

Share your feedback on what we are proposing

Take the online survey

Deadline: January 27, 2025

Visit

www.EngagingEsquimalt.ca/EsquimaltRoad

or...

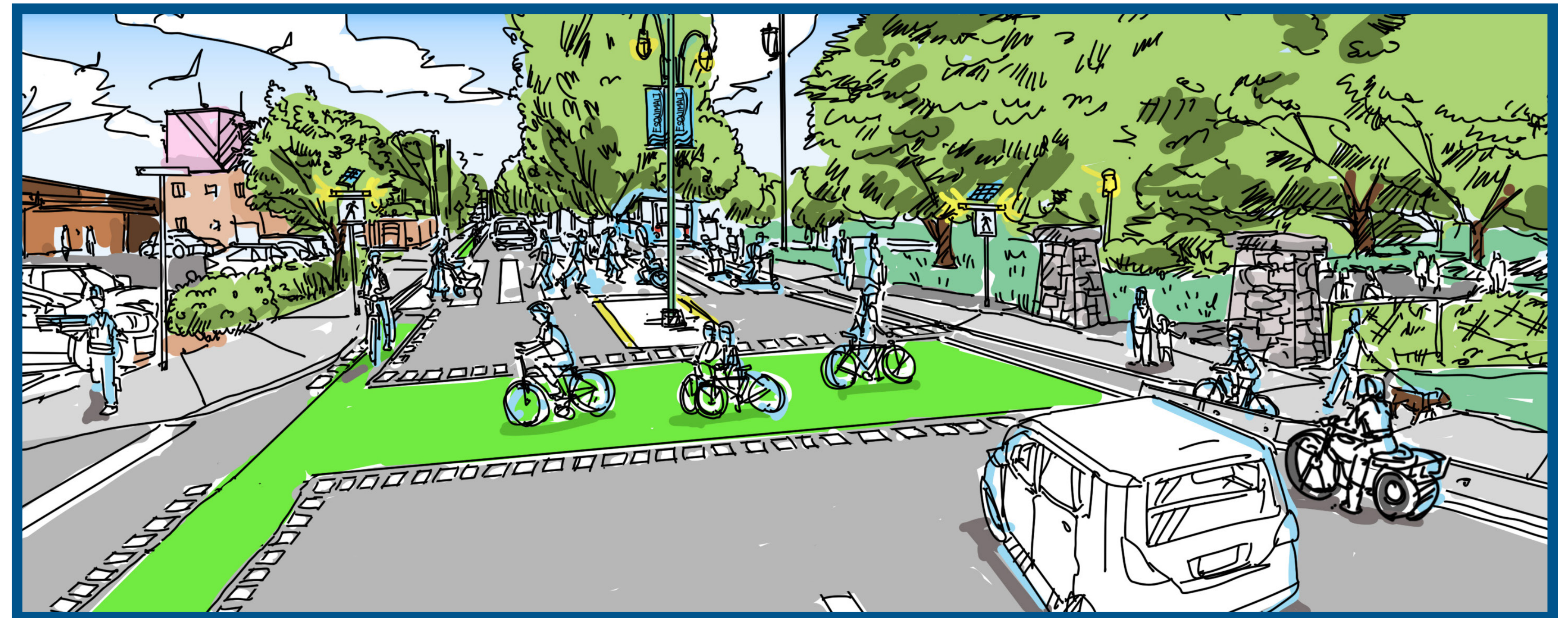
Scan the QR code



What's happening now?

We're in the second phase of this project, we are seeking your feedback on proposed route options to make Esquimalt Road (Joffre Street to Canteen Road) safer and better connected. This phase of engagement we ask you to:

1. Share what bike route option best meets the needs of the community: An on corridor route or off-corridor routes.
2. Learn about the key considerations of each option and share your feedback.



