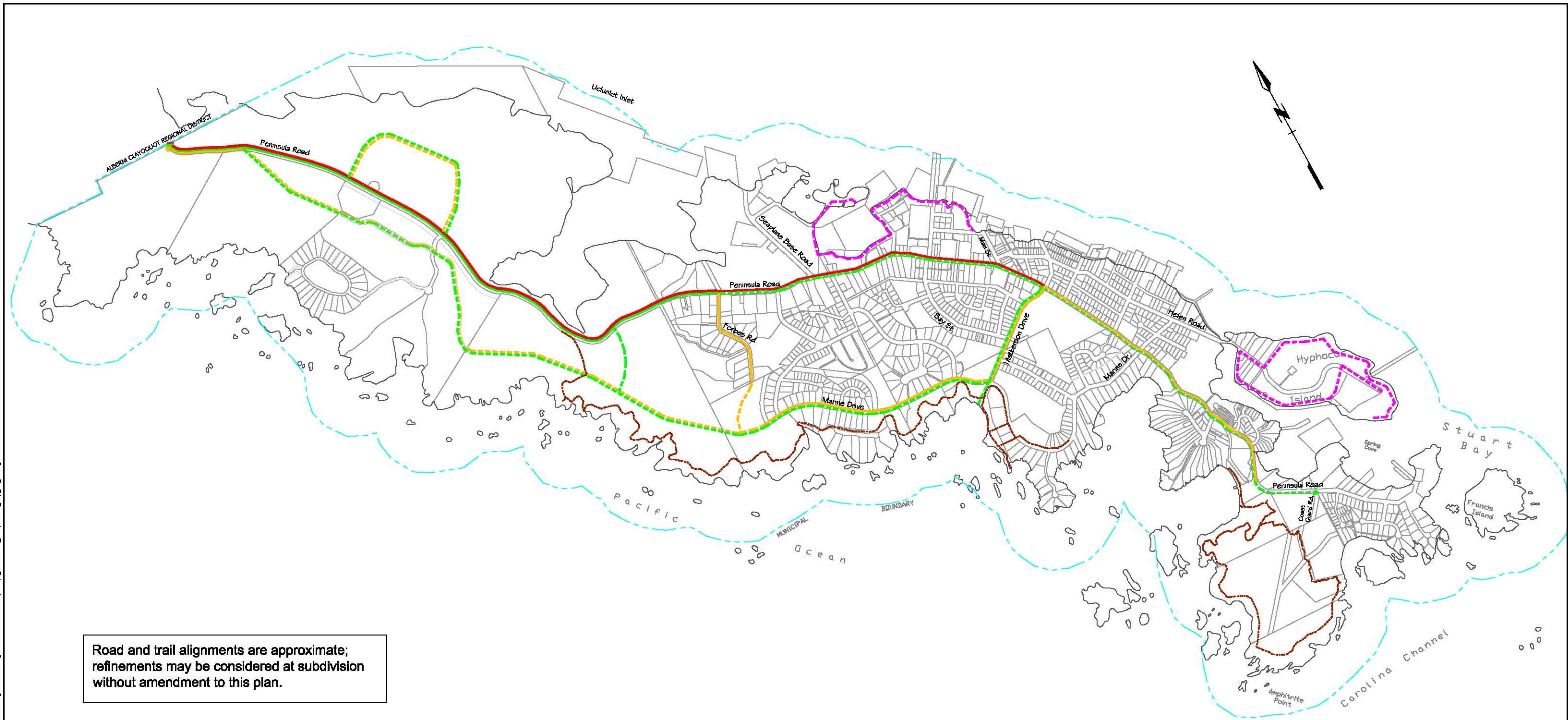
One future local road connection is proposed; the extension of Cedar Road to Lyche Road, which will become an important pedestrian connection linking the Village Square to the Harbour Marina. This connection should be dependent upon redevelopment of the intervening parcel. As this connection is not crucial for vehicle movements, the actual tie-in to Bay Street

Figure 1 shows the transportation network (existing and proposed) and road classifications within the 2004 OCP. The arterial and collector road classifications shown in Figure 1 are similar to communities with much higher populations and traffic needs. As Ucluelet's population is not expected to grow substantially, it is proposed the transportation network plan be modified as shown in Figure 8, to reflect lower anticipated

could occur anywhere between Cypress Road and approximately 60 metres south of Cedar Road.

