

Tillicum Lampson Active Transportation Improvements Engagement

What We Heard Report

December 2022



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Table of Contents

1.0	OVERVIEW	3
2.0	WHAT WE DID	4
2.1	Project Site	4
2.2	Promotion	4
2.3	Online Survey	5
3.0	WHAT WE HEARD	6
3.1	Key themes:	7
	SURVEY RESULTS	8
	1. Do you believe the design meets Esquimalt’s active transportation vision and goals for the corridors/community?	8
	2. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Tillicum corridor?	9
	3. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Lampson corridor?	10
	4. The design includes two crosswalks near Gorge Park and Selkirk Road with a midway refuge island and flashing lights at the crossing. To what degree do these improvements make you feel safer and more comfortable crossing Tillicum Road?	11
	5. Please identify the design improvements important for you to feel safe and comfortable using the Tillicum / Lampson bike lanes?	12
	6. The design includes the removal of the traffic signal at Old Esquimalt and Head (while retaining the Lampson/Old Esquimalt traffic signal). This will remove redundant and aging infrastructure and help with circulation/signal delays. A new crosswalk would be installed in its place. Are you supportive of this change?	12
	7. Are there any locations along the Lampson or Tillicum corridors where additional improvements can be made that you do not see in the current design? Please provide the location and a description of the improvement.	13
	8. When you travel through the Lampson/Tillicum corridor, is it mostly by	15
	9. Why do you use the Lampson / Tillicum corridor?	16
	10. Please describe who in your household will be using this corridor by recording the number of members in each of the following age groups.	17
4.0	APPENDICES	20

1.0 OVERVIEW

The Township has proposed design improvements for both Lampson and Tillicum streets to enhance road safety for cyclists and pedestrians. Before moving forward to finalize designs for the Tillicum/Lampson Active Transportation Improvements, the Township wanted to hear from community members and people who use the corridor on the proposed plans.

Plan highlights include protected bike lanes on Tillicum Road from Gorge Road to Craigflower Road with further connections to Lampson Street southbound on Tillicum Street and east/west on Craigflower Road. Lampson Street will include protected bike lanes from Esquimalt Road to Transfer Street and a short section of neighbourhood bikeways on Lampson Street between Craigflower Road and Transfer Street. There will also be new crossings added along both corridors and the removal of an aging/redundant traffic signal at Head Street and Old Esquimalt Road.



2.0 WHAT WE DID

Community members and people who use the Tillicum / Lampson Corridor were invited to learn about the Tillicum & Lampson Active Transportation improvement project (project) on the Engaging Esquimalt website and then take part in a survey to provide feedback to the project team before presenting the results to Township Council.

The purpose this engagement was to:

- Inform the community about the Tillicum & Lampson Active Transportation improvement project.
- Receive feedback from the community on the draft design Tillicum & Lampson Active Transportation improvement project.
- Ask the community to share their ideas and identify gaps or opportunities in the draft design of the Tillicum / Lampson corridor.

2.1 Project Site

The Tillicum & Lampson Active Transportation improvement project site was launched on Engaging Esquimalt to share project information and promote the engagement opportunity.

The project site included an overview of the proposed changes, the design approach and cross section maps for Tillicum and Lampson Street bike lanes, neighbourhood bikeway and updates to the intersection at Head Street and Old Esquimalt Road. In addition, background information, a project video, FAQs were provided along with key documents used as part of the design process including the Esquimalt Active Transportation Network Plan and Let's Talk Parking in Esquimalt project.

The survey was initially open from December 2-16, 2022 but interest in the project prompted the project team to extend the survey until Monday, December 18, 2022.

A total of 2,488 people visited the project page and submitted questions about the project. FAQ's were created and posted on the project site and can be found in Appendix A.

2.2 Promotion

The engagement was promoted publicly through several channels at different points between December 2 and 16, 2022 including:

1. The Current paper and online newsletter. 10,000 copies of the Current were mailed out in mid-November to Esquimalt homes and businesses.
2. An informational postcard. 8,000 copies were sent out with a focus on the Lampson-Tillicum corridor area between December 5-12.
3. E-newsletter to 462 subscribers (273 views or 59 per cent open rate)

4. Social Media posts on Twitter (1,730 views), Facebook (4,124), Instagram (995 views) and LinkedIn (331) to followers Dec 2-18.
5. Social Media paid ads to Facebook (3,159 views) and Instagram (4,007 views) to include people locally who are not already followers.
6. Information boards at the recreation centre and municipal hall.
7. Esquimalt website home page (340 views)
8. Earned media ([Black Press](#) and [CHEK News](#))

The project team also reached out directly to several stakeholders, including local school districts, neighbouring municipalities, neighbouring First Nation administrations, the Chamber of Commerce, BC Transit and CFB Esquimalt.

2.3 Online Survey

An online survey was open for people who use the Tillicum / Lampson corridor and the community of Esquimalt. The survey was available from December 2 – December 18, 2022. A total of 671 people responded to the survey questions.

2.3.1 What we asked:

1. Do you believe the design meets Esquimalt's active transportation vision and goals?
2. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Tillicum corridor?
3. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Lampson corridor?
4. The design includes two crosswalks near Gorge Park and Selkirk Road with a midway refuge island and flashing lights at the crossing. To what degree do these improvements make you feel safer and more comfortable crossing Tillicum Road?
5. Please identify the design improvements important for you to feel safe and comfortable using the Tillicum / Lampson bike lanes?
 - a. Physical barrier width (separating cars and bikes)
 - b. Lighting
 - c. Signalized bike accessible crossings
 - d. Roadway pavement condition
 - e. Pavement marking (green conflict paint, guide symbols) and signage
 - f. Bike lane width
 - g. Planted medians (where possible)
 - h. On-street bike parking
 - i. Other
6. The design includes the removal of the traffic signal at Old Esquimalt Road and Head Street (while retaining the Lampson/Old Esquimalt traffic signal). This will remove

redundant and aging infrastructure and help with circulation/signal delays. A new crosswalk would be installed in its place. Are you supportive of this change?

7. Are there any locations along the Lampson or Tillicum corridors where additional improvements can be made that you do not see in the current design? Please provide the location and a description of the improvement.
8. When you travel through the Lampson/Tillicum corridor, is it mostly by
 - a. Bike
 - b. or other non-motorized vehicle (including e-bikes and mobility scooters)
 - c. Car, truck, motorcycle, etc.
 - d. Walking
 - e. Transit
9. Why do you use the Lampson / Tillicum corridor?
 - a. To get to locations in Greater Victoria
 - b. To get from one place to another within the neighborhood
 - c. For commuting to work
 - d. For recreation, fitness, and/or leisure
 - e. To access Gorge Park or Gorge waterway
 - f. I do not use Lampson or Tillicum corridor
 - g. Other
10. Please describe who in your household will be using this corridor by recording the number of members in each of the following age groups.
11. How did you hear about this survey?
12. Do you have any other comments about the project?

3.0 WHAT WE HEARD

The survey was open from December 2, 2022 until December 18, 2022. During that time 671 people participated in the Tillicum & Lampson Active Transportation Improvements survey responding to the questions and providing over 800 additional comments to the survey questions.

