

GOAL 5 - IMPROVE MOBILITY

To improve mobility, the Plan provides a framework for the integration of automobile and alternative transportation systems with land use allocations and community design.

Arrowsmith Benson – Cranberry Bright benefits from its strategic location to key automobile transportation facilities. The majority of the population is within the eastern sector of the Plan Area, which has ready access to the City of Nanaimo road network, Trans Canada and Inland Island Highways, Nanaimo Airport, and Duke Point and Departure Bay Ferry Terminals.

However, the road system within Arrowsmith Benson – Cranberry Bright is almost exclusively an internal system. The main roads, including Extension, Nanaimo River, and Spruston, operate primarily as connectors to major highways outside of the Plan Area. Of critical concern is the safety of these main roads, local consultation on the establishment of road maintenance and improvement priorities, and the suitability of road standards. The construction and maintenance of the road system is the responsibility of the provincial Ministry of Transportation and Highways.

Future improvements to alternative transportation systems such as pedestrian networks and public transit are expected to reduce dependence on the automobile. (Arrowsmith Benson – Cranberry Bright is not currently serviced by public transit.)

Objectives:

- *Facilitate* improvements to transportation safety and efficiency.
- *Involve* local residents in the establishment of road maintenance and improvement priorities.
- *Ensure* standards are suitable to the long term use of surrounding lands.
- *Establish* a pedestrian and cyclist network within the Extension Village, Urban Boundary and for school bus collection areas for lands within the Rural Residential, Rural or Resource land use designations.
- *Facilitate* the servicing of lands within the Extension Village, Urban Boundary by public transit.
- *Protect* the E&N railway line as a continuous linear transportation corridor by designating the lands as a transportation corridor.¹

Policies:

General

- 1) The Road Network Plan as shown on Map No. 4, Sheet 1 of 1, will be used as a guide for future road services.

¹ Bylaw No. 1148.02, adopted August 13, 2002

- 2) The protection of environmentally sensitive lands will be encouraged in the planning, design and construction of transportation facilities in accordance with the objectives of Goal 4 – Protect the Natural Environment
- 3) The establishment of a pedestrian and cyclist network within the Extension Village, Urban Boundary will be supported.
- 4) The establishment of local pedestrian and cyclist networks to service school bus, collection points for lands within the Rural Residential, Rural or Resource land use designations will be supported.
- 5) The connection of pedestrian and cyclist networks to surrounding trail and bikeway systems will be supported.
- 6) Support for road, utility or communication right-of-way extensions through, or adjacent to, lands within the Agricultural Land Reserve will be in accordance with the Agricultural policies of Goal 6 – Create a Vibrant and Sustainable Economy.
- 7) The strict limitation of access to the Inland Island Highway and the maintenance of an extensive natural landscape buffer along the Highway corridor will be encouraged for the long term, efficient and safe movement of people and goods. Land will not be rezoned adjacent to the Inland Island Highway corridor for more intensive uses.
- 8) Safety improvements will be encouraged for the Spruston Road/Trans Canada Highway intersection.
- 9) The Ministry of Transportation and Highways will be encouraged to work with residents in the establishment of annual priorities for road maintenance and improvement.
- 10) The E&N Railway corridor lands shall be designated Transportation Corridor with a minimum parcel size of 2 ha.²

Standards

- 11) The Ministry of Transportation and Highways will be requested to consult with the Regional District of Nanaimo in the establishment of:
 - a) low traffic volume, road standards for lands within the Rural Residential, Rural or Resource land use designations to allow for the safe and efficient movement of automobile and truck traffic while maintaining the rural character and long term viability of these areas;
 - b) standards to ensure the safe and efficient movement of pedestrian and bicycle traffic to and from school bus, collection points on lands within the Rural Residential, Rural or Resource land use designations; and
 - c) flexible road standards for lands within the Extension Village, Urban Boundary to protect the historic form and character of development in accordance with the objectives of Goal 2 – Create Complete Communities, support compact development and provide for the safe and efficient movement of automobile, pedestrian and bicycle traffic. These

² Bylaw No. 1148.02, adopted August 13, 2002

standards should include requirements for reduced, road, surface widths and expanded road shoulders dedicated for pedestrian and bicycle traffic.

Public Transit

- 12) The provision of public bus service to lands within the Extension Village, Urban Boundary will be given priority over the provision of bus service to other areas within Arrowsmith Benson – Cranberry Bright.
- 13) When warranted by demand, the establishment of demand responsive, bus service (e.g. dial-a-bus) and handyDart service within the Extension Village, Urban Boundary will be encouraged as a first step in the provision of public bus service.
- 14) The integration of school and public bus systems will be encouraged to increase the feasibility of public transit within the Extension Village, Urban Boundary.