Matterson Drive is an important link across the Ucluth Peninsula linking both sides of the water. As the District grows the role and function of Matterson Drive will become more prominent, particularly in light of the recent construction of the new Community Centre and outdoor recreation facilities.





Road and trail alignments are approximate; refinements may be considered at subdivision without amendment to this plan.



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**Legend**

- Arterial - Existing
- Collector - Existing
- - - Collector - Proposed
- - - Pedestrian Trail - Proposed
- Multi Use Pathway - Existing
- - - Multi Use Pathway - Proposed
- - - Wild Pacific Trail



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**Figure 8:  
Transportation Network**

**Figure 8: Transportation Network**

### 2.3.2 Road Capacity

No traffic counts were taken during this review and a limited amount of traffic data is available, therefore this plan is primarily based on visual observations during the fall and winter of 2010 and discussions with District staff.

The Ministry of Transportation and Infrastructure monitors traffic counts at the Highway # 4 – Pacific Rim Highway intersection. In 2009 peak hour southbound traffic into Ucluelet measured 230 vehicles per hour (vph). The estimated capacity of Peninsula Road (two lane, undivided arterial road) could be approximately 1800 vph in each direction under optimal conditions; as such Peninsula Road is not expected to reach capacity with full build-out of lands within the former Forest Reserve. Functional improvements to control access and improve safety will be required over the long term so that Peninsula Road can operate as an arterial road.



**Figure 9: Local Road**

Ucluelet is characterized with narrow roads, low traffic volumes, and generally slow traffic speeds (Pacific Rim Highway east of Minato Road is the exception). Traffic signals will not be warranted for many years; it is likely pedestrian needs may eventually warrant a signal(s) on Peninsula Road, rather than traffic volumes. Maintaining clear sight lines for all intersections with Peninsula Road should accommodate most safety concerns. There is a relatively minor tourist/RV parking problem within the downtown area during July and August. It is anticipated tourist activity/traffic will increase in the future; however further research and data collection is needed to support any improvements beyond those

recommended in this Plan. As the Village Square develops over time, tourist activity, traffic and parking needs should be carefully considered.

The capacity, efficiency and safety of Peninsula Road, Ucluelet’s only arterial road, is impacted by uncontrolled accesses, loose parking arrangements with occasional reversing into travel lanes when leaving parking spots, and numerous intersections.

Ucluelet is serviced with one access/egress routes, Peninsula Road, and until such time as Marine Drive connects to Peninsula Road through the former Forest Reserve Lands, residents have some exposure to a lack of egress during extreme emergency events such as earthquakes and tsunamis. The lack of emergency access will cause the community to look inward when addressing emergency needs.

As the community grows traffic calming measures should be considered on local and collector roads to reduce speed – traffic calming measures should be designed and integrated at the outset for the extension of Marine Drive through the former Forest Reserve Lands.



Consideration could be given to narrower travel lanes, parking bays/pull-outs, low design speeds (tight radii, steep grades and some sight line restrictions) and planted boulevards with vegetation close to the travel lanes as shown in Figure 11.



**Figure 10: Peninsula Road (top and bottom)**

**Figure 11: Low-Impact Street Standards**



**Photos:**

- Top Row - Crown Street, Vancouver,*
- Middle Row - Street Edge Alternative project, Seattle, WA*
- Bottom Row - Rainforest Drive, Ucluelet, BC*



### 2.3.3 Road Design Standards

Low traffic volumes throughout the District support a two lane cross section for both the arterial and collector roads. Throughout the commercial centre, say from Matterson Drive to Lyche Road, Peninsula Road should contain two 3.5 metre travel lanes, with a 2.5 metre parking lane on both sides, for a total pavement width of 12.0 metres – the parking lanes could utilize pervious materials and potentially slope away from the street. A multi-use pathway (south side) and sidewalk (north side) should accommodate non-vehicular movements on both sides of the road in the commercial centre. East of Seaplane Base Road, Peninsula Road could adopt a more ‘rural’ standard, by eliminating the sidewalk (north side) and retaining open bio-swales.



