

Delivered by hana
at November 18th, 2024
Committee of the Whole.

ALTERNATE ROUTE PRESENTATION

Proposal for mix of Protected and Un Protected Lanes similar to Bike Lane installations in Victoria and Saanich locations that aim to preserve accessible parking in the Town Center (See Parking Strategy Priorities) and provide alternative routes for differing demands and skill levels of Bikers and the Mobility Challenged. **Importantly**, for health reasons related to breathing the fumes of vehicles and frequent buses many bike riders prefer to ride on routes with fewer vehicles when these routes are available to them.

Bullen Park Route:

Engineering Department Comments (Nov 15 Email)

- **Not enough area between barrier and vehicle traveling surface of Archie Browning Center. False.** Current Vehicle 90 degree parking stalls are 20ft/6m. Within that footprint, as shown on attached, a multi-use route, buffer area and parallel parking for small car parking stalls is easily accommodated
- **Not enough width between Archie Browning Center and Esquimalt Plaza Building for Bike Lanes and Vehicle travel area. False.** As shown in photos of Humbolt Street shared routes can work in low traffic, low speed areas. The section between buildings is 30ft/9.1m in width which can easily accommodate two

1.5m unprotected lanes and a 6m(20ft) driving surface is attainable.

- **Widening of concrete to construct Multipurpose path will impact trees. False.** *Firstly, is Engineering suggesting that protecting 11 trees is more important than protecting the Businesses impacted by the removal of street parking along Esquimalt Road?*

Current path is 1.8m in width. Only 1.2m of widening is required which should not impact the trees. Municipal roads are widened all the time along treed routes. If, in the event the impacts are significant, then trees can be replanted for minimal cost (\$500 per tree) compared to the losses inflicted on the lives of business owners and their employees.

- **Multi Purpose Path in area next to Rec Center would impact the parking lot. False.** *Engineering appears concerned about Rec Center parking but not parking for Businesses.* The extension of the multipurpose path through the Rec Center property would require changes to the landscape planters on the east side and west side of the Rec Center but not have an impact on Rec Center parking. Bike riders may have to be responsible and dismount through this area as they approach the Fraser Street Crossing for the safety of pedestrian and mobility challenged users.

MIX OF PROTECTED AND UNPROTECTED BIKE LANES

This Proposal aims to provide routes that may not meet 100% of the goals of each Stakeholder but provides compromises that can lead to an approved consensus on the proposed routes.

As shown in the photos provided, Victoria, Saanich, and even our own Municipality have shared unprotected routes that recognize the competing needs of each user group and provides compromises.

The Cook Street Village area of the City of Victoria is similar to the Town Center where businesses rely on street parking access by customers. Bike Lane access is by side street routes and a shared bike lane using Vancouver Street. The difference between Cook Street Village and the Esquimalt Town Center is that the Town Center has a wider road area that can accommodate street parking, unprotected bike lanes and a 3m wide vehicular travel surface.

When looking at the diagrams provided refer to photographs of bike lanes as they relate to the different bike lane area designations (ie Humbolt, Carey, Fort, Craigflower).

