



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall  
1229 Esquimalt Road  
Esquimalt, B.C. V9A 3P1

## Legislation Text

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### REQUEST FOR DIRECTION

**DATE:** December 4, 2019

Report No. EPW-19-038

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Jeff Miller, Director of Engineering and Public Works

**SUBJECT:**

Potential Road Cross-Section Modification for Esquimalt Road between Admirals Road and Canteen Road

**ESSENTIAL QUESTION:**

Should the road cross-section be modified and included in 2020- 2024 Financial Plan budget discussions?

**RECOMMENDATION:**

That the COTW receive Staff Report EPW-19-038 for information and direct staff to include any cross-section options in the 2020 - 2025 Financial Plan budget discussions as required.

**BACKGROUND:**

The road segment of Esquimalt Road between Admirals Road and Canteen Road was reviewed to determine a potential cross-section change. This cross-section change would be implemented to increase pedestrian mobility and safety, increase on-street parking, and increase cyclist safety.

The existing cross-section [Attachment 1] of the road segment is as follows:

- a. Property line (south side)
- b. Boulevard/ Sidewalk - 1.3 metres wide
- c. Curb and gutter
- d. *Alternating parking (morning)/travel lane (afternoon)*
- e. Travel lane (all times)
- f. Centre line
- g. Travel Lane (all times)
- h. *Alternating parking (afternoon)/travel lane (morning)*
- i. Curb and gutter
- j. Sidewalk - 1.3 metres wide/ Boulevard
- k. Property line (north side)

Esquimalt Road between Canteen Road and Admirals Road has two travel lanes in each direction with parking permitted in the outer lanes at intermittent times. At the intersection of Esquimalt Road and Canteen Road, the road cross-section goes down to two travel lanes only. A similar situation occurs at the intersection of Admirals Road and Esquimalt Road. Due to these changes in the road cross-section, and the volume of traffic on Esquimalt Road, the road functions as a de facto two lane road. Most drivers occupy the inner lanes to avoid parked cars and only move to the outside lane to turn right or park.

There are seven intersections along this road segment. Three of the intersections have either traffic control or pedestrian activated signals:

- 1) Canteen Road
- 2) Foster Road
- 3) Admirals Road

The remaining intersections do not have any traffic control or pedestrian activated signals:

- 4) Grafton Street
- 5) Sturdee Street
- 6) Nelson Street
- 7) Constance Avenue

Each of these pedestrian crossings is approximately 13.5 m wide. The challenges to pedestrian movement are the width of the pedestrian crossings and the lack of pedestrian signals at four of the seven intersections.

## **ISSUES:**

Modifications can be made to the corridor to increase its attractiveness to pedestrians, and increase parking as well. There are three potential options for this road segment:

- Option 1 - no modification to the current cross-section
- Option 2 - addition of pedestrian controlled signals with no modification to the current cross-section
- Option 3 - addition of pedestrian controlled signals with modification to the current cross-section

### Option 1

Under this option, the road cross-section would remain in its existing state. No changes would be made to the pedestrian crossings at the four non-signalized crossings. This option would not see any expenditure of funds to upgrade the corridor segment.

### Option 2

This option would see the road cross-section remain in its existing configuration. The intersections that are without pedestrian controlled signals, Sturdee Street, Nelson Street, Constance Street, and Grafton Street would be upgraded with pedestrian controlled signals. The addition of the signals would increase the visibility of pedestrians when crossing the road with no reduction in the distance a pedestrian would have to travel in order to cross Esquimalt Road.

Esquimalt Road would remain a three lane alternating traffic corridor. This option would cost approximately \$100,000 with a possibility of some funding from ICBC due to the increase in pedestrian safety.

### Option 3

The final option would see the road cross-section modified. At eight locations along the corridor, pedestrian bump outs would be constructed at the ends of the intersections. The bump outs decrease the crossing distance from 13.65 m to 10 m making it easier for pedestrians to cross the street. Pedestrian activated signals would be added to increase the pedestrian visibility when in use. A sketch of the proposed cross-section is included in Attachment 1.

Current development plans include a multi-storey structure being constructed along Esquimalt Road and just to the north of Esquimalt Road. The proposed changes will encourage these residents to use walking as a mode of transportation to services in the downtown core.

In order for this change in road cross-section to occur, the road corridor would be reduced to two travel lanes with two permanent parking lanes. Bicycle traffic would utilize a shared lane between the parking area and the travel lane. It is not anticipated that this reduction in travel lanes will have a significant impact on the level of service given that the road already functions as a de facto two lane road.

This option would cost approximately \$900,000. There is a possibility that ICBC would be able to provide some funding due to the increased pedestrian and vehicle safety.

### **ALTERNATIVES:**

1. That the COTW receive Staff Report EPW-19-038 for information and direct staff to include any cross-section options in the 2020 - 2025 Financial Plan budget discussions as required.
2. That the COTW provide alternative direction to staff.
3. That the COTW request further information from staff.