**Figure 12: Matterson Drive**

Matterson Drive and Marine Drive (collector roads) should contain two 3.0 metre travel lanes, with occasional 2.5 metre pervious parking bays on one side. Sidewalk and multi-use pathways will vary depending on location. Whenever possible, bio-swales should be retained and roads/parking bays are sloped towards the bio-swales.

A revitalization program, recognizing the need to emphasize the Village Square as the focal point for commercial and socio-economic activity along the harbour, should include particular attention to the roads, pedestrian needs and

streetscape to ensure a pleasant experience for all. Village Square roads should adopt specific, unique requirements for each street.

Low-impact development standards, with bio-swale drainage and narrower pavement widths (5 – 6 metres), should be considered for all new local roads.

### 2.4 Truck Traffic

Peninsula Road handles most of the truck traffic in the community. The mixed use area at Garden Street and Eber Road has a number of established businesses which support the fishing industry. These local streets are quite narrow; as such there are challenges for large trucks to negotiate wide turns within the existing paved area. Some pavement widening at the Garden Street and Alder Street intersections with Eber Road would be necessary to accommodate the turning radius for large trucks. In addition, a minor widening at Fraser Lane adjacent to the Municipal Hall could be considered. These minor improvements are not considered a high priority for the community.

### 2.5 Emergency Services and Evacuation Routes

Ucluelet and the entire west coast of Vancouver Island are isolated. Road access is via Highway # 4, a difficult road to travel under normal conditions. During extreme emergency events, such as an earthquake, it is conceivable that Highway # 4 will be compromised, for example by

landslides, cutting-off the Ucluth Peninsula from the balance of Vancouver Island, potentially for days at a time. Portions of Peninsula Road could become inundated with flood water making travel difficult. Ucluelet is serviced by a single arterial road (Peninsula Road) and an alternate collector road paralleling Peninsula Road (Marine Drive) could be a long way into the future.

1. Due to Ucluelet's location on the West Coast of Vancouver Island, it is vulnerable to earthquakes and tsunamis. A tsunami triggered by a local earthquake could reach Ucluelet within 10 to 15 minutes and it is estimated that land areas below 20 meters above sea level could be affected. The Ucluth peninsula is gifted with high elevation allowing residents to move to higher ground quickly in the event of a tsunami. In the case of a local earthquake, the earthquake itself would be the community notification of a tsunami. Due to this, it is critical that residents have personal emergency plans on how to travel quickly and safely to higher ground and emergency kits to be self sufficient for the 24 hours or longer of tsunami activity following the earthquake. The areas identified as high ground in Ucluelet are:
  - High school and associated fields;
  - Tugwell fields;
  - Top of Hyphocus island;
  - Highest points on Reef Point and Coast Guard roads; and
  - By way of contract with the ACRD – the highest parts of Millstream, highest part of Sutton Road and the Information Centre at the Junction.
2. In order to facilitate evacuation to these areas of high ground, it is recommended signage be placed at these locations indicating that they are higher ground and an emergency gathering point.

No other specific transportation improvements were identified to support emergency services.



### 3. Transportation Improvements

This plan recognizes the importance of maintaining and promoting outdoor activities in Ucluelet; hence emphasis has been placed on active modes of transportation, such as pedestrian, trail and bicycle needs.

The existing road network has sufficient capacity to accommodate current needs, as well as growth beyond the next 20 years. The recent decline in population is expected to reverse that trend with the growth in eco-tourism and general resurgence in the provincial economy; Ucluelet may be expected to grow at 1% over the next 5 to 10 years. Given historic data since 1981 this level of growth could be considered high (overall population growth from 1981 – 2009 declined slightly). Future upgrades to existing roads will improve functionality, rather than increase capacity.

#### 3.1 Pedestrians



*Figure 13: Pedestrians*

Most local roads within the older part of Ucluelet have open bio-swale drainage, without curbs, gutters or sidewalks. Pedestrians walking on the side of the road have a traffic calming influence.

Sidewalks are recommended within the Village Square and areas on either side to connect the Inner Harbour’s active fishing industry to the Village Square.