Proposed Bike Lane Network Phase 2

Combination of Protected and Un Protected Routes on Esquimalt Road

Lyall to Canteen not shown in this diagram

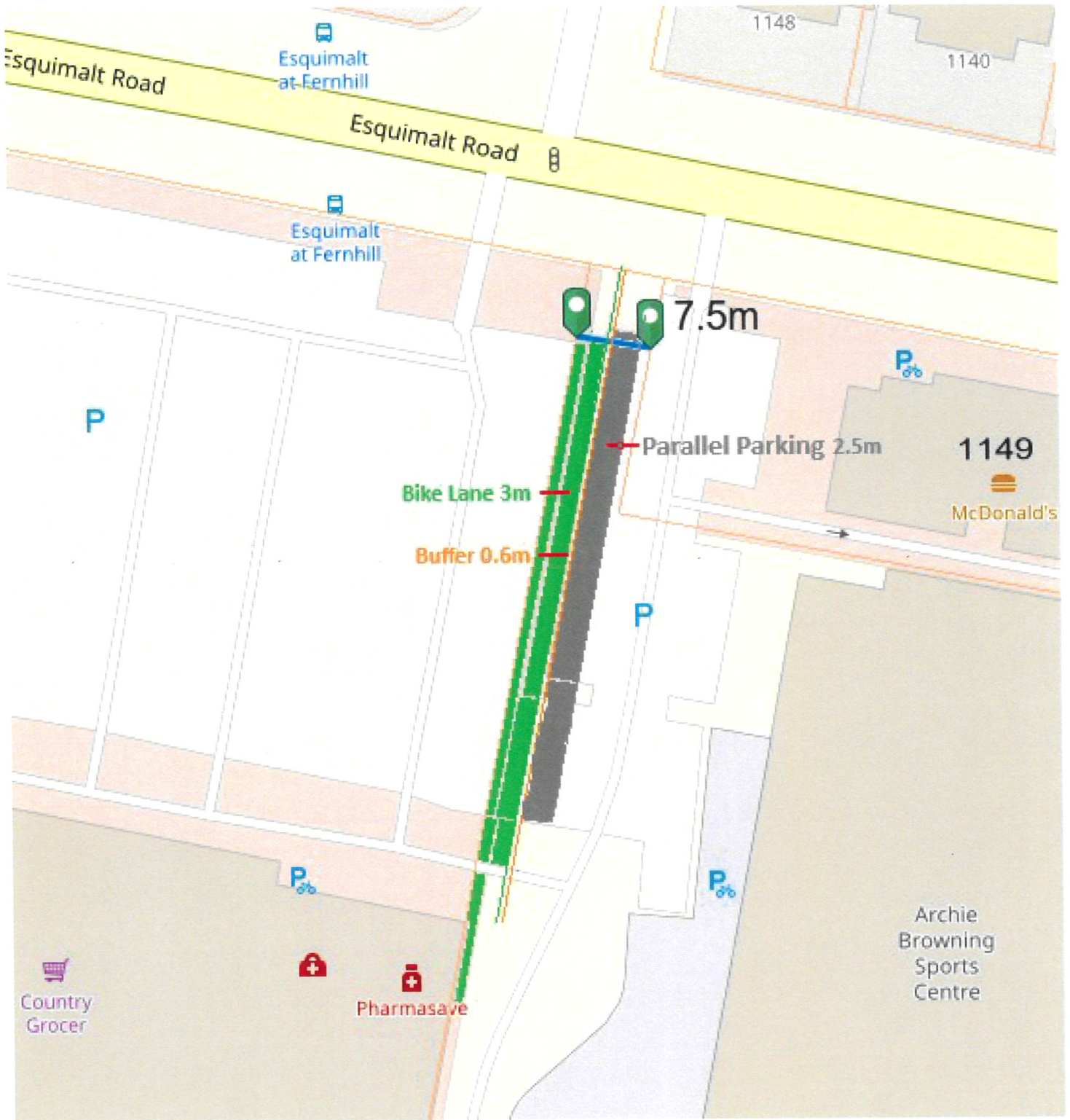
Lyall to Canteen is proposed to be a shared route offering an option to biking the busy Esquimalt Road Network