Learn more by going to: Esquimalt.ca/EsquimaltRoad

2 Project background

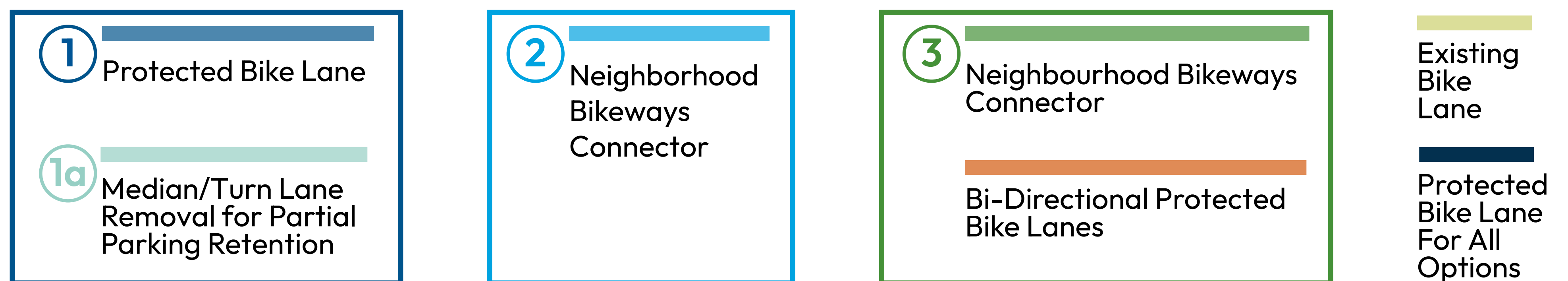