Most local roads experience very low traffic and pedestrian volumes; as a result sidewalks are not necessary.

#### 3.2 Cycling

To improve the safety and comfort for cyclists, additional bicycle racks should be placed at key locations.

In conjunction with promoting the Wild Pacific Trail, Ucluelet could include the bicycle network to form an urban/nature circuit, similar to the Traboulay PoCo Trail in Port Coquitlam.

#### 3.3 Road Improvements

##### 3.3.1 Main Street/Peninsula Road Intersection

The intersection of Main Street with Peninsula Road in the heart of the community has the only traffic control device on Peninsula Road – a single eastbound stop sign. This stop sign was placed to allow free flow of uphill southbound traffic on Main Street (grade is estimated at 15% on Main Street approaching the intersection). A single stop sign on a three-legged intersection is not unusual, except in this instance the stop sign is on the through street (Peninsula Road). As a result visitors not familiar with this arrangement are confused and tend to stop on the Main

Street approach to this intersection. The Main Street approach grade does not provide a landing area at the top needed to see oncoming traffic along Peninsula Road. Further the lack of landing area creates difficulty to start from a stop position on this steep grade. However, this situation is not dissimilar to many intersections in downtown Seattle.

It is recommended a detailed intersection design be undertaken to accommodate a four-way stop, which would include the Co-op parking lot access at this intersection. In order to accommodate pedestrian needs, pavement narrowing and curb bulges may be appropriate. Careful attention to pedestrian needs should be considered; for example a future pedestrian cross walk across Main Street should accommodate the special landscape feature on the northeast corner (opposite the church). Furthermore, the width of the current access to the Co-op parking lot (estimated at 20 metres) should be reviewed to improve the intersection geometry. Egress from the Co-op parking lot should be encouraged to use the Larch Road exit at the rear of the property.



***Figure 14: Main Street and Peninsula Street intersection***

### 3.3.2 Peninsula Road

The District has begun a program to upgrade Peninsula Road – the section between Little Beach and Marine Drive. Peninsula Road is a DCC funded road (capital cost estimated at \$15,000,000 in 2007 dollars) from Minato Road to Little Beach. This program should continue in phases over an extended period of time (20 years +). It is recommended that Peninsula Road be upgraded in the following sequence:

- Matterson Drive to Marine Drive;
- Matterson Drive to Bay Street;
- Bay Street to Lyche Street; and
- Lyche Street to Seaplane Base Road.



**Figure 15: New road sections on Peninsula Road, between Little Beach and Marine Drive.**

To support revitalization of the Village Square an alternate cross-section for Peninsula Road could be considered, which may include a 1.5 metre landscaped centre median approximately 70 – 80 metres on either side of Main Street, separated sidewalk, or other improvements. The median could be split to permit all directional access to the Co-op parking lot.

The lack of access control on Peninsula Road affects the safety of pedestrians, cyclists and motorists, reduces the efficiency of Peninsula Road which would become evident during emergency situations, and creates conflict as non-vehicle traffic increases along the multi-use pathway. Further, the proliferation of unnecessary access requirements impacts the availability of on-street parking, particularly where it is needed the most, between Bay Street and Matterson Drive.

The Traffic and Parking Bylaw can be used to regulate access to Peninsula Road, as well as formalize access to parking lots fronting Peninsula Road.

To improve the functionality of Peninsula Road vehicular access should be regularized and certain lanes/minor streets closed before connecting to this arterial – examples include: Fraser Lane, unnamed lane beside the Co-op store and possibly Hemlock Street. Pedestrian connections may be retained. Also, development applications should be closely scrutinized by:



- Reducing the number of access points through sharing with adjoining property owners;
- Requiring a single entrance to all parking lots, with parallel parking permitted on Peninsula Road; (note that angle parking is permitted on the south side of Peninsula Road in the vicinity of Windsor Plywood as this accommodates motorists wanting to stop and take photos of Ucluelet entrance sign);
- Reducing the width of access points to a maximum of 6 metres; and
- Removing as many lane access and minor street access points to Peninsula Road as practical.