Of those who completed the survey, 65% travel through the corridor using a motor vehicle and 25% use a bike or other non-motorized vehicle with a number identifying the proposed changes would encourage them to cycle more often. The most common reason for using the corridor was to get to areas within the greater Victoria region or within the neighbourhood with a number of people identifying using the corridor to access schools.

3.1 Key themes:

Key Themes	
Safety	Over 60% feel the proposed additions of bike lanes will make them feel safer biking in this corridor and over 80% feel the proposed crossings will make them feel safer.
Design improvements	Improvements people identified as important include a physical barrier between the bike lanes and motor vehicles, lighting, signalized bike crossings, pavement conditions and markings and the width of bike lanes.
Congestion for motor vehicles	Concerns were raised about congestion during peak commute times and during school pick up and drop off.
Emergency services	Concerns were raised about access on a north / south connector route
Pollution	Concerns were raised about idling of vehicles during peak commuting hours.
Short cutting	Concern of shortcutting through streets with no infrastructure was raised to during peak travel times.
Cost	People noted appreciation of the investment and leveraging cycling infrastructure in other municipalities. Criticism was also noted about using taxpayers' dollars for a minimal number of cyclists (versus the number of drivers) and ongoing costs for maintenance.
Selection of the corridor	Concern was raised for all ages and abilities being able to bike up the hill.
Resident access	Concern was raised about access impacts to driveways and entrances to businesses.
Parking	Resident and visitors expressed concern about the reduction of parking spaces.
Transit	Concern was noted about access to bus stops along the route and safety for cyclists and bussing consideration for schools.
Visibility and traffic flow	Clarity was requested for the design of the Old Esquimalt / Head Street intersection.

Overall comments on the proposed design improvements included a request for more options, suggestions for lines (pavement markings) instead of physical barriers, focus on safety for bicycles at intersections including right turns and bike signals, focus on cycling, pedestrian and motor vehicles versus only cycling, make it less confusing for drivers, review traffic flow, improve visibility and flow at head street, add a skip the hill option for cyclists, clarify how bus stops are accommodated, and consider adding traffic calming measures to improve safety.

Additional improvements identified on the corridor include additional suggestions of crosswalks, widening of sidewalks, improved signage, traffic calming, improved lighting and comments around vehicle left turns on the corridor, width of bike lanes on hills and suggestions for improved crossings.

SURVEY RESULTS

1. Do you believe the design meets Esquimalt's active transportation vision and goals for the corridors/community?

Esquimalt's Active Transportation Vision statement was developed based on the extensive feedback shared by the community. The vision and goals are provided below. Of those who participated in the survey, 60% indicated they believe the design meets Esquimalt's active transportation and goals for the corridors/community with 27% indicating the design does not meet the vision and goals and the remaining 13% selected other.

Esquimalt Active Transportation Network

Vision

Esquimalt's active transportation network offers all residents, regardless of age, ability, or socioeconomic status, greater protection from motor vehicle traffic so that all trips—regardless of purpose— can be done safely and comfortably by walking, cycling, or rolling. Esquimalt's overall transportation network has roads that are designed for slower motor vehicle speeds and its active transportation facilities are well connected, allowing residents to complete a larger share of trips without a car and reducing overall greenhouse gas emissions in the Township.

Goals

The goals set the stage for Esquimalt's active transportation network to be developed over time with a focus on the short-term improvements.

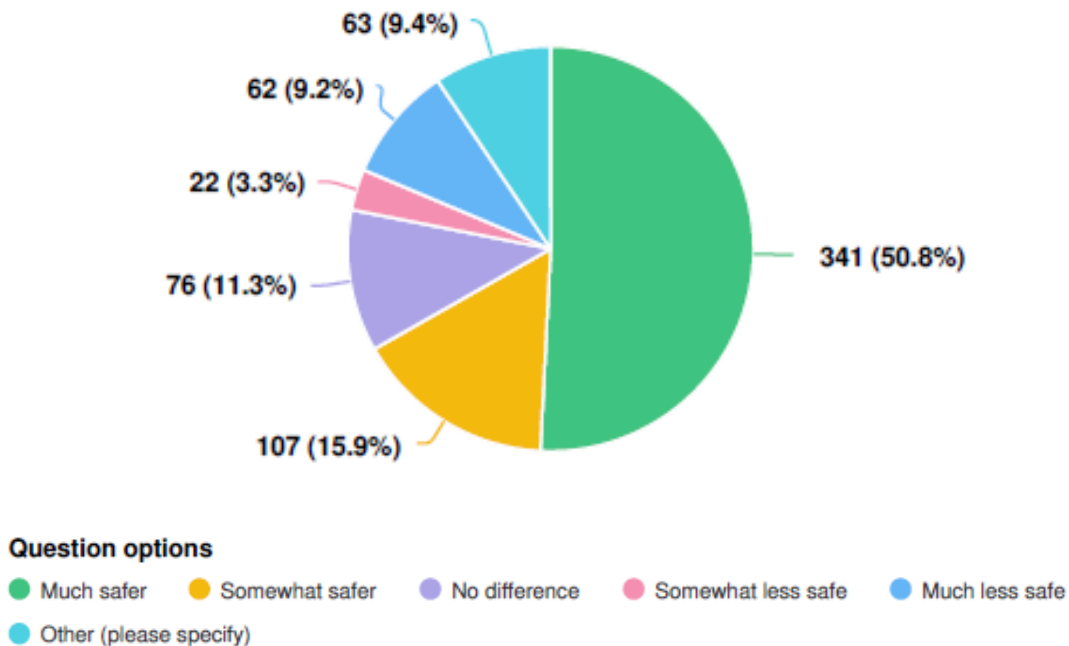
- **More Protection from Motor Vehicles**
Provide dedicated and protected space to people walking, biking, and rolling on all Major Roads and Residential Collectors to improve safety and comfort
- **Reduce Climate Impact**
Increase the share of trips made by active transportation to align with the greenhouse gas emission reduction targets in the Official Community Plan.
- **Better Active Transportation Facilities**
Improve the quality of walking and cycling facilities to meet the needs of residents and visitors of all ages and abilities.
- **Regional Collaboration**
Work with neighbouring jurisdictions to improve the connectivity of the active transportation network to make it easier for residents and visitors to travel within, to, and from Esquimalt.

2. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Tillicum corridor?

Over 65% of those surveyed indicated the design of protected bike lanes make them feel safer and more comfortable cycling and rolling through the Tillicum corridor. Of the remaining survey participants 12% noted they felt less safe and 9% noted other.

Those who indicated they feel safer noted they prefer using their bikes rather than driving, but currently feel unsafe using the Tillicum corridor. One person shared “I can't wait to be able to bike to work. I cannot ride down Tillicum the way it is - too dangerous!!”. Others currently take longer bike routes to avoid this busy corridor and look forward to a safer route to access businesses and parks. One survey participant shared “I am very thankful that these lanes will be available to make it practical and safe for anyone to ride within Esquimalt and to neighbouring municipalities”.

Those who felt less safe noted concern for cyclists at right turns at intersections, feel the bike lanes on the main North / South emergency corridor impedes emergency vehicles. One person shared “I am concerned as to how emergency vehicles will be able to respond when needed if protected bike lanes are installed as I fear it would not allow motorists to move over properly and risk cutting off large emergency vehicles such as fire engines”. Additional comments around safety included increased congestion and commute times will cause increased frustration leading to unsafe driving.

