

# 11 TRANSPORTATION



## Transportation

### 11.1 General

Esquimalt's transportation system provides the means that allows residents and visitors to move between their homes, places of work, commercial and recreation activities. It connects the community with itself and other communities.

### 11.2 Walking

Walking is an alternative mode of transportation that shares the road corridor cross section with motor vehicle and cycling traffic.

**OBJECTIVE:** To develop the pedestrian network into the road corridor infrastructure that provides a safe, enjoyable and continuous network to promote its use.

#### Policy

Encourage the inclusion of pathways and laneways that promote safe pedestrian travel, in new private developments and in the public realm.

#### Policy

Improve existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer and more enjoyable choice for people of all ages and abilities.

#### Policy

Develop pedestrian movement plans that will encourage pedestrians to use transit from their homes and major facilities in a manner that encourages this movement.

#### Policy

Plant trees along the public boulevards to reinforce the role and value of sidewalks as well as provide shade.

#### Policy

Sidewalks should be well lit, free from obstructions and wide enough for their busiest use.

## 11.3 Cycling

Cycling is an alternative mode of transportation that shares the road cross section with motor vehicles and pedestrians. See Schedule "I" for a map of the existing cycling network.

### 11.3.1 Public Cycling Infrastructure

**OBJECTIVE:** To encourage increased use of cycling for recreational and commuting purposes.

**Policy**

Encourage end-of-trip facilities including secure lockup and shower facilities.

**Policy**

Consider improving and expanding cycling infrastructure to an All Ages and Abilities standard to encourage cycling as a healthy form of transportation.

**Policy**

Follow Canadian and International best practices in expanding and improving Esquimalt's cycling infrastructure.

### 11.3.2 New Development

**OBJECTIVE:** To encourage the inclusion of bicycle facilities in new developments.

**Policy**

Encourage developers to provide a variety of end of trip facilities for active transportation.

**Policy**

Encourage bike lockers in multi-unit residential and commercial/commercial mixed-use developments.

## 11.4 Public Transit

**OBJECTIVE:** To encourage transit orientated development that takes advantage of the transit system and increases use of the transit system.

**Policy**

Strive to increase the number of shelters, street furniture and pedestrian lighting to encourage the use of public transit.

**Policy**

Encourage the incorporation of transit shelters into new developments along transit routes.

**Policy**

Consider enhancing universal accessibility at transit stops and pedestrian connections to them.

**Policy**

Consider the designation of Esquimalt Road as a future rapid bus route.



#### Policy

Consider incorporating Lampson Street and Admirals Road as part of the frequent transit network.

#### Policy

Consider including transit priority measures including transit signal priority and queue jump lanes along Esquimalt Road as a way to ensure the transition from frequent transit to rapid transit can occur and transit is prioritized through the corridor.

#### Policy

Encourage the provision of handyDART accessible transit service for people with disabilities.

#### Policy

Support densification along frequent and regional transit routes.

## 11.5 E&N Rail Corridor

The Esquimalt and Nanaimo (E&N) Railway is a railway between Victoria and Courtenay. In its past life the corridor was utilized to a great degree. With additional transportation corridors and mechanisms this usage has declined. The Island Corridor Foundation (ICF) has been assigned control of the right-of-way.



**OBJECTIVE: To encourage multi-use of the E&N rail right-of-way.**

#### Policy

Support the use of the rail line right-of-way for multi-modal transportation use and technology.

#### Policy

Continue to support further enhancements to the multi-use of the rail line right-of-way as part of the regional system to accommodate walking and cycling.

#### Policy

Where appropriate, consider residential and commercial densification in areas in close proximity to the E&N rail right-of-way.

## 11.6 Roads

Roads function to provide a surface that allows for the safe and smooth movement of pedestrians, bicycles and motor vehicles from origin to destination. In addition roads are places providing social space that allows for convivial interaction. The major road network is shown on "Roads Networks Map" (Schedule "C"). No new major phasing of extensions to the existing road system are planned.

### 11.6.1 Major Road System

**OBJECTIVE: To improve mobility and access for local and regional travel and reduce intrusion on local streets.**

#### Policy

Admirals Road, Craigflower Road, Esquimalt Road, Lampson Street, and Tillicum Road, will continue to serve as the municipality's principal through-traffic routes. Through-traffic will be encouraged to use these routes rather than local streets.

#### Policy

Work with DND and Shipyards/Graving Dock on developing a Transportation Demand Management Strategy that promotes alternatives to single occupancy vehicles .

## 11.6.2 Roadway Upgrades

**OBJECTIVE:** To maintain road infrastructure to an acceptable level of service.

**Policy**

Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users, goods and services providers, and motorists where supported by research based analysis.

**Policy**

Recognize roads as a community resource benefiting all users. Roads increase opportunities for personal communication and interaction among residents and businesses of the community and are not simply conduits for motor vehicle travel.

**Policy**

Pedestrians' and cyclists' needs and neighbourhood amenities will be taken into consideration in designing road improvements and road safety.

**Policy**

When rebuilding or improving roads, consideration will be given to accommodating pedestrians, cyclists, and motorists in the interest of road safety and community needs.

**Policy**

Consider development of a transportation management plan if a neighbourhood or corridor develops significant traffic issues. This plan will be neighbourhood or stakeholder driven and include their input in its formation.

**Policy**

To encourage the design and maintenance of a road network that provides, where possible, a satisfactory level of service to all users.

## 11.7 Public Parking

**OBJECTIVE:** To encourage on-site parking with all land use.

**Policy**

New developments should meet the needs of the land use designation and bylaws to achieve onsite parking or have variances supported by a parking study.

**Policy**

Where appropriate, consider using public parking areas for parking of bicycles and electric vehicles.