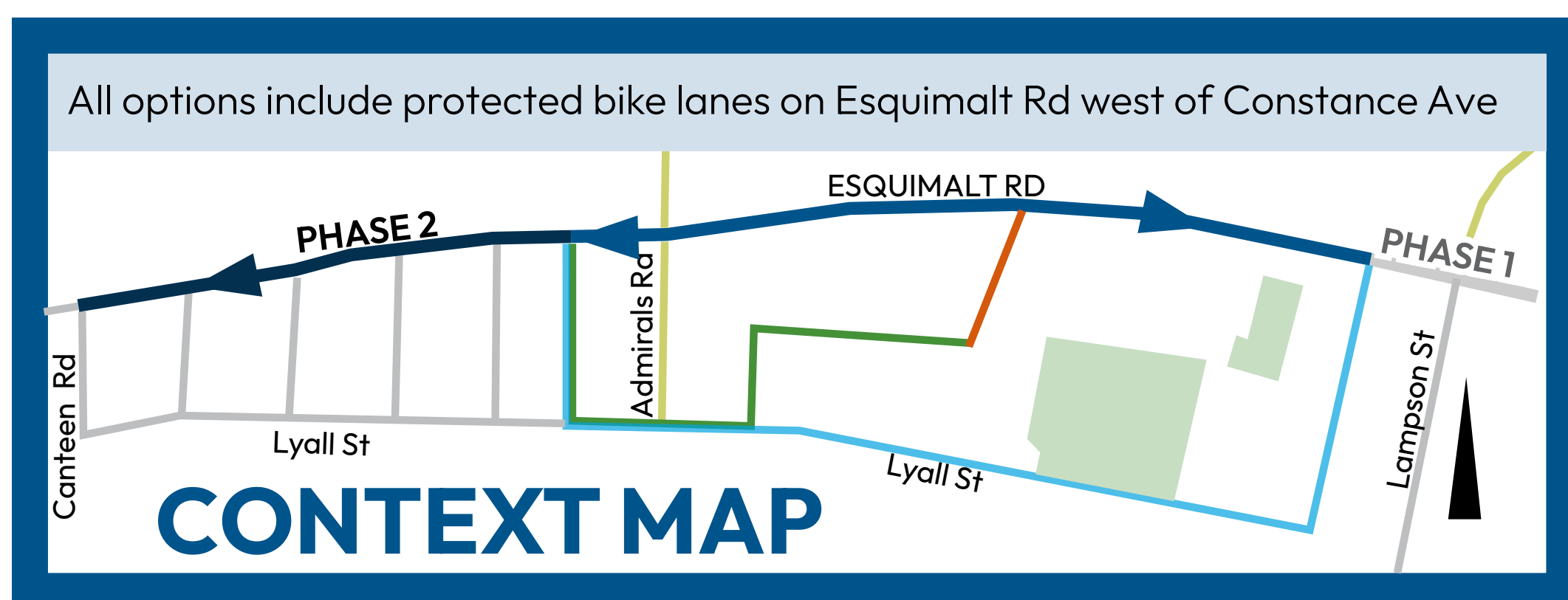
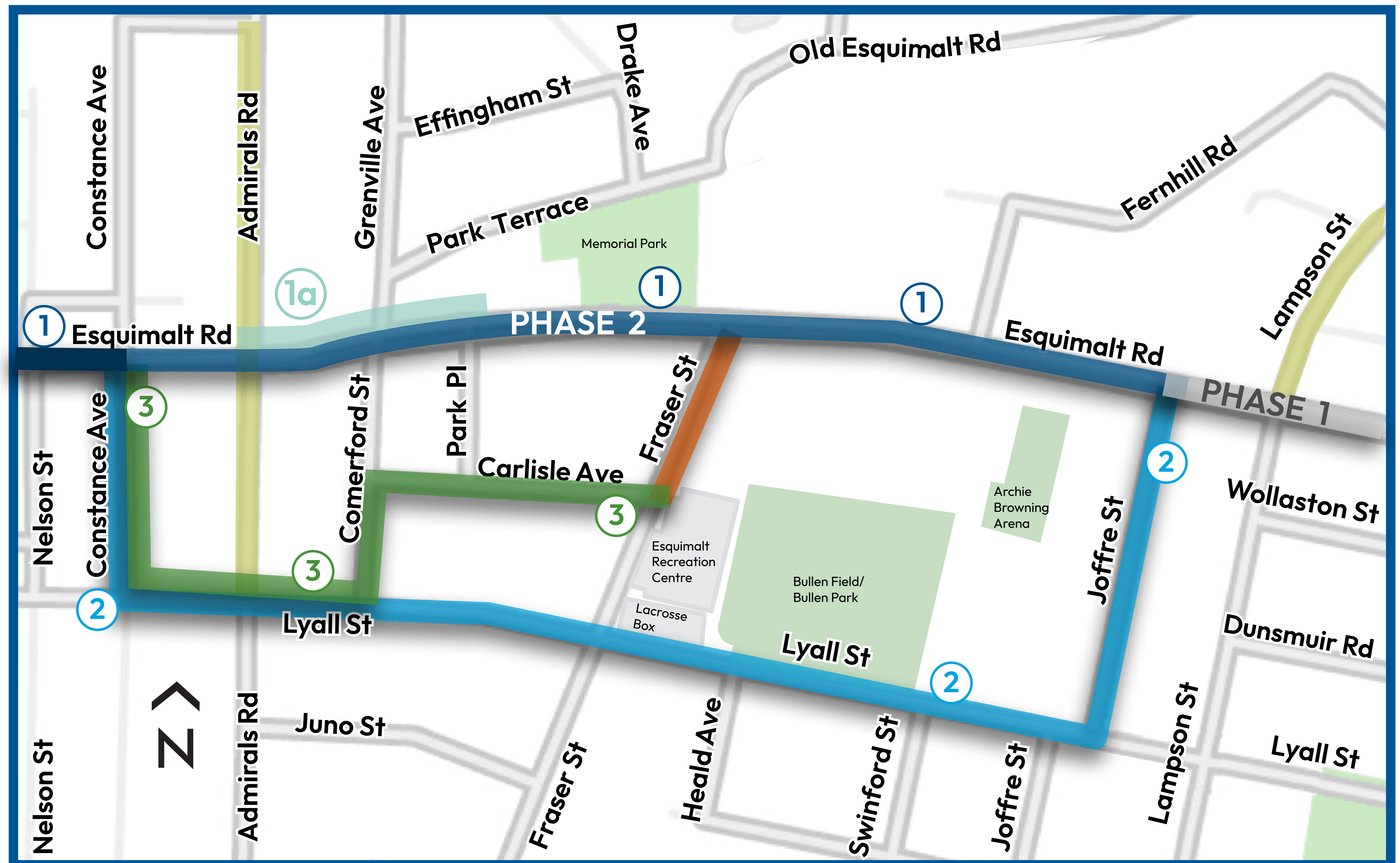
Phase 2