**Figure 16: Informal perpendicular parking on boulevards on Peninsula Road; (note: angle parking supported in front of Windsor Plywood only - right)**

### 3.3.3 Bay Street

The Bay Street intersection with Peninsula Road is offset slightly. In order to align this intersection, a minor property acquisition on the north east corner is required. This is not a priority for the community.

### 3.3.4 Helen Road

Helen Road upgrading to a collector road standard has been identified in the DCC Bylaw. It is recommended this upgrade be deferred beyond 20 years in order to focus capital priorities on Peninsula Road and pedestrian, bicycle, parking and traffic improvements. Furthermore, Helen Road has been designated a local road on Figure 8, as a result this is not a priority for the community.

## 3.4 Village Square

In conjunction with promoting and upgrading the Village Square parking and street beautification, improvements could include:

- Promoting angle parking, where feasible. This increases the number of spaces along a property frontage by 2.5 times compared to parallel parking;

- Increasing access to parking opportunities by:
  - Consolidating and narrowing property access points;
  - Formalizing parking through line painting and signage;
  - Restricting overnight or long-term parking;
  - Removing obstructions within the parking aisle;
- Placing event parking restrictions on Fraser Lane (across from the Aquarium);
- Dedicating seasonal RV parking stalls on the east side of Fraser Lane (the section parallel to Main Street up to Helen Road). Install signage and increase the number of available stalls by optimizing on-street parking opportunities;
- Arranging with the School District to permit RV parking only at the Elementary and High Schools during the summer months;
- Considering a 1.5 m wide landscaped median, and/or other improvements on Peninsula Road;
- Enhancing street/pedestrian and building lighting; and
- Installing streetscape improvements on Main Street down to the Government Wharf; i.e. move parked cars away from the existing sidewalk.

### 3.4.1 Peninsula Road and Matterson Drive Speed Limit

Currently the school zone and playground between Matterson Drive and Alder Street is posted at 30 kph. To improve the safety and enjoyment of walking within the Village Square, and to the new Community Centre on Marine Drive, it is recommended a permanent speed limit posting of 30 kph be placed at the following locations:

- Peninsula Road between Alder Street and Lyche Road; and
- Matterson Drive between Peninsula Road and Marine Drive.

### 3.4.2 Truck Traffic

Minor road widening at the intersections of Garden Street and Alder Street with Eber Road and on Fraser Lane adjacent to the District Hall is necessary to facilitate turning movements for large trucks serving the established businesses in this area.

## 3.5 Transit Service

Land use planning will play a key role in justifying future transit system upgrades. Increasing densities around transit routes can in the long term provide the population required to support a transit service. OCP policies should be aimed at improving the likelihood of transit system upgrades by focusing major development along transit corridors, which is currently limited to Peninsula Road and the Village Square. Bus stops should provide weather protection to improve the comfort for riders.

The OCP should identify and reserve a location for a future multi-modal transportation centre, within or near the Village Square to link air, water, transit, taxi, walking and cycling facilities.

## 4. Implementation Policies

The following implementation policies support the Transportation Plan and District's overall goals of reducing GHG emissions and managing for climate change. There are a number of existing policies that promote reductions in GHGs from transportation that have been included throughout. The policies also aim to help identify transportation infrastructure priorities.

### 4.1 Walking and Cycling

- a) Encourage the development of pedestrian and bicycle facilities as part of all new development projects;
- b) Consider a walking/biking trail circuit to show-case the community, similar to the Traboulay Trail in Port Coquitlam;
- c) Ensure adequate, secure bicycle parking facilities at major destinations within the District;
- d) Consider extending the bike trail system to Tofino in partnership with the District of Tofino, Parks Canada and other agencies; and
- e) Improve pedestrian connections between the Village Square, waterfront areas, and the residential areas of the District.

### 4.2 Alternative Modes of Transportation

- a) Support car-sharing within the community, such as the establishment of central parking facilities for car-share vehicles in secure locations or the reduction of parking requirements for developments that provide car-share vehicles; and
- b) Support carpooling and vanpooling within the community, such as the creation of priority parking stalls for pool vehicles and facilitating a community carpooling database.