Red is Protected Bike Lanes

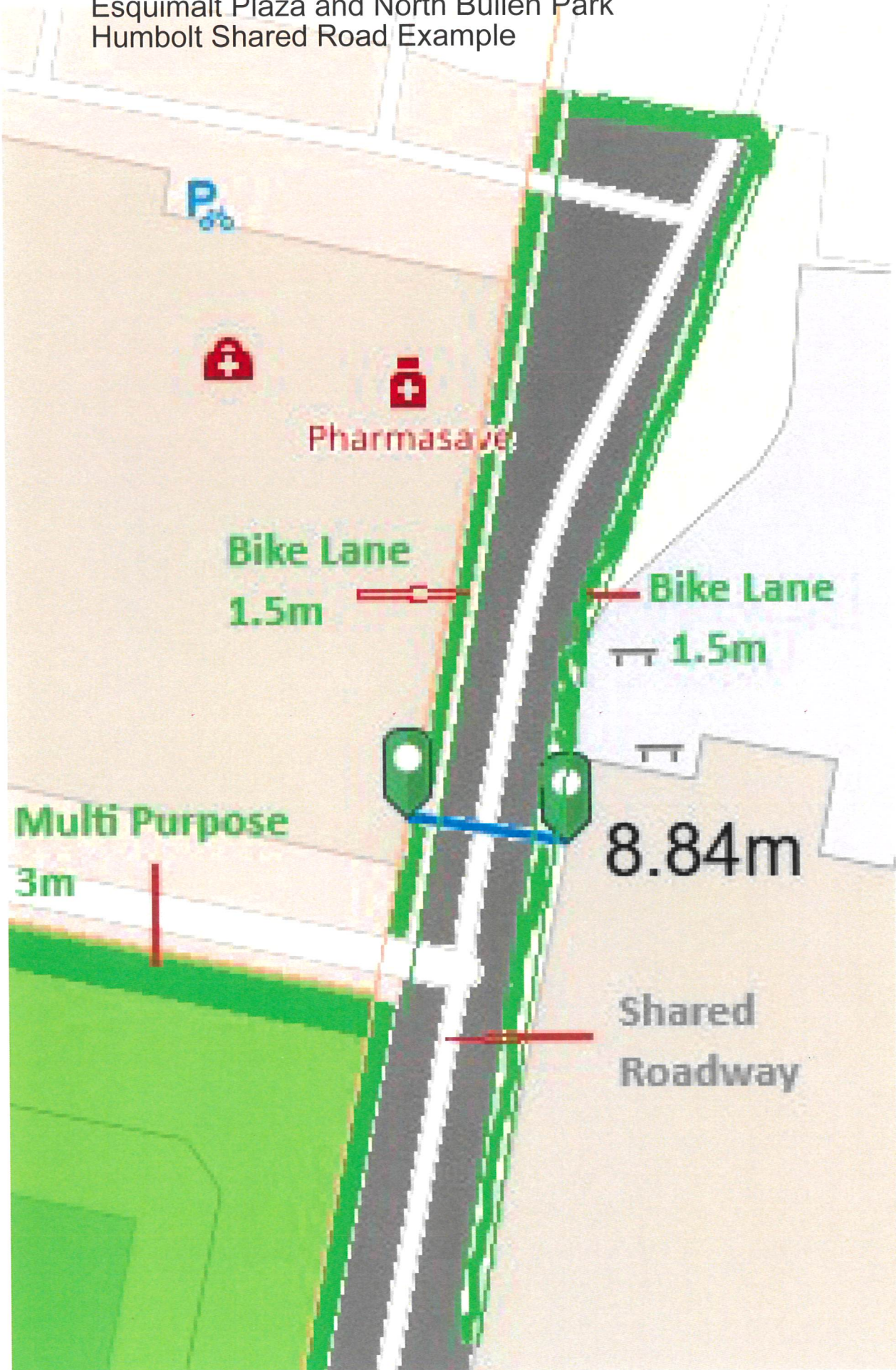
Green are Un Protected Bike Lanes



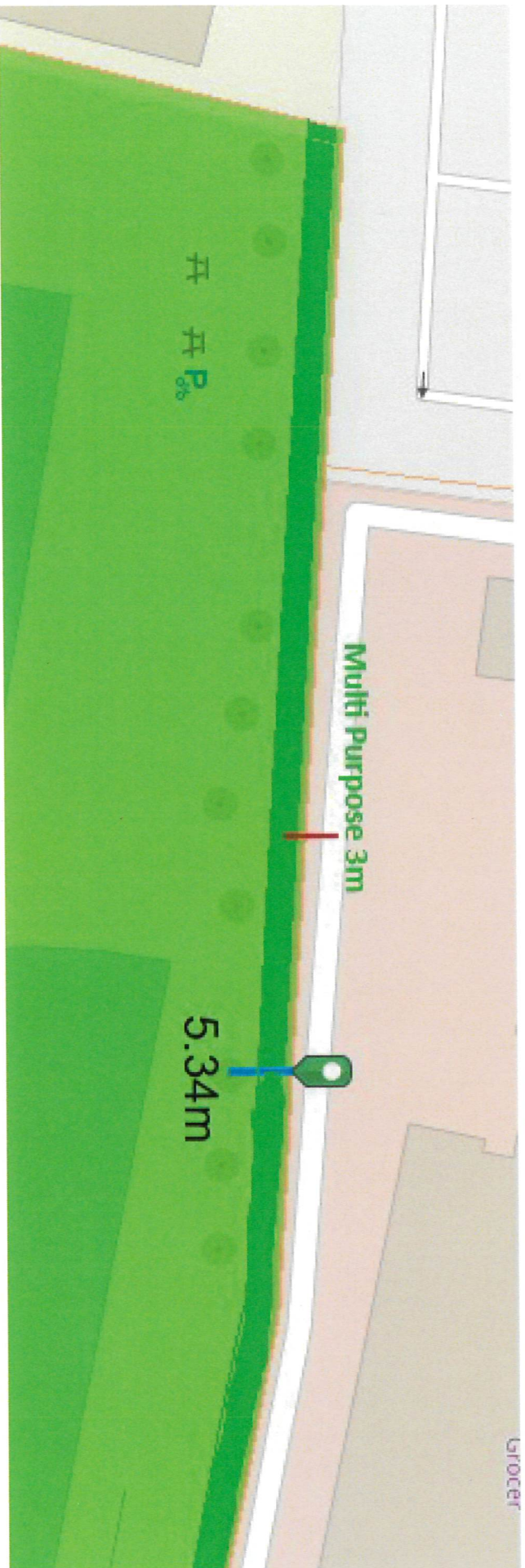
Archie Browning Protected Bike Lane with Buffer
with Small Car Parallel Parking Stalls