Our goal

The Active Transportation Network Plan aims to create a 5.3-kilometer AAA bike network with protected bike lanes, including Tillicum Road, Lampson Street, and Esquimalt Road. All Ages and Abilities design (AAA) refers to infrastructure that ensures safety and comfort for everyone.

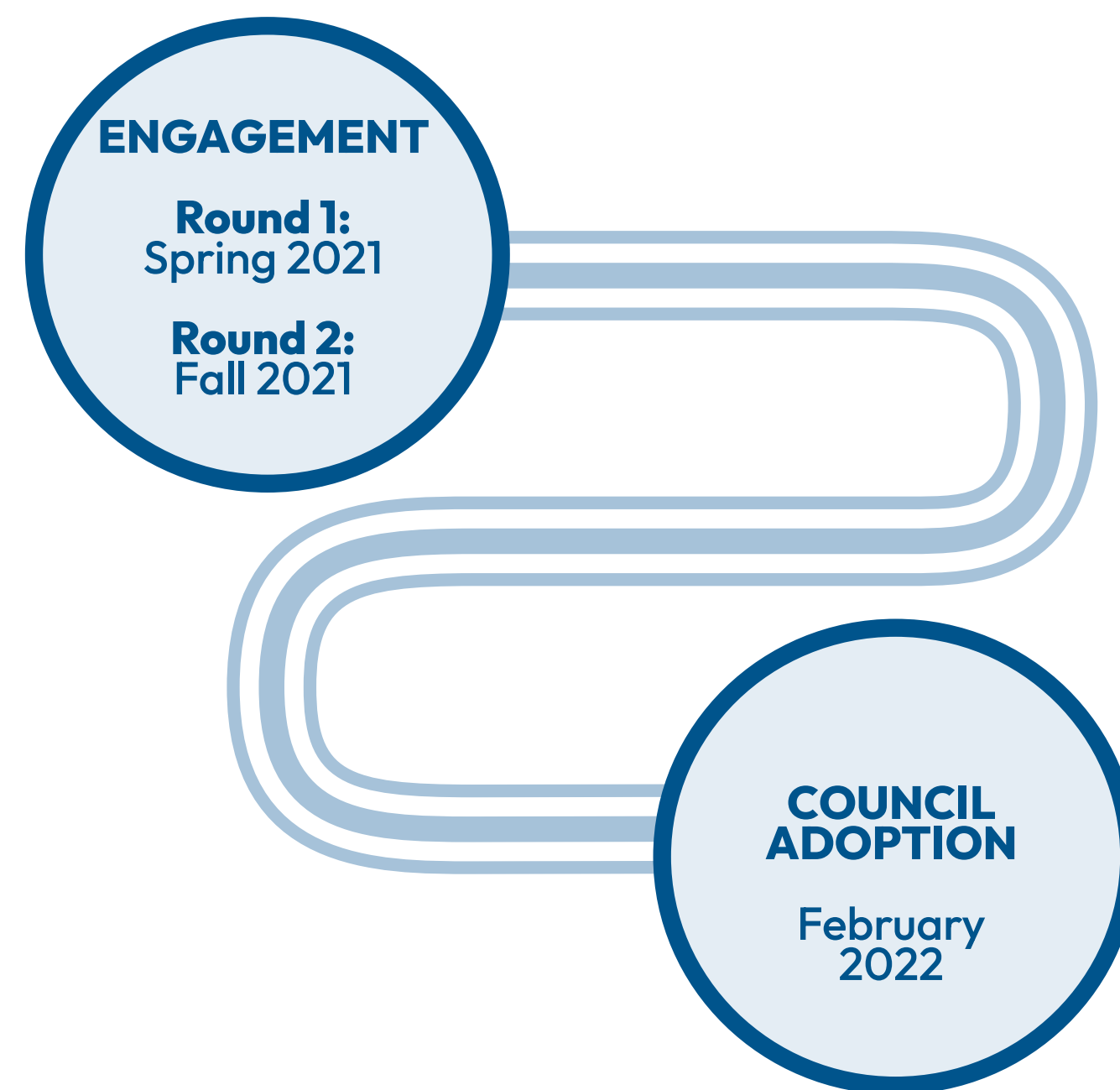
With the Tillicum and Lampson project being recently completed, Esquimalt Road is next on the list, and will provide key connections to our business centres, recreation facilities, and schools/parks.

This project will improve active transportation connections within the Township as well as connecting to the City of Victoria and DND lands.