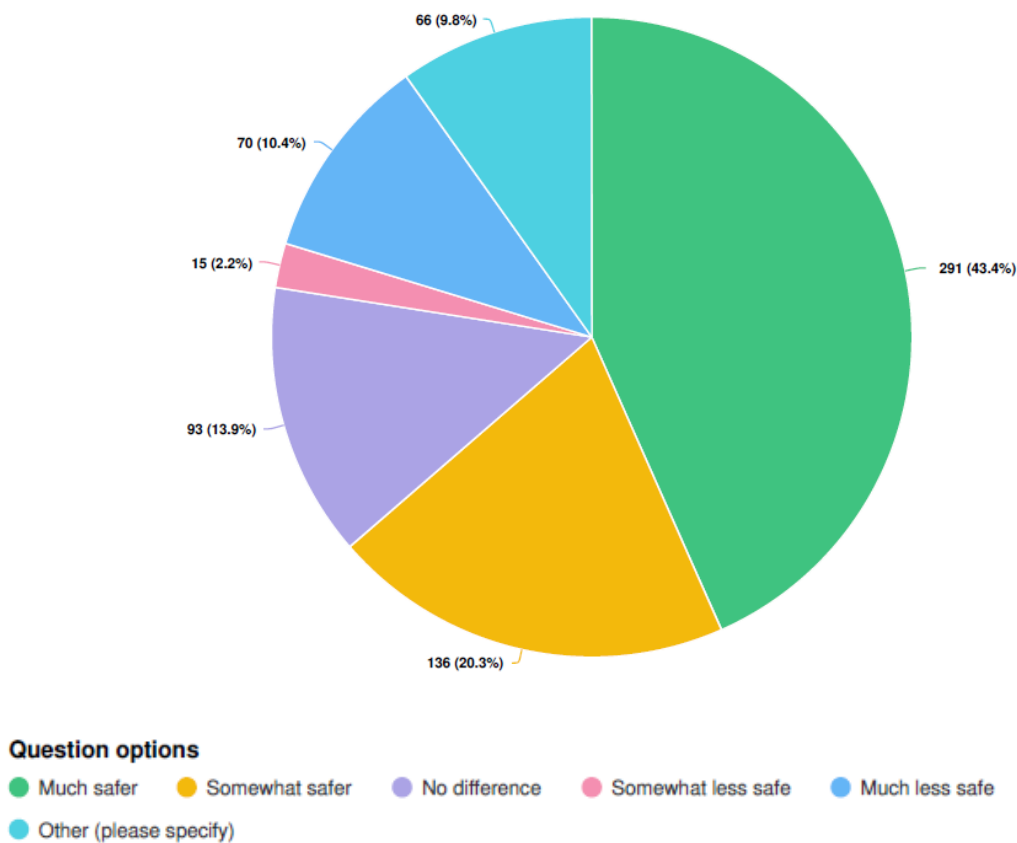


3. To what degree does the design of the protected bike lanes make you feel safer and more comfortable cycling and/or rolling through the Lampson corridor?

Over 60% of those surveyed indicate the design of protected bike lanes make them feel safer and more comfortable cycling and rolling through the Lampson corridor. Of the remaining survey participants 14% noted it makes no difference and 12% noted they felt less safe with 10% noted other.

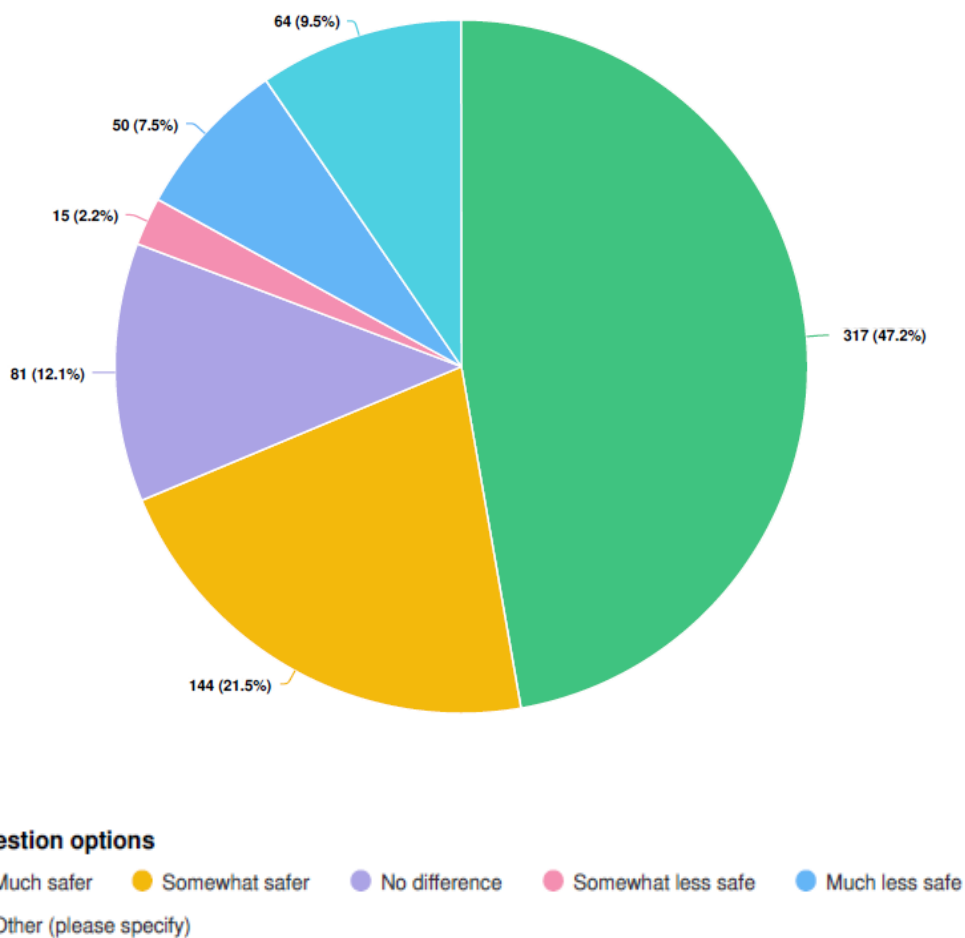
Those who indicated they feel safer noted they currently drive because they don't feel safe riding alone or with their child(ren). Others noted they never ride to the Gorge waterway because it is too dangerous, and they look forward to crossing safely. One survey participant shared "I love the many wonderful programs available at Esquimalt-Gorge Park and Esquimalt Rec, and Esquimalt's excellent playgrounds, but I drive there even though it's only 3 km, even in the summer, even though I have a cargo e-bike, because biking there is absolutely terrifying".

Those who felt less safe noted concern for pedestrians with increased number of cyclists, and driver frustration during peak commute times. Drivers noted not feeling safe with the congestion and increased rules around cyclists.



