

3. Transportation and Mobility

With its central location within the region, improving interconnectivity to transportation routes and destinations for all modes of travel are a key goal for the Vic West Plan.



Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Active Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – road widths, on-street parking
- Streets and Traffic Bylaw – on-street parking

Goals:

1. Improve active transportation connections to destinations inside and outside Vic West
2. Tame the major roads to make them safer and more pleasant for people
3. Manage traffic on local roads improve safety and neighbourhood livability.
4. Manage parking to support business vitality and housing affordability.
5. Connect Vic West to the rest of the city and region by transit, rail and water.

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding. Active transportation provides important health, social, transportation, environmental and economic benefits.

Making it easier to use active transportation to connect with Vic West and to other regional destinations is a priority for Vic West. Two major transportation corridors – the E&N Rail Trail and Galloping Goose Trail – run through the neighbourhood. Better connecting these corridors

and neighbourhood travel routes will provide more direct and convenient access to important destinations – like the waterfront, work, schools, urban villages, downtown and destinations in adjacent municipalities.

The plan also supports taming major roads to make them more pleasant for people, more efficient use of the road network through traffic and parking management, and connecting Vic West by transit, rail and water to the rest of the region.

Transportation and Mobility

Neighbourhood Active Transportation Network

Intent:

Improve active transportation connections to destinations inside and outside Vic West

3.1. Active Transportation Network

3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete north-south and east-west connections to important destinations such as schools, parks, shopping areas and the City-wide All Ages and Abilities network (see Map 2).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. Create strong connections between active transportation routes and transit through features such as abundant and convenient bicycle parking at stops, and safe connections between transit stops and the active transportation network.

3.1.4. Include pedestrian and cyclist- focused public realm improvements in urban villages to encourage walkability and bikeability. This may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

3.1.5. Look for opportunities to showcase public art, green infrastructure and community-led placemaking opportunities along pedestrian and cycling routes.

3.1.6. In developing urban forest succession management strategies, ensure continuous street trees along pedestrian and cycling routes to beautify the experience for users.



Map 2. Neighbourhood Active Transportation Network

3.2. All Ages and Abilities Network

3.2.1. Develop an All Ages and Abilities two-way protected bike lane on the east side of Harbour Road to connect downtown with the Galloping Goose Trail via the Johnson street bridge multiuse trail.

3.2.2. Work with private landowners in Railyards and Westside Village to improve pedestrian and cycling access and wayfinding to the Galloping Goose Trail.

3.2.3. Work with the CRD and private landowners to complete the E&N Rail Trail from the Esquimalt Road crossing to Johnson Street Bridge.

All Ages and Abilities (AAA) bicycle routes are designed to provide an inviting and low stress cycling experience. They can appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable environment for riding bicycles. On shared streets, it means routes which have low vehicle speeds and traffic volumes. On busy streets, it means routes with physical separation from vehicles.








Figure 8. Harbour Road

Transportation and Mobility

Neighbourhood-Identified Priority Transportation Improvements

Legend

-  Approved All Ages and Abilities route
-  Neighbourhood identified priority bicycle and or/pedestrian route - new connection
-  Neighbourhood identified priority bicycle and or/pedestrian route - improve existing connection
-  Neighbourhood identified priority bicycle and or/pedestrian route - assess for further improvements
-  Neighbourhood Identified crossing improvements



Map 3. Neighbourhood-Identified Priority Transportation Improvements

3.3. Neighbourhood-Identified Active Transportation and Connectivity Improvements

3.3.1. Outer Harbour to Gorge Waterway via Alston Street: Through redevelopment, establish Alston Street as pedestrian-oriented corridor, linking Victoria West Park with the Gorge Waterway. Enhance green areas along boulevard between Wilson Street and Skinner Road. Add wayfinding.

3.3.2. William Street Greenway to Banfield Park: Improve trail between Wilson Street and Langford Streets. Add wayfinding. Widen trail and improve visibility at Raynor Park.