Active Transportation Network Plan

- Engagement:
Round 1-Spring 2021
Round 2-Fall 2021
- Council Adoption:
February 2022



Phase 1 – Esquimalt Road from Dominion Road to Joffre Street

Detailed design
Fall 2024-Winter 2025

Community Engagement
Fall 2024

**What We Heard Report/
Council Approval to
proceed with detailed
design**
Fall 2024

Tender
Winter/Spring 2025

Construction
Spring 2025 through 2025

Phase 2 – Esquimalt Road from Joffre Street to Canteen Road

Concept design of routing options
Fall 2024

Community Engagement
November 21, 2024 to January 27, 2025

- Ask for feedback on various bikeway route options

**What We Heard Report and staff
recommendations for Council direction on routing**
March 2025

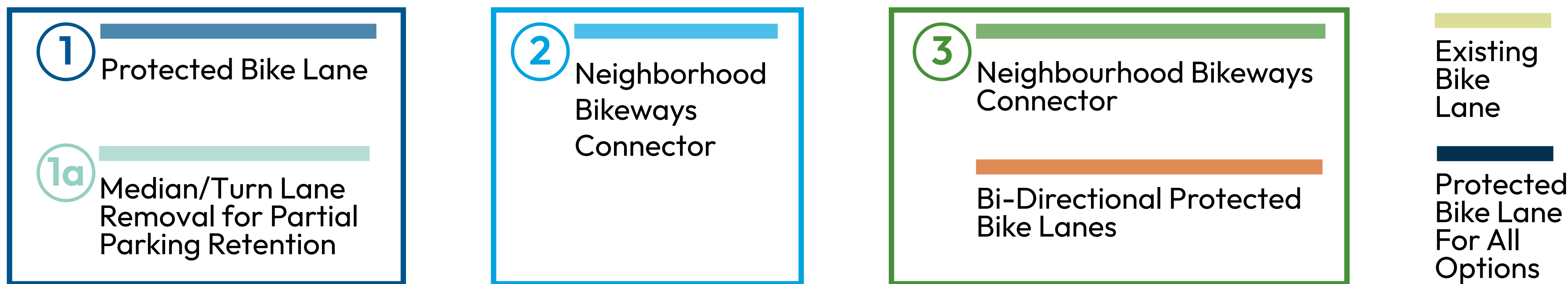
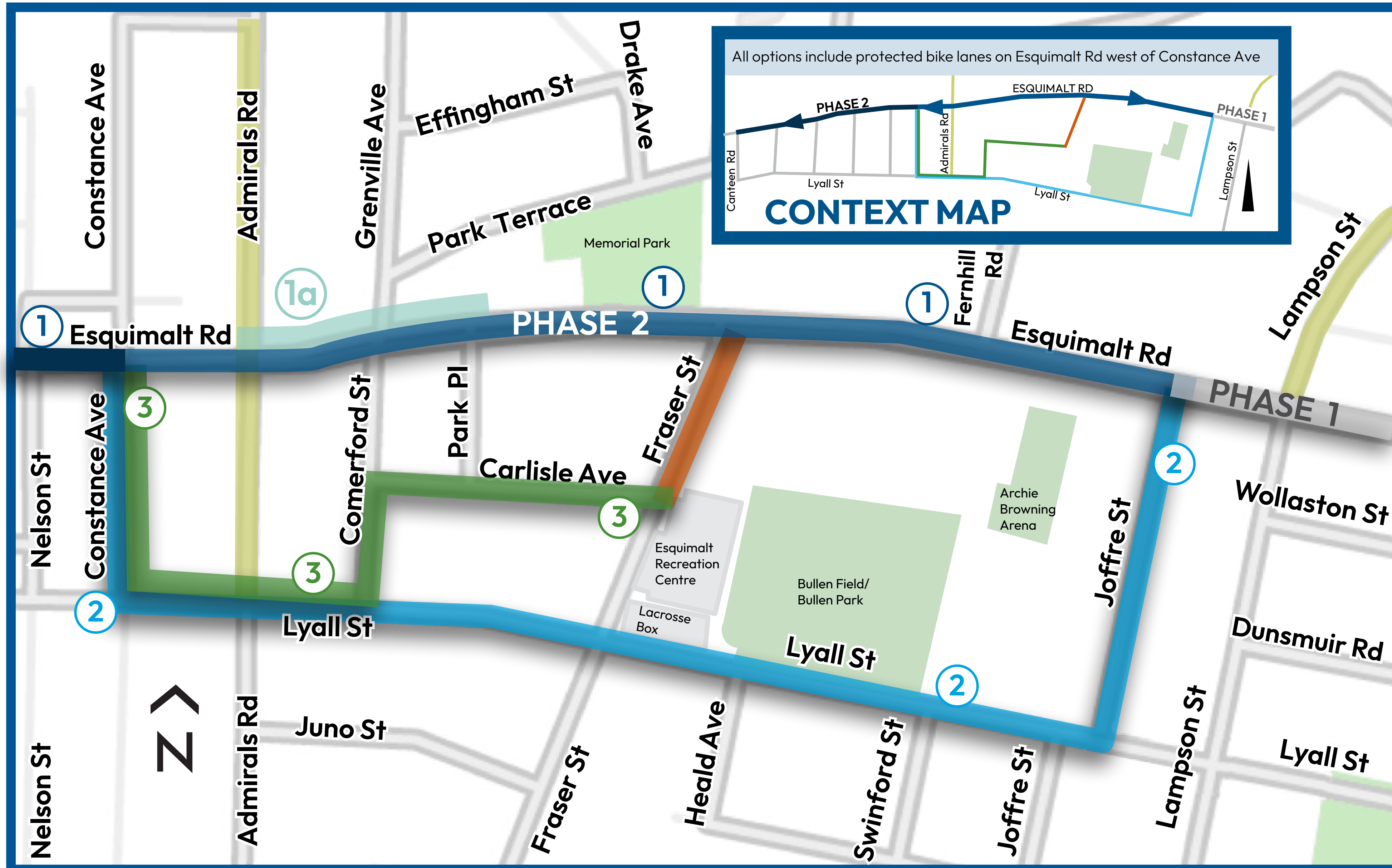
**Design Refinement Engagement - TBD dependent
on routing**
- tentative summer 2025