9 Parking Stall Loss (18 Large Vehicle Stalls (20ft/6m)
removed and 9 Small Vehicle Installed (16ft/5m)



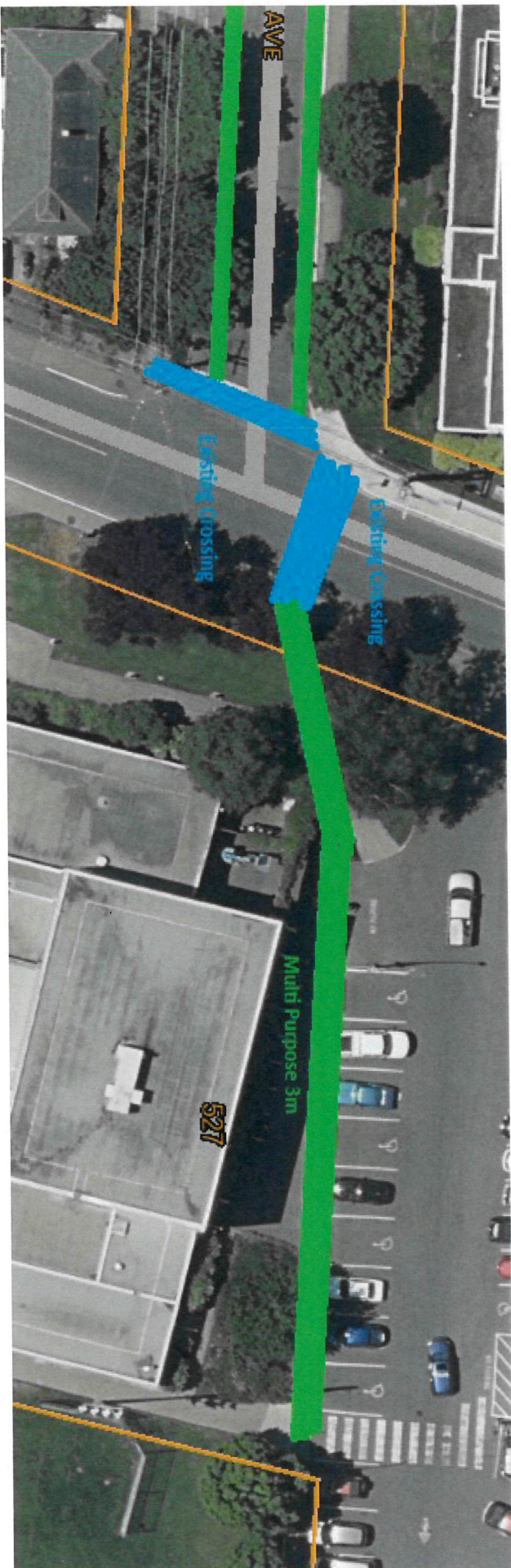
Esquimalt Plaza and North Bullen Park
Humbolt Shared Road Example