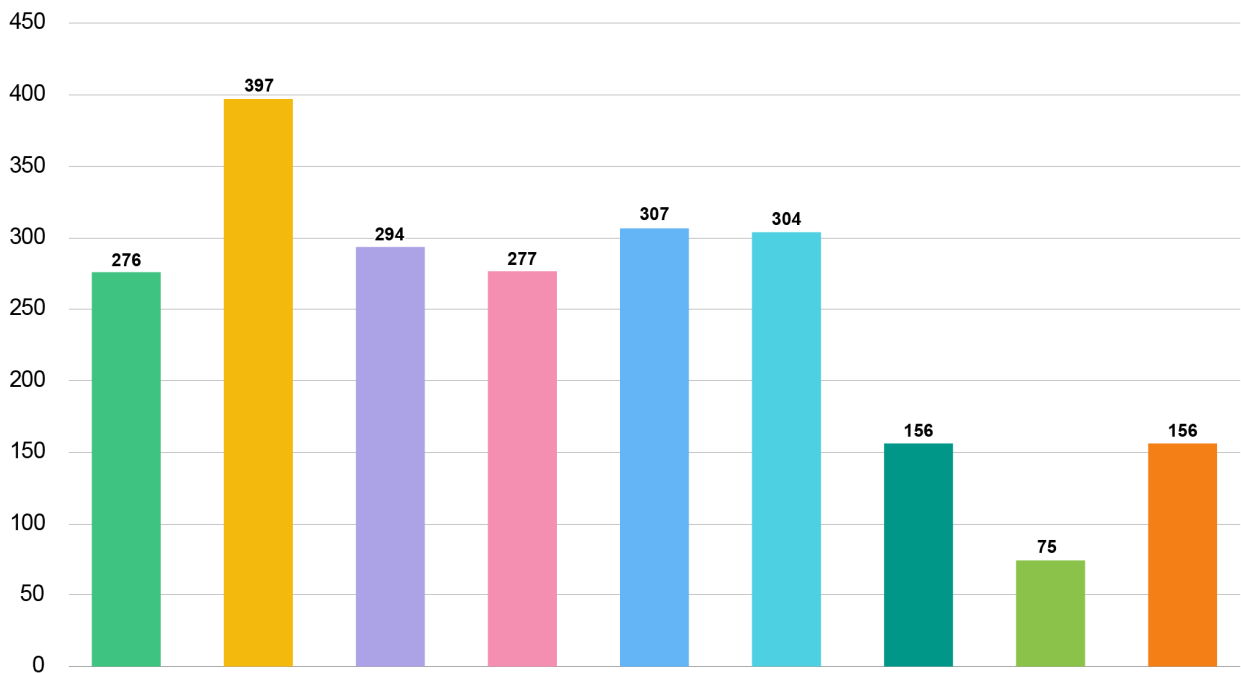
4. The design includes two crosswalks near Gorge Park and Selkirk Road with a midway refuge island and flashing lights at the crossing. To what degree do these improvements make you feel safer and more comfortable crossing Tillicum Road?

Overall, there was support for the crosswalks near Gorge Park and Selkirk Road with close to 70% indicating they would feel safer with these crosswalks. One person noted they are “Very happy with the proposed crosswalks along Tillicum at Gosper and Esq/Gorge Park, as those are common crossing areas for pedestrians as well as a bike route”.



5. Please identify the design improvements important for you to feel safe and comfortable using the Tillicum / Lampson bike lanes?

The survey respondents indicated the top improvements that would allow people to feel safe using the Tillicum / Lampson bike lanes are physical barriers, lighting, signalized bike crossings, road condition, pavement markings and bike lane width. Other design improvements provided included right vehicle turn at intersections, reduced speeds, improve traffic signage, identify driveways and intersections with poor visibility for drivers and riders.



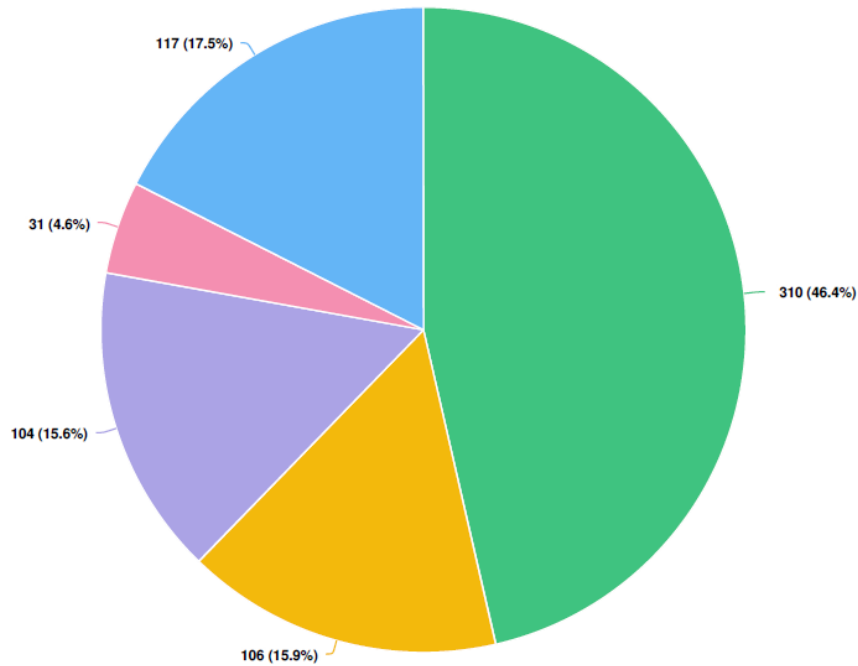
Question Options

- Bike Lane Width
- Physical Barrier Width (Separating Cars & Bikes)
- Roadway Pavement Condition
- Pavement Marking (Green Conflict Paint, Guide Symbols) & Signage
- Lighting
- Signalized Bike Accessible Crossings
- Planted Medians (Where Possible)
- On-Street Bike Parking
- Other (Please Specify)

6. The design includes the removal of the traffic signal at Old Esquimalt and Head (while retaining the Lampson/Old Esquimalt traffic signal). This will remove redundant and aging infrastructure and help with circulation/signal delays. A new crosswalk would be installed in its place. Are you supportive of this change?

Over 60% of those surveyed indicated they were supportive of the removal of the traffic signal at Old Esquimalt intersection. Of the 23% who were not supportive of this change noted the increased congestion during school drop off periods, bus traffic and concern for safety for pedestrians crossing the intersection with school children.

The respondents noted they would need more clarity to understand the design and traffic flow and raised concerns for sight lines with the differing grades, awkward angles, and multiple directions of traffic. Design considerations shared by survey respondents included adding flashing beacons at crossings and adding a roundabout at the intersection.



Question options

● Supportive
 ● Somewhat supportive
 ● Neutral
 ● Somewhat not supportive
 ● Not supportive

7. Are there any locations along the Lampson or Tillicum corridors where additional improvements can be made that you do not see in the current design? Please provide the location and a description of the improvement.

