

Electoral Area 'H' Official Community Plan

Background Report

PART 3: STREETS & MOVEMENT





INTRODUCTION

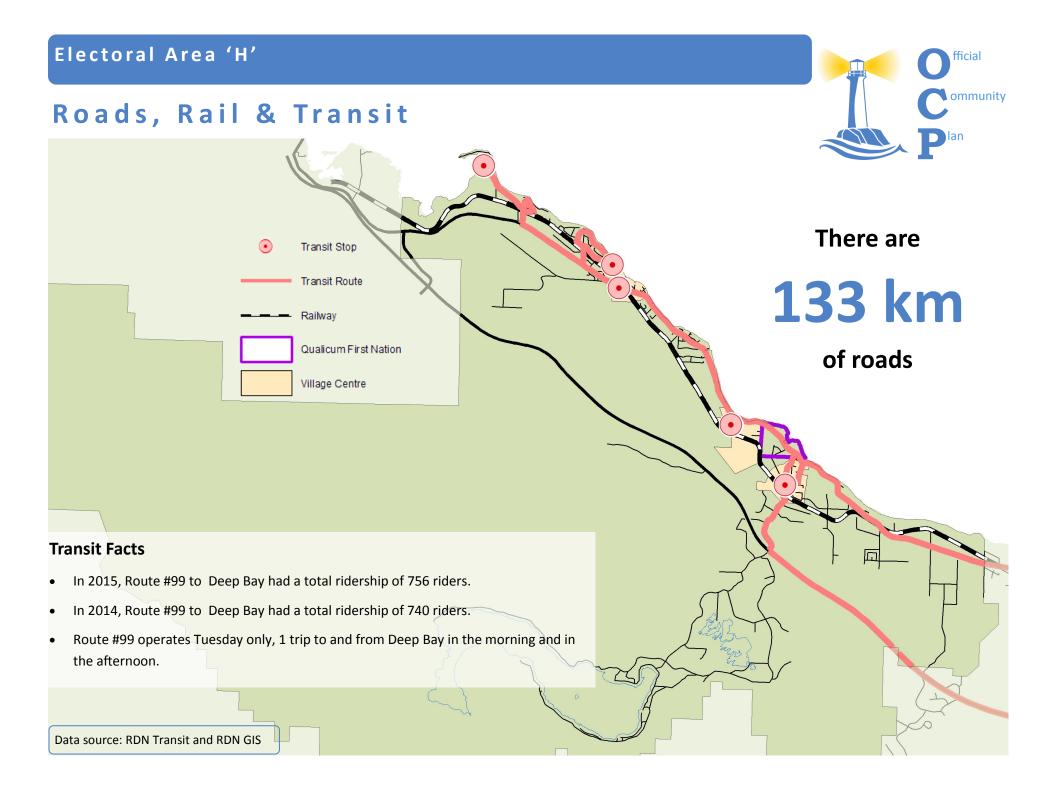


An Official Community Plan describes the long-term vision for the future of a community and a course of action to achieve it. This background report provides a snapshot of the current community in four parts: **People & Work; Land, Buildings & Spaces; Streets & Movement; and Environment & Climate Change.** This information will help inform a community discussion around the goals and policies for an updated Official Community Plan.

Part 3: Streets & Movement presents data on roads, trails, transit, and water accesses. It also includes data for proximity of homes to work, school or transit. The next several pages cover the following topics:

- Roads, rail & transit
- Proximity to transit
- Mode of transportation to work
- Regional District of Nanaimo trails
- Harbour, boat launches and beach access

The last page of **Part 3: Streets & Movement** lists observations about transportation options within the community and relationship to land use. The purpose of these observations is to start a discussion about what direction the community would like to go in the future, and how to get there.



Electoral Area 'H'

Proximity to Transit

ius Stop

Transit Route 400m Buffer

Transit Route

Village Centre



63%

of dwellings are within 400m of the transit route

Proximity to Transit Facts

- A distance of 400 metres can be walked in approximately five minutes, which is generally accepted to be the time people are willing to spend walking to transit. This map shows a 400m distance from the transit route "as the crow flies", but actual walking distance may be longer as the walkable route may not be in a straight line.
- Most of the transit route in Electoral Area 'H' is considered a flag stop where a bus will stop for a rider at safe locations.
- Despite that most of the route is a flag stop, formal bus stops are established to provide an estimated arrival time for transit schedules.