### 4.3 Transit

- a) Consider improved bus stop facilities, including weather protection;
- b) Work with the local bus operator to consider improved local bus service, including a connection to the Community Centre;
- c) Identify a location for a future transportation centre close to Village Square; and
- d) Work with local communities and Tofino Bus Services to establish higher frequency regional transit services including to Tofino airport, Nanaimo, and Port Alberni.

### 4.4 Transportation Network

- a) As future development occurs, connect Cedar Road to Lyche Road;
- b) When reviewing development applications consider low-impact street standards which could include narrower travel lanes, parking bays/pull-outs, low speeds design (tight radii, steep grades and some sight line restrictions) and heavily landscaped boulevards; and
- c) Establish Peninsula Road and the Pacific Rim Highway as the District's primary corridor for major developments to promote improved local transit service.



## 4.5 Road Improvements

- a) Complete a detailed intersection design for Main Street/Peninsula Road;
- b) Upgrade Peninsula Road in phases over an extended period of time (20 + years) in the following sequence:
  - o Matterson Drive to Marine Drive,
  - o Matterson Drive to Bay Street,
  - o Bay Street to Lyche Street, and
  - o Lyche Street to Seaplane Base Road;
- c) Improve the efficiency, safety and on-street parking opportunities of Peninsula Road in the long-term by:
  - o Reducing the number of access points by sharing with adjoining property owners,
  - o Reducing the width of access points to 6 metres,
  - o Removing as many lane and minor road access points to Peninsula Road as practical; and
- d) The Bay Street intersection with Peninsula Road is offset slightly. In order to align this intersection, a minor property acquisition on the north east corner is required.

## 4.6 Village Square

- a) Identify and protect a location for a future multi-modal transportation centre near the Village Square that links air, water, and transit service providers with local transit, taxi, walking, and cycling facilities;
- b) Promote angle parking, where feasible;
- c) Consolidate and narrow property access points to increase parking opportunities;
- d) Dedicate seasonal RV parking stalls on the east side of Fraser Lane (the section parallel to Main Street up to Helen Road), install time-limited signage and increase the number of available stalls through minor street modifications;
- e) Arrange with the School District to permit time-limited RV parking at the Elementary and High Schools during the summer months;
- f) Consider a 1.5 m wide landscaped median, and/or other improvements on Peninsula Road and Main Street;
- g) Consider enhanced, attractive street/pedestrian and building lighting; and
- h) Consider streetscape improvements on Main Street down to the Main Street Wharf, i.e. move parked cars away from the existing sidewalk.

## 4.7 Capital and Operating Plan

### Recommended Five Year Capital Plan:

- a) Construct safety improvements at the Main Street/Peninsula Road intersection, including regularization of access to the Co-op parking lot;
- b) Upgrade Peninsula Road: Matterson Drive to Marine Drive;
- c) Install Village Square parking and streetscape improvements;
- d) Implement a 'Walking Tour';
- e) Construct sidewalk and multi-use pathway improvements on Matterson Drive; and
- f) Upgrade transit stop infrastructure.

### **Recommended Five Year Operational Plan:**

- a) Establish a posted 30 kph speed limit on Peninsula Road and Matterson Road;
- b) Promote a 'Walking Tour' complete with maps/leaflets, web site and signage;
- c) Install tsunami directional signage in flood prone areas;
- d) Regularize parking on public streets – particularly on Peninsula Road;
- e) Implement other functional improvements to Peninsula Road as opportunities arise;
- f) Amend the Traffic and Parking Bylaw to regulate access;
- g) Install bicycle facilities;
- h) Modify the Manual of Engineering Standards & Specifications to incorporate low-impact development alternatives for water, sewer, drainage, roads and boulevard landscaping and review the Subdivision and Development Bylaw;
- i) Consider an Integrated Stormwater Management Plan for managing drainage within the District, which could reduce costs for upgrading Peninsula Road;
- j) Review the Development Cost Charges Bylaw to ensure 'development pays its way' and consider capital projects noted above;
- k) Enrol community groups, Chamber of Commerce, private businesses and citizens to fund raise and take over responsibility for the 'Walking Tour', bicycle facilities and other community-based projects; and
- l) Work with the Village of Tofino and Tofino Bus Services to consider more frequent transit service.