The following additional improvements were identified along the Lampson Tillicum corridor:

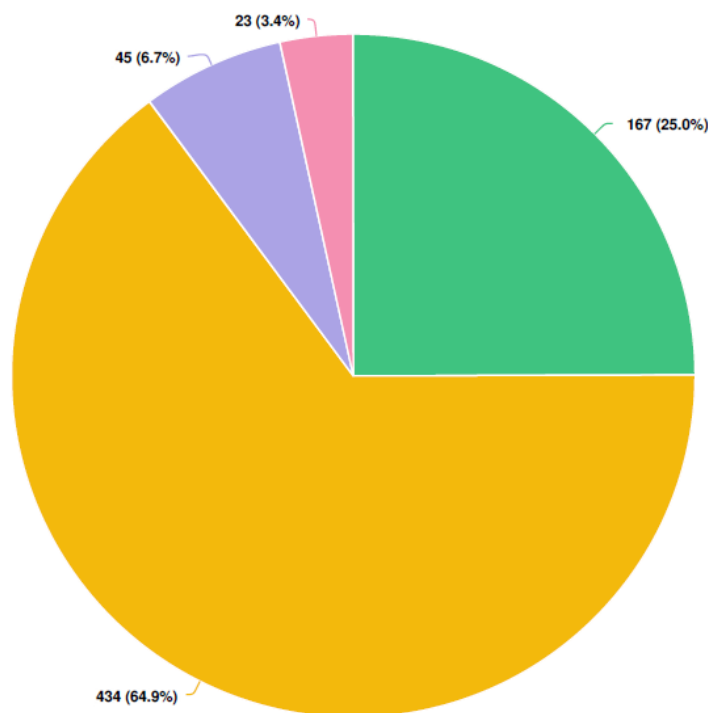
- Additional crosswalks:
 - Lampson Street at Devonshire Road to Rock Heights
 - Between Old Esquimalt Road and Esquimalt Road
 - Tillicum Road at Transfer Street
 - East / West crossing north of Lampson Street
 - South side of Lampson Street at Old Esquimalt Road
 - Fernhill Road at Lampson Street
- Improve crosswalk at Tillicum and Craigflower Road

- Use pedestrian hybrid beacons for crossings
- Button to activate light at Lampson Street and Esquimalt Road
- Bike parking near bridge
- Red light on right hand turn
- Improve archeology site under Gorge bridge
- Alternate route around the hill on Lampson Road between Ellery Street and Head Street.
- Sidewalk widening
 - Old Esquimalt Road
- Improve signage
 - Gosper Crescent – no thru road
- Three lanes with an alternating centre lane on Tillicum Road
- Traffic circle / roundabout at Old Esquimalt Road and Admirals Road
- Remove slip lane from Old Esquimalt Road
- Clearly identify bus pull outs and ensure safety for cyclists
- Add a bike lane in front of Brodeur
- Traffic calming
 - Lowering speed limits
 - Add speed bumps in front of schools
 - Raised crosswalks
- Traffic light instead of beacons at crosswalks
- Improve lighting at Colville Road and Lampson crosswalk
- Widen bike lanes going uphill
- Prohibit left turns on Colville Road from Tillicum Road
- Improve safety for cyclists for right turns at intersections
- Increase access points into the high school with a lighted signal closer to the bus stop
- Discourage short cutting
- Remove left turn from Lampson Street to Craigflower Road
- Install four way stop at Fairview Road and Devonshire Road
- On Lampson curbs are dangerous going downhill
- Light paths and sidewalks at Lions Park
- Close neighbourhood pathway to traffic
- Approaching Lampson Street from the E&N heading east there is limited visibility for the new bike lanes
- Ensure space for busses turning at Lampson Street and Esquimalt Road
- High density driveways reduce the effectiveness of barriers
- Allow vehicle turns from Craigflower Road to Lampson Street but not from Lampson Street to Craigflower Road
- Identify bus pull off areas
- Add little plaza / planting / pocket park near Head Street and Lampson
- Local traffic only in the neighbourhood bikeway
- Remove left turn from Tillicum Road to Selkirk Avenue for vehicles
- Driveway access to Gosper Crescent from Tillicum Road

8. When you travel through the Lampson/Tillicum corridor, is it mostly by

Of those surveyed, 65% of people travel the Lampson / Tillicum corridor by motor vehicle, with 25% of participants indicating they travel this corridor by bicycle or other non-motorized vehicle.

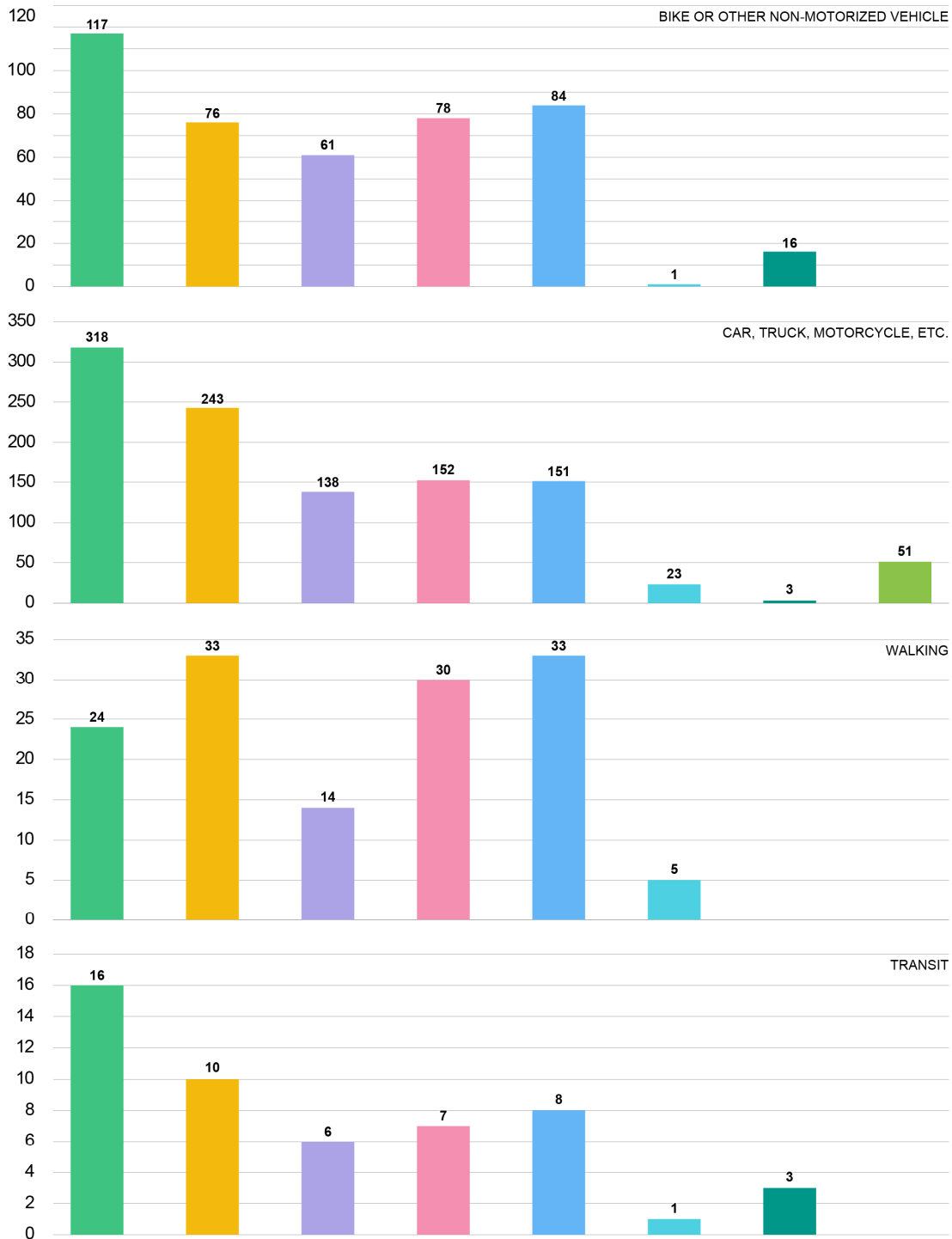
Many respondents who currently travel by motorized vehicle indicated the changes would make them feel safer and look forward to cycling this route with the proposed changes. One person shared “I travel this route at least twice a day to take my child to/from school, and would DEFINITELY cycle if it were a viable option from a safety point of view... I’m excited and optimistic about these updates.”