Data source: RDN GIS

Mode of Transportation to Work

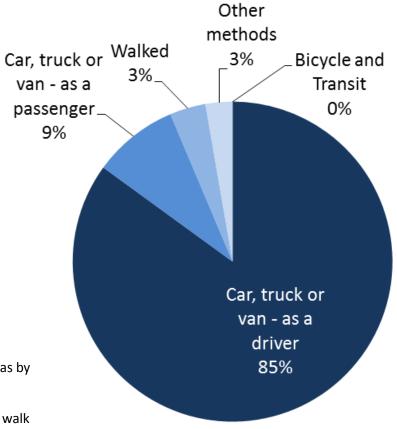


In 2011 94%

of residents (1,030 people) travelled to work by car either as driver or passenger

Mode of Transportation to Work Facts

- For the RDN as a whole, the primary mode of transportation for 86% of residents was by car, either as driver or passenger.
- In Electoral Area 'H' 3% of residents (40 people) walk to work compared to 7% who walk to work in the entire RDN.
- This statistic is for the primary mode of transportation, as identified in the 2011 Census.



Data source: Statistics Canada, 2011

Electoral Area 'H'

ommunity **Regional District of Nanaimo Trails** There are 29,746 m of trails or **RDN Trail** 8.5 m per Park, RDN Community Park, Regional capita Park, Provincial **Trails Facts**

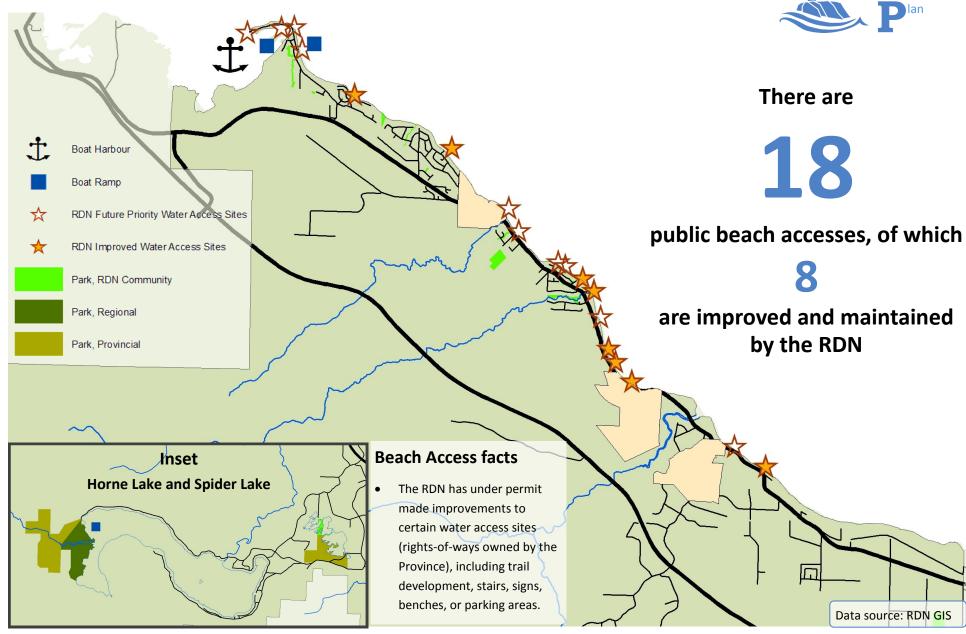
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- The 8.5 metres of trails per capita represents the length of RDN trails for every person in Electoral Area 'H', which has a population of 3,509 people.
- Comparatively, the RDN as a whole has 3.5 metres of trails per capita.
- Electoral Area 'H' also has many informal trails on Crown land not shown on this map.

Data source: RDN Parks and GIS

Electoral Area 'H'

Harbours, Boat Launches & Beach Access



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Summary & Observations

1. While ridership on the #99 bus is low, with 63% of dwellings within easy walking distance to the transit route there is potential for transit use to increase, particularly if the frequency of service increases.

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- 2. The extensive trail network in Area 'H' is something residents take pride in, and is seen by some as having potential to be more widely advertised as a draw for tourists and new residents.
- 3. Community members have said there is a lack of safe routes for non-motorized transportation between places people regularly travel, such as between home, school, and commercial areas. For example, Highway 19A runs through the Qualicum Bay and Bowser communities and in many places the shoulder is narrow and unpaved, where the speed limit is also 70 or 80 km / hr.
- 4. Where topography allows, public beach access points are well distributed along the coast.