Council Approval
TBD - tentative summer / fall 2025

Tender
TBD - tentative Fall/Winter 2025

Construction
TBD - tentative Winter 2025 through 2026





1 Option 1: Esquimalt Road Protected Bike Lane

- Quick build protected bike lane by removing parking along the corridor
- 1a** • Option to retain 9 parking spots by removing centre turn lane and planted medians

2 Option 2: Lyall Neighbourhood Bikeways Connector

- Neighbourhood bikeway where cyclists share the road with vehicles
- Traffic calming and traffic diverters to reduce volumes to below 1000 vehicles per day and average speeds to 30km/h

3 Option 3: Fraser Protected Bikeway with Neighbourhood Bikeways Connector

- Quick build bi-directional protected bike lane along Fraser St
- A neighbourhood bikeway where cyclists share the road with vehicles for the remainder of the route through speed and vehicle reduction, similar to Option 2
- Change to vehicle circulation: Fraser St to become a southbound one-way street along protected bike lane

Each of these proposed options have similar costs due to the requirement of additional measures to support off-corridor routes (crossings, speed humps, etc.) Any significant cost variation will be noted.

6 Option 1 – Esquimalt Road Protected Bike Lane

Phase 2

The following is a snapshot of what we are considering for Option 1.



Adding quick-build protected bike lanes



Planted median (Note west of Constance Ave)



Adding new crossings and improving some existing crossings. No traffic diversions or local closures.

1 Protected Bike Lane

1a Median/Turn Lane Removal for Partial Parking Retention

Existing Crossing

New Flashing Crossing

Protected Bike Lane For All Options

Existing Bike Lane



Key things to consider

Continuous network:

Provides a direct connection to on-corridor businesses, destinations and town centre connection to other bike routes

Physical separation:

Cyclists and cars are separated to improve safety

Pedestrian experience:

Traffic is slowed, separation from vehicles is increased, and sightline conflicts from parked vehicles are removed

Active Transportation Network Plan (ATNP):

Aligns with the Esquimalt ATNP to improve walking, rolling, and biking routes

Parking Options:

All parking removed along Esquimalt Rd. See parking board number 11 for additional information.