Question options

- Bike or other non-motorized vehicle (including e-bikes and mobility scooters)
- Car, truck, motorcycle, etc
- Walking
- Transit

9. Why do you use the Lampson / Tillicum corridor?



Question Options

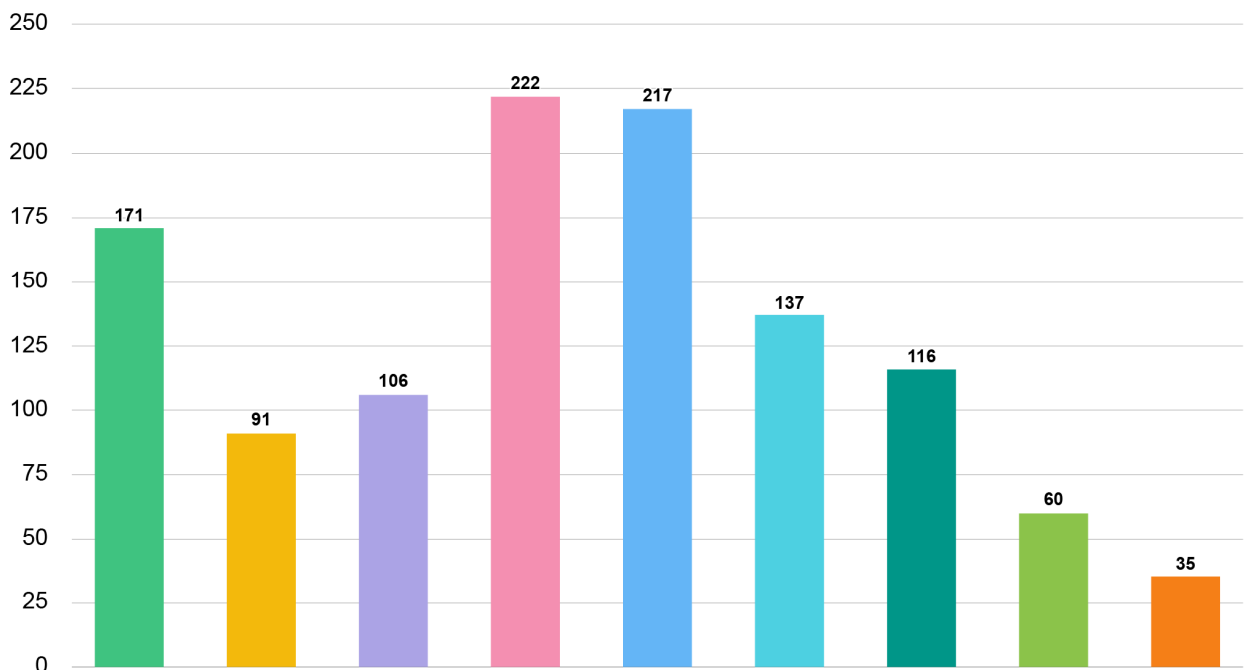
- To Get to Locations in Greater Victoria
- To Get From One place to Another Within the Neighborhood
- For Commuting to Work
- For Recreation, Fitness, &/or Leisure
- To Access Gorge Park or Gorge Waterway
- I Do Not Use Lampson or Tillicum Corridor
- Other

(Q. 9 continued)

The top four reasons survey participants identified why they would use this corridor was to get to locations within Greater Victoria, to get from one to another location in the neighbourhood, for recreation, fitness or leisure and to access Gorge Park or the Gorge waterway.

Each user identified how they use the Lampson / Tillicum Corridor. For all uses outside of walking the primary destination was Greater Victoria. The top destination for bike or non-motorized vehicles was Greater Victoria, recreation and within the neighbourhood. For motorized vehicles, the top locations included Greater Victoria, within the neighbourhood, recreation and access the Gorge waterway and park. Pedestrians identified recreation, walking within the neighbourhood, and the Gorge waterway and park. Transit users used the corridor to access Greater Victoria, within the neighbourhood and to access the Gorge.

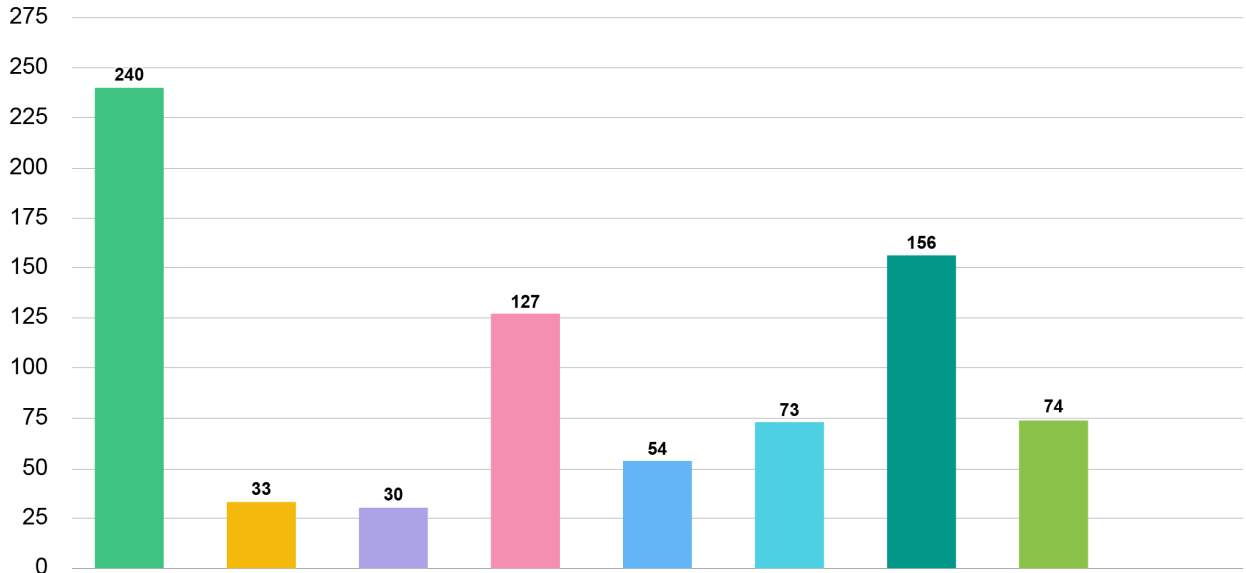
10. Please describe who in your household will be using this corridor by recording the number of members in each of the following age groups.