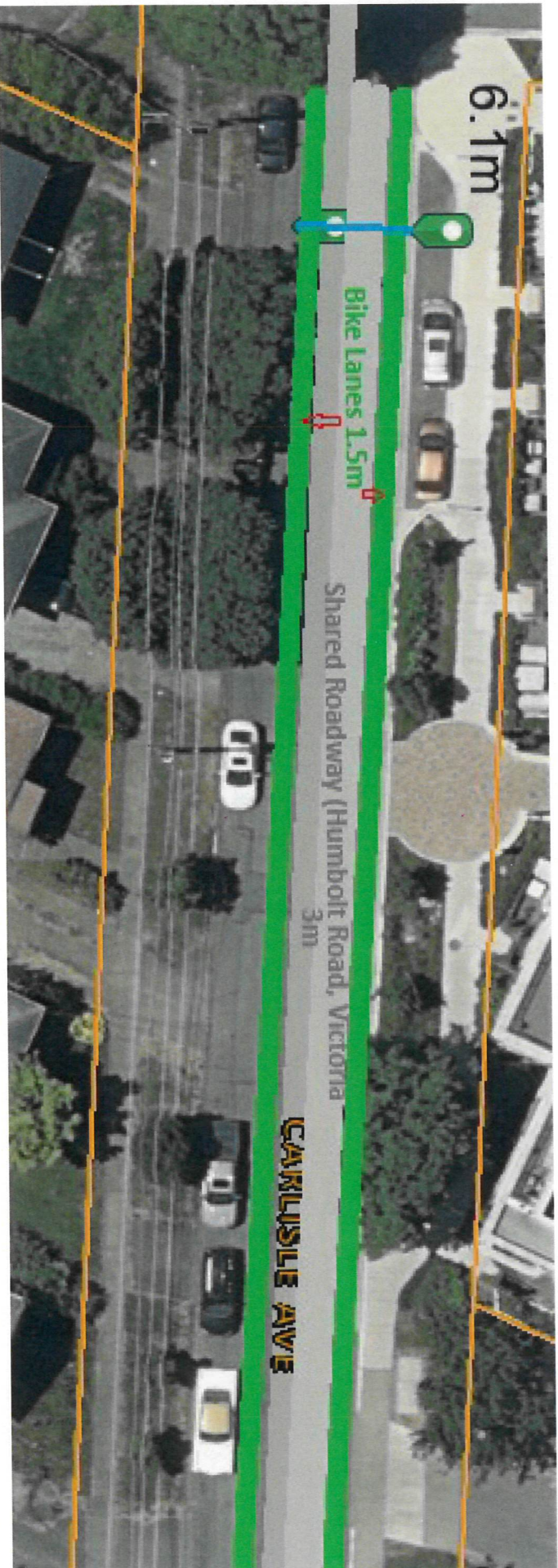
North Bullen Park to Esquimalt Rec Center
3m Multi Purpose Path
*1.2m additional Concrete width to be added to existing 1.8m Concrete Path
No conflict with existing Trees