3.3.3. Victoria West Elementary School: Work with School District to establish east-west trails across the playing field to link the school with Griffiths Street, and the William Street Greenway with the E&N trail. Add wayfinding.

3.3.4. Banfield Park: Assess waterfront trail for visibility, trail surfacing, cyclist speed and ecological impact as part of long-term park improvements. Assess paved trail near playground for improvements for pedestrian safety; consider trail and playground location as part of long-term park improvements.

3.3.5. E&N Rail Trail near Delta Hotel: Assess for lighting improvements.

3.3.6. Galloping Goose Trail between Harbour Road and Banfield Park: Assess for lighting improvements. Consider downlighting to minimize ecological impacts.

3.3.7. Pine Street and Hereward Street: Assess for improvements for cyclist and pedestrian safety as part of the long-term cycling network development. Key concerns include crossings, vehicle speed and narrow road conditions along Hereward Street. Work with BC Hydro and Esquimalt to improve E&N Rail Trail access in Hereward Park. Add wayfinding.

3.3.8. Westsong Walkway to Westside Village via Victoria West Park: Connect Westsong Walkway and Roundhouse development with Westside Village. Implement existing park improvement plan for Victoria West Park to widen existing multi-use trail, add lighting, and add additional east-west connections. With Roundhouse development, complete a crossing of Kimta Road.

3.3.9. Triangle Park: Consider re-orienting trails and assessing crossings across Wilson Street and Tyee Road improve connections to the Galloping Goose to better reflect existing pedestrian travel patterns.

3.3.10. Victoria West Elementary School: Encourage school to participate in an active and safe routes to school program to encourage use of active travel modes, and reduce vehicle congestion near school.

3.3.11. Alston Street and Langford Streets: Complete sidewalk network through redevelopment.

3.3.12. E&N Rail Trail west of Esquimalt Road: Seek ways to improve the informal connection of the trail to Sherk Street.

3.3.13. Belton Avenue at Reno Street: Establish a permanent landscaped traffic diverter.

3.3.14. Wilson Street at Hereward Road: Improve crossing for pedestrians to better knit the neighbourhood together.

3.3.15. Esquimalt Road at Sitkum Street: Consider a signalized crossing as triggered by development of the area and an eventual pedestrian network extension through the Tyee Cooperative.

3.3.16. Kimta Road Pilot Project: Complete the Kimta Road All Ages and Abilities pilot bicycle route

3.3.17. Wilson Street: With redevelopment, improve the pedestrian experience, and streetscape of Wilson Street.

3.3.18. Kimta Road: Evaluate the need for a crossing at Songhees Road or Paul Kane Place to better link residences and Songhees Hillside Park to the waterfront.

3.3.19. Galloping Goose to Raynor Avenue connection: Establish a cycling connection between the Galloping Goose and Raynor Ave / Catherine Street / Alston Street. This may be accomplished through infrastructure improvements and/or wayfinding signage bringing cyclists through the Railyards area.

3.4. Major Roads

Intent:

Tame the major roads to make them more pleasant for people

3.4.1. Point Ellice Bridge: Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements.

3.4.2. Bay Street: Through redevelopment and on-going capital projects, create a more pedestrian-oriented environment with visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Improved pedestrian crossings and intersection improvements at Wilson Street and Bay Street
- b) Evaluate the need for a crossing connecting residential neighbourhoods with Vic West Park at Alston/Henry/Bay Streets intersection.
- c) Other enhancements to improve the pedestrian and cycling experience along Bay Street, through street design, boulevards, street trees, public realm improvements and cycling facilities improvements, where warranted.

3.4.3. Skinner Road: Consider transportation improvements to create a slower, more comfortable pedestrian and cycling experience along Skinner Road. Assess for new crossing at Alston Street.