Question Options

- 0-10 Years
- 10-20 Years
- 20-30 Years
- 30-40 Years
- 40-50 Years
- 50-60 Years
- 60-70 Years
- 70+ Years
- We Will Not Use This Corridor

11. How did you hear about this survey?



Question Options

- Facebook
- Twitter
- Instagram
- Through a Friend
- Esquimalt Website
- Esquimalt Newsletter
- Mail Announcement
- Other (Please Specify)



12. Do you have any other comments about the project?

Survey participants provided an additional 427 comments about the project which have been captured into key areas below.

- Safety was a key item mentioned across the comments with people who actively cycle expressing they currently avoid this route or will not take their kids on this route because they currently do not feel safe and look forward to the changes. Others expressed concern about safety due to reducing lanes, increasing congestion, lengthening commute times and increasing potential unsafe driving.
- Congestion at peak commute times along the Lampson / Tillicum corridor and the intersection of Old Esquimalt Road and Head Street during school pick up and drop off times.
- Increased idling of vehicles and pollution due during peak commuting hours
- Impact on emergency services due to reducing lane width on a main North / South emergency connector route
- Concern for traffic rerouting to other streets without infrastructure to support increased traffic.
- Some people expressed appreciation of the investment into bike infrastructure leveraging infrastructure in other municipalities, where others criticized the use of taxpayers' dollars for a minimal number of cyclists and ongoing costs for maintenance
- There were equal comments for and against concrete curbs with people indicating the increased safety of the separation from traffic and others noting the inability of being able to move outside of the curbs.
- Questions were raised on the selection of the corridor with concern of all abilities being able to bike up the hill. Suggestions for hill diversion routes were provided for consideration.
- Residents and visitors questioned if there would be impacts to resident access to driveways and entrances to businesses.
- Resident and visitors expressed concern in the reduction of parking spaces due to the addition of the bike lane.
- Concern was raised about access for busses along the route and safety for cyclists
- Visibility and traffic flow concerns were identified as a consideration at the Old Esquimalt / Head Street intersection. Many people noted the flow of traffic and pedestrians in this area is unclear and consultation should occur with the school regarding bussing and pick up and drop off.
- Both positive and negative comments were received regarding accessing businesses with the active transportation improvements. Many cyclists indicate they will access and use Esquimalt businesses and parks more because of the safe access where other people indicated the increased congestion will prevent them from accessing businesses.
- Overall comments on the design included a request for more options, suggestions for lines (pavement markings) instead of barriers, focus on safety for bicycles at intersections including right turns and bike signals, focus on cycling, pedestrian and motor vehicles versus just cyclists, make it less confusing for drivers, review traffic flow, visibility and flow at head street, add a skip the hill option, unclear bus stops, and use traffic calming.
- Survey comments from people indicated the survey is too late in the design process, feel it focuses on cyclists, missed questions on congestion, and did not include options for multiple people in households.

4.0 APPENDICES

Appendix A: Q&A via website

1. How will bikes navigate the Tillicum / Craigflower intersection?

Bikes lanes will ultimately be on each approach and exit of the intersection and allow movements with bikes following the vehicles signals. Bikes wanting to transition to a perpendicular corridor will be able to do so by completely a two-stage movement. They will wait for their green light to proceed through the intersection and then slightly go to the right and turn 90 degrees to the left while in a turn box in front of the perpendicular bike lane. The bike will then proceed on the next green light they are now facing.

2. If these lanes are built, how will you decide if they are successful or not? Could they be adjusted in the future?

We would continue to collect traffic data and crossing counts along the corridors. Staff will review this data along with feedback from the public. Based on our observations, we will make adjustments where required to improve safety along the corridors. The number of users is usually a good measure of success. We are mindful that a complete network is required to establish a significant increase in ridership/walking, as it allows people to get to destinations safely and efficiently.

3. What are the expected traffic impacts?

Esquimalt and other local municipalities have existing corridors with similar lane configurations and similar volumes that are operating safely (Craigflower Rd., Esquimalt Rd, Tillicum Rd (Saanich), etc). Similar traffic impacts are expected during peak hours but traffic signal timing will be reviewed and revised as required to minimize delays.

4. As Selkirk Ave (to Banfield Park and onward to downtown) is already such an established route, how is access to Selkirk Ave being addressed? (Particularly when heading south on Tillicum, coming from the Gorge Bridge?)

We are proposing a multi-use crossing at Tillicum and Selkirk to ensure we connect to this established corridor. Cyclist travelling south on Tillicum will approach Selkirk and enter a bike left turn lane, press a push button that will activate flashing beacons. Once vehicles have stopped, the bike can proceed east across Tillicum

5. What is happening to parking in these areas?

Due to the limited width of the existing roadway parking cannot be maintained while supporting the safe lane width required to maintain two-way vehicle traffic on Lampson St. The proposed bike lane buffer is "quick-built" which primarily uses the existing roadway to limit overall costs as curb realignment is expensive.

6. Will the lights at all intersections either have cyclist activated buttons, or road sensors that are sensitive enough to detect bikes?

All new signalized crossings will have pedestrian and bike push buttons. Detection loops will be added for bikes at existing intersections (unless the intersection is pre-timed/requires no actuation).

7. Why not build a bike/pedestrian bridge at Tillicum to avoid Gorge Bridge congestion?

Bike/pedestrian bridges require a significant investment and space/property to be feasible and can still pose accessibility concerns if steep approach ramps are used. As this is a quick-build project, this type of infrastructure was not considered.

8. Will cyclists be encouraged to head north on Lampson to make a left turn at Craigflower, rather than riding with the vehicles on Transfer?

When proceeding north, the AAA route will continue up Lampson and connect to Craigflower Rd. A gap in the median will be provided for confident cyclists that wish to leave the bike lane and when safe, enter the vehicle travel lane and continue onto Transfer St

9. Why have you chosen this route? Lampson seems too hilly for an AAA bikeway.

Despite the topography, Lampson is a direct north-south route that connects many destinations including schools and business centres. Lampson and Tillicum were identified by the public as their highest priority as a part of our previous Active Transportation Network Plan (ATNP) consultation.

10. Why would you add a crosswalk on a busy road like Tillicum? Why can't cyclists use the existing crosswalks?

Currently there are no marked crossings between Craigflower and Gorge Rd (except under the bridge). This gap in accessible and safe crossing creates a significant barrier for people trying to connect to destinations on either side of Tillicum Rd. A new crossing on Tillicum Rd. was identified by the public as the highest priority intersection improvement our previous Active Transportation Network Plan (ATNP) consultation.