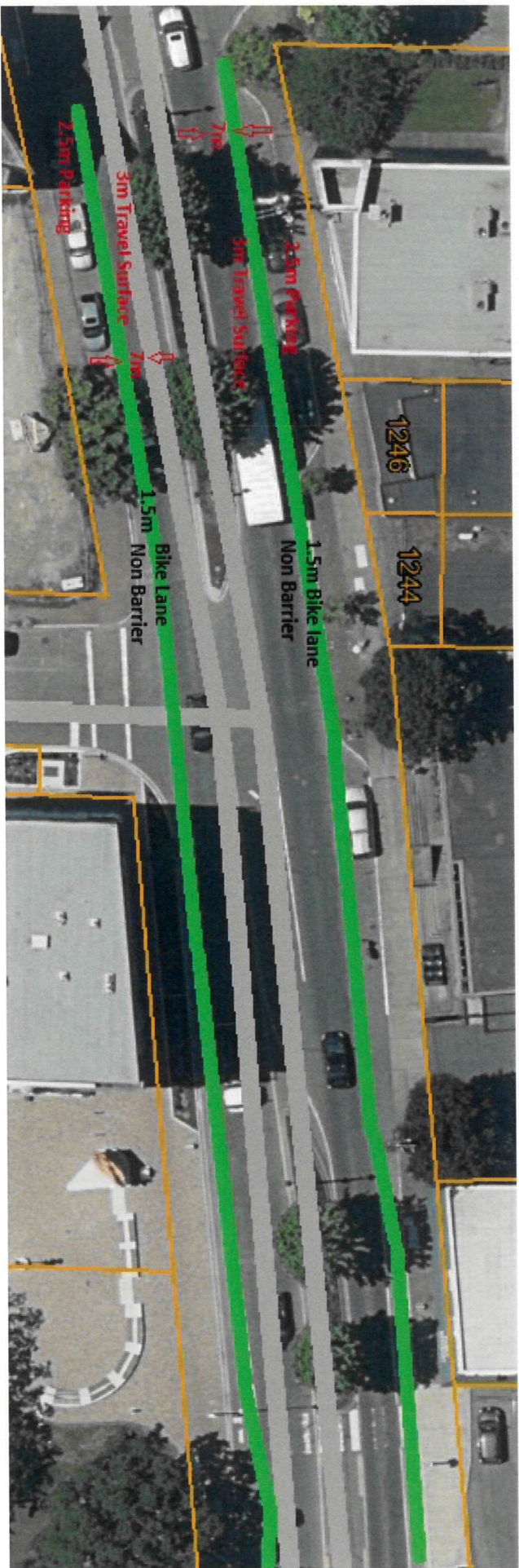
Esquimalt Recreation Center to Carlisle Protected Bike Lane with Crossings



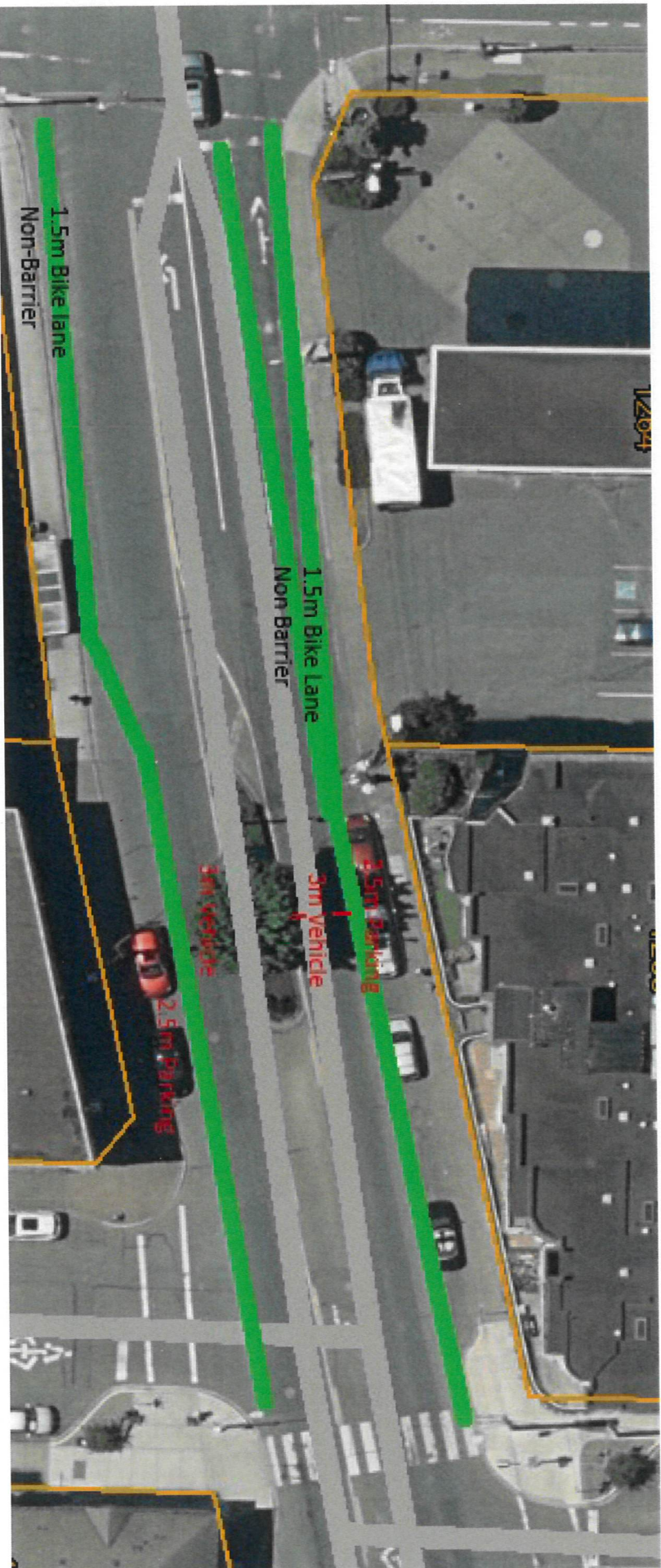
Carlisle
Fraser to Park Place
Un-Protected Bike Lanes consistent with City of Victoria
Shared Bike/Vehicle Roadway with Parking
(Humbolt Street Example)