7 Esquimalt Road (Park Pl to Admirals Rd) - On-Corridor Options - 1/1a

Phase 2

Option 1

Protected bike lanes with parking removal



Key things to consider:

- Establishes protected bike lanes to/through Esquimalt's downtown core
- Loss of 41 parking spots on Esquimalt Rd between Constance Ave and Fraser St
- Removes all on-street parking along Esquimalt Rd
- Retaining median islands, trees and decorative poles

(Note: see Parking Board 11 for information on changes to side street parking improvements)

Option 1a

Protected bike lanes with median and turn lane removal for partial parking retention



Key things to consider:

- Establishes protected bike lanes to/through Esquimalt's downtown core
- Minimizes on-corridor parking loss between Admirals Rd and Park Pl
- Loss of landscaped medians, trees and decorative poles
- Additional costs to remove median islands and replace with road surface suitable for vehicle travel
- Removal of turn lanes. Left turning vehicles may cause delays for through traffic

The following is a snapshot of what we are proposing for Option 2.

Traffic calming Measures



2 Neighborhood Bikeways Connector

Existing Bike Lane

New Flashing Crossing



Key things to consider

- Shared road - does not use a bike lane (painted or protected). Maintains parking on both sides of the road, except in key locations where removal is required to maintain sightlines.
- To meet AAA standards of less than 1000 vehicles per day, approximately 3000 vehicles per day need to be removed from Lyall Street, increasing traffic on other roads
- A neighbourhood bikeway, where cyclists will share a traffic calmed road with cars
- Shared roadway pavement markings for people biking and driving
- Multi-use crossings that connect to Esquimalt Rd and Lyall Street
- Parking on Esquimalt Road near town centre not impacted

Option 3 - Fraser Protected Bikeway with Neighbourhood Bikeway Connector

Phase 2

The following is a snapshot of what we are proposing for Option 3.

Traffic calming Measures



Key things to consider

- Maintains parking on both sides of the road, except in key locations where removal is required to maintain sightlines (except Fraser St)
- Parking on Esquimalt Rd between Fraser St and Constance Ave not affected
- A protected bi-directional bike lane on the east side of Fraser St before transitioning west
- A neighbourhood bikeway, where cyclists will share a traffic calmed road with cars
- Shared roadway pavement markings for people biking and driving
- Fraser St to change to 1-way traffic affecting vehicle circulation