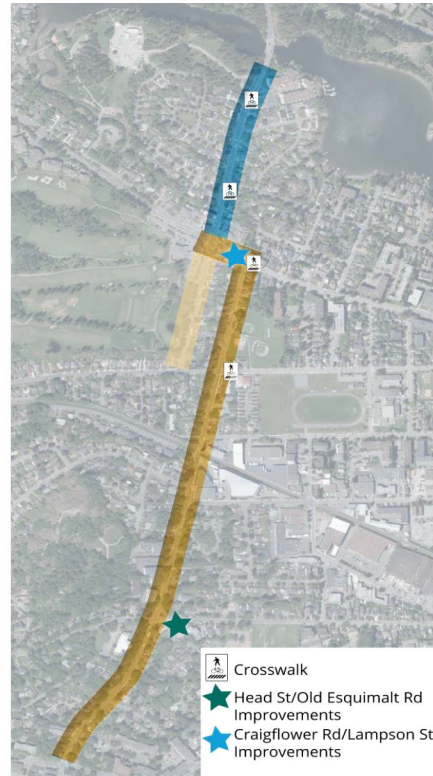
Appendix B: Project Overview & Maps

Project overview & area

Plan highlights include protected bike lanes on Tillicum Road from Gorge to Craigflower with further connections to Lampson southbound on Tillicum and east/west on Craigflower.

Lampson Street will include protected bike lanes from Esquimalt Road to Transfer Street and a short section of neighbourhood bikeways on Lampson between Craigflower and Transfer.

There will also be new crossings added along both corridors and the removal of an aging/redundant traffic signal at Head Street and Old Esquimalt Road.



Township of
ESQUIMALT

TILLICUM & LAMPSON
ACTIVE TRANSPORTATION
IMPROVEMENT PROJECT

What is "AAA" design?



**Traffic calmed
Neighbourhood bikeway**

Advantages

- Speed bumps naturally slows vehicles
- No requirement for separate bike lanes while providing a safe cycling route

Considerations

- Not recommended for roadways with high volumes of traffic
- Can be installed relatively easy and at a lower cost



Protected Bike Lanes

Advantages

- Increases user comfort by adding physical separation between people and vehicles
- Transit routes maintained
- All ages and abilities (AAA) Design
- Provides a safe cycling connection to existing bike routes

Considerations

- Ability to create a bike lane for people of all ages and abilities to feel comfortable and safe
- Reallocating existing roadway for alternative uses while considering traffic volume



Multi-Use Crossing

Advantages

- Narrows the roadway, lowering vehicle speeds
- Refuge island creates a two-part crossing for people, which is easier and safer for all ages and abilities

Considerations

- Location of crossings to access parks and link to cycling routes
- Adding additional Rectangular Rapid Flashing Beacons (RRFBs) to median island for visibility

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Examples of “quick-build” designs



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Quick-build facilities allow for faster construction times while still delivering all Ages and Abilities (AAA) bike facilities.

Quick-build facilities also tend to be more economical to install and allow the township to focus funds on other upgrades including roadway surface and intersection/crossing improvements.

Tillicum corridor

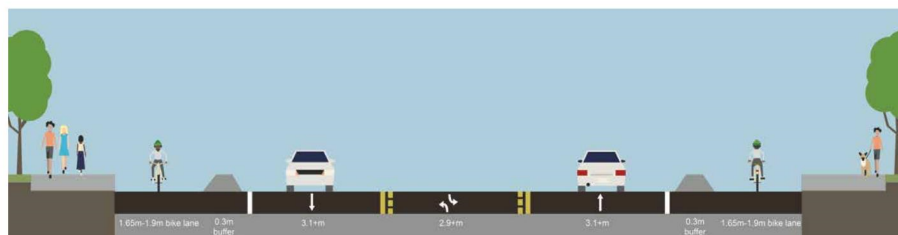


IMAGE: TILlicum ROAD CROSS-SECTION

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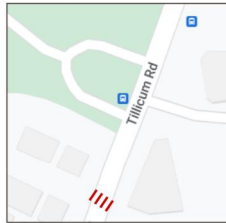
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Plan highlights

- protected bike lanes on Tillicum Road from Gorge to Craigflower
- multi-use crossing with flashing beacons on Tillicum Road near Esquimalt Gorge Park entrance and a second between Gosper Crescent and Selkirk
- connections to Lampson southbound on Tillicum



Tillicum corridor

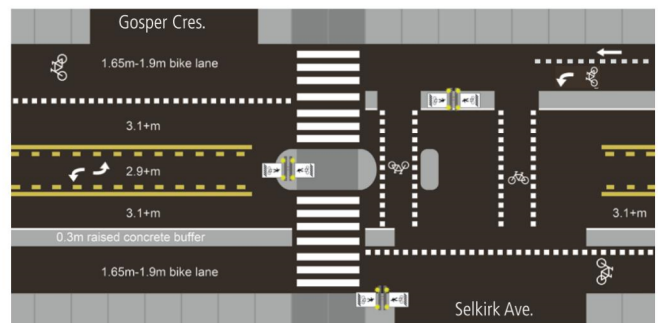
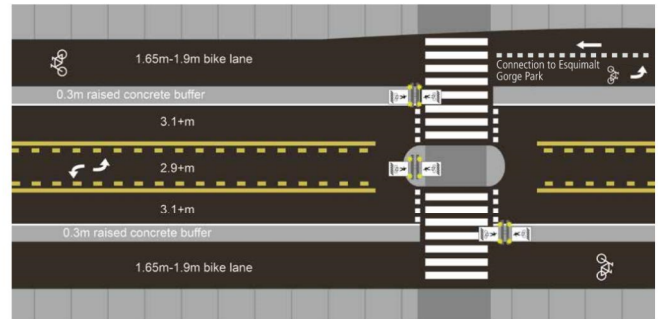


Map view and design view of 1075 Tillicum Road near Esquimalt Gorge Park.

- Legend**
- multi-use crossing with flashing beacons
 - crossing location



Map view and design view of Tillicum Road near Gosper Crescent and Selkirk Avenue.



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Lampson corridor



IMAGE: LAMPSON STREET CROSS-SECTION

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Plan highlights

- protected bike lanes from Esquimalt Road to Transfer Street
- adding a short section of neighbourhood bikeways on Lampson between Craighflower and Transfer
- removal of an aging/redundant traffic signal at Head Street and Old Esquimalt Road



Lampson corridor



IMAGE: NEIGHBOURHOOD BIKEWAY CROSS-SECTION

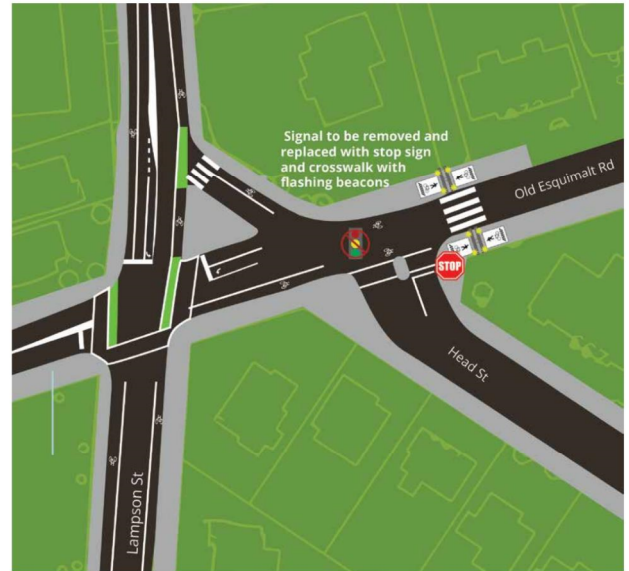


IMAGE: REPLACEMENT OF TRAFFIC LIGHT WITH CROSSWALK AND FLASHING BEACONS

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