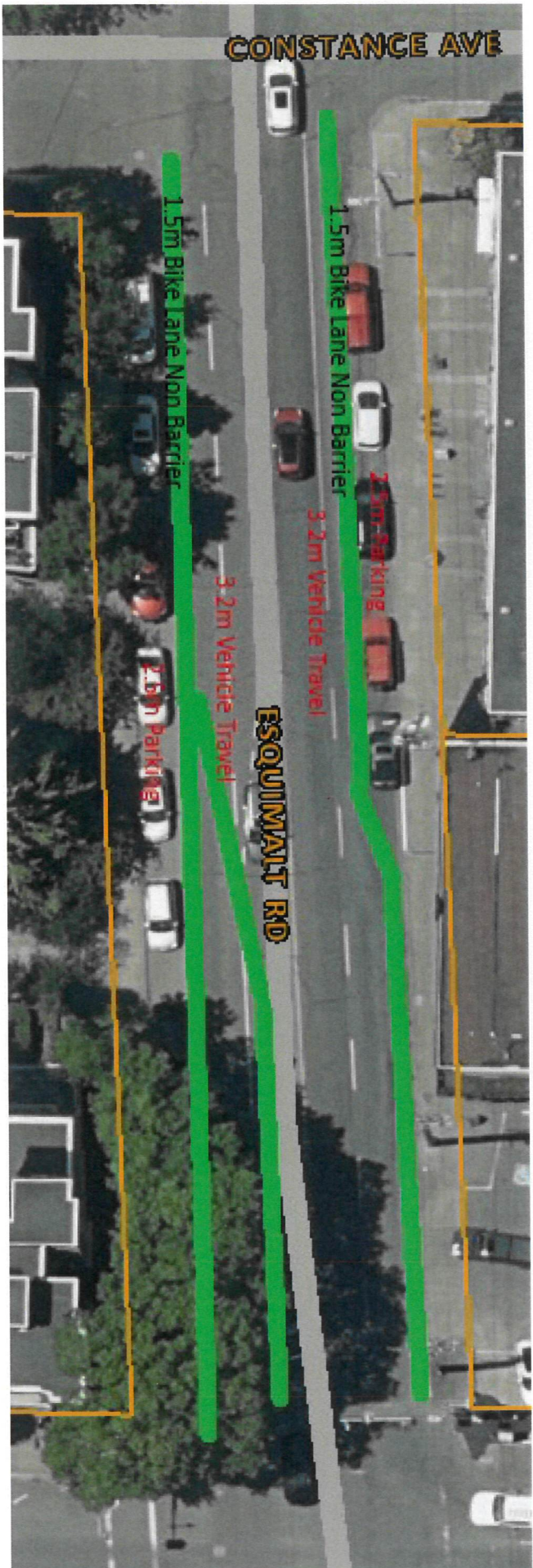
Memorial Park to Greenville
Un Protected Bike Lanes with
Street Parking Preserved (Carey and Craigflower Examples)