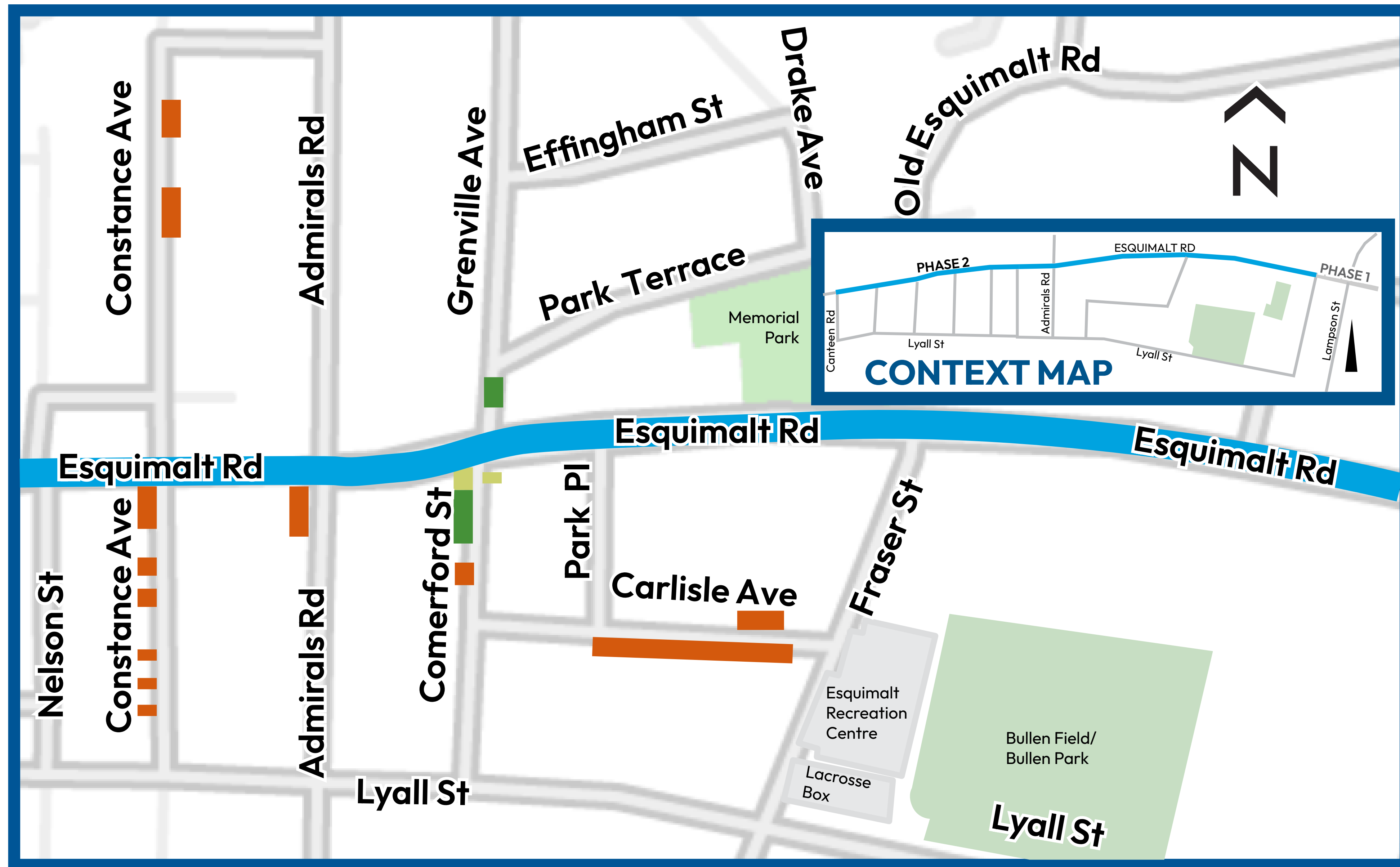


The following is a snapshot of key things to consider for both Option 2 and 3.

Key things to consider

- **Not a continuous network:** Provides connection options back to Esquimalt Road but does not satisfy cyclist safety and connection needs and desires to use Esquimalt Rd
- **Minimal physical separation:** Cyclists and cars are separated from each other for the north section of Fraser St (on Option 2) but the rest of the routes (Option 2 and 3) require cyclists and cars to share a traffic calmed road
- **Active Transportation Network Plan (ATNP):** This option does not align with our Township wide ATNP. Esquimalt Rd has been highlighted in the Active Transportation Network Plan (ATNP) as the best location for a bike route
- **Features by location:** Includes traffic calming measures on any one of the many streets branching off Esquimalt Rd
- **Car diverters/closures:** Limits through vehicle access at key locations and discourages drivers from using neighbourhood bikeways as through roads. Locations will be determined at a later date to meet AAA guidelines of less than 1000 vehicles per day and average speeds of at or less than 30km/h
- **Increase in congestion on Esquimalt Road:** Impacts traffic congestion and volume as 3000 vehicles per day are required to move off Lyall St to meet AAA guidelines. Some traffic will be diverted to Esquimalt Rd and other streets





Key things to consider

- New parking zones are being established within a 5-minute walk of Esquimalt Rd
- Accessible parking will be relocated to nearby side streets
- New loading zones will be created in key locations
- If Option 1 is selected, parking will be removed from Esquimalt Rd between Canteen Rd and Joffre St and between Canteen St and Constance Ave for Options 2 and 3

The numbers

- 99 parking stalls removed on Esquimalt Rd between Canteen Rd and Joffre St (53 between Canteen Rd and Constance Ave, 41 between Constance Ave and Fraser St, 5 between Fraser St and Joffre St)
- Approximately 40+ new time-restricted stalls on nearby side streets through removal of Residential Parking Only, changes to existing unrestricted parking, and adding new parking spaces
- 53 parking stalls removed between Canteen St and Constance Ave in all proposed options

Input received will be used by the project team to:

- Provide feedback to allow council to decide on next steps including which route to proceed with
- A What We Heard Report will be compiled by the consultant for Council's consideration
- Staff and consultant to provide technical analysis based on best practice for Council's consideration