3.4.4. Craigflower Road: In the short-term, consider community-led initiatives to slow traffic and animate public realm along Craigflower Road. Through longer-term redevelopment, create a more pedestrian-oriented environment through the urban village and improve connections to Banfield Park. Retain street and park trees. Consider relocation of sidewalk to park property to create additional on-street parking on east side of Craigflower Road at Banfield Park to slow traffic and better support commercial areas.

3.4.5. Esquimalt Road: Encourage pedestrian-oriented public realm in the area between the Esquimalt border and Catherine Street through redevelopment of mixed use, residential and industrial properties.

3.4.6. Tyee Road: Through redevelopment, create a more pedestrian-oriented environment through visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Evaluate the need for a new crossing between Tyee Co-op and Dockside Green.
- b) Assess crossing location between Triangle Park and Dockside Green to better reflect existing travel patterns.

Transportation and Mobility

Traffic Management

Intent:

Manage traffic to improve safety and neighbourhood livability.

3.5. Road Network

3.5.1. Design and manage the road network to direct through traffic to arterial and collector routes, and to discourage cut through traffic on local roads.

3.5.2. Street classification shall comply with the Official Community Plan, or other guidelines for street standards as approved by Council.

3.5.3. By way of development approvals, continue to require and negotiate space and rights-of-way to achieve City standards for arterials, secondary arterials, collector roads, local roads, All Ages and Abilities routes and Neighbourhood Connectors.

3.6. Neighbourhood-Identified Priority Traffic Management Improvements

3.6.1. Skinner St: Evaluate road conditions for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements.

3.6.2. Langford Street at Russell Street: Assess intersection for visibility and stop sign across from school.

3.6.3. Mary Street: Evaluate road conditions for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street.

3.6.4. Selkirk Street: Evaluate for vehicle speed and cut-through traffic.

3.6.5. Wilson Street from Rothwell Street to Viewfield Road: Collaborate with the Township of Esquimalt to evaluate for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvements. Assess Rothwell Street for vehicle speeds, commercial traffic volume and road designation.

3.6.6. Hereward Road and Rothwell Street: Assess for vehicle speed and cut-through traffic.

3.6.7. Bay Street between Tyee Road and Esquimalt Road: Assess for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village.



Transportation and Mobility

Parking

Intent:

Manage parking to support business vitality and housing affordability.

3.7. Vehicle Parking Management

3.7.1. While the long-term goal is to reduce the car dependency of urban villages, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.

3.7.2. Support business viability in Craigflower Small Urban Village by not requiring ground-floor commercial uses to have on-site parking. (see also Urban Villages, 6.1.6)

3.7.3. Periodically review parking needs upon request and explore new parking management strategies as required.

3.7.4. Continue to refer resident concerns regarding on-street parking to the existing Residential Only Parking process.

3.8. Bicycle Parking Management

3.8.1. Prioritize end-of-trip cycling facilities such as secure and weather-protected bike parking at neighbourhood destinations including urban villages and neighbourhood parks.

3.9. Car Sharing and Low-Carbon Vehicles

3.9.1. Make at least one on-street location available for car sharing in or near each large and small urban village, and in new multi-unit buildings to reduce single vehicle dependency.

3.9.2. Partner with private industry to provide electric-vehicle charging locations in key multi-unit developments, near urban villages and the waterfront.

3.10. Bike Sharing

3.10.1. Support private and community partners in the development of a bicycle sharing system at key neighbourhood destinations and areas with high cycling potential.



Transportation and Mobility

Transit, Rail and Marine Network

Intent:

Connect Vic West to the rest of the city and region by transit, rail and water.

3.11. Multi-Modal Connections

3.11.1. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map x.

a) Continue to work with BC Transit to improve levels of transit service in Vic West to meet future ridership demand and increase capacity along frequent routes.

3.11.2. Support the re-establishment of train service along the E&N rail corridor, with a station close to the Johnson Street Bridge.

3.11.3. Support the establishment of an additional train station in the vicinity of Bayview Place.

3.11.4. Support the development of a regional marine trail network linking the Inner Harbour, Outer Harbour, Portage Inlet and Gorge Waterway.