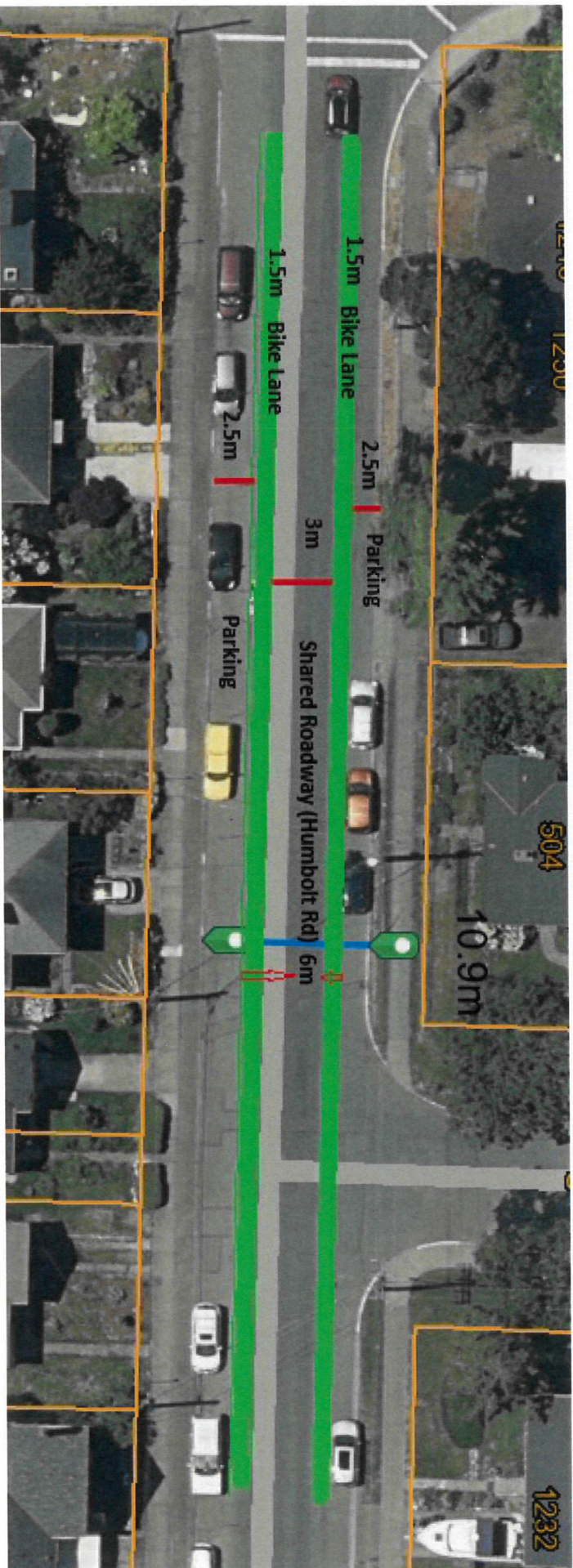
Grenville to Admirals
Un Protected Bike Lanes with
Street Parking Preserved
Carey and Craigflower Examples



Admirals to Constance Un Protected Bike Lane
Street Parking Preserved
Carey and Craigflower Example



Lyall Street
Constance to Admirals
Shared Roadway as Per Humbolt Street Victoria



Craigflower near Lampson
Measurement:
Curb to Vehicle Driving Lane 3.8m / 12.5 Ft.



Humbolt Street
Measurement:
Parking/Buffer/Bike Lane 14ft/4.3m
Bike Lane 5ft/1.5m Buffer 2ft/0.6m Parking 7ft



Carey Road near Tillicum
Measurement:
Curb to Vehicle Driving Lane 4.6m / 15 ft



Lower Fort near Douglas Street

Measurements:

Curb to Outside of Parking Stall 20ft/6.1m

Width of Bike Lane 9.5ft/2.9m

Width of Buffer Between Parking/Bike Lane 3ft/.9m

Width of Parking Stall 7.5ft/2.3m



PHASE 2 ENGAGEMENT

Issues: Complete Control of Inputs

- Limited Alternate Route Options Provided in Engagement
- Dismissal of Alternate Routes without proper analysis
- No input into Alternate Routes allowed by Business Community
- Business Community not allowed to present Alternate Route Information at Open House
- Rush to have Open House
- Material available for distribution not available until less than one week prior to Open House. Restricted time for Business Community to connect with their customers/suppliers
- 3 hour Open House on only 1 date so input to Consultants and Engineering Staff limited
- Small Venue for such an important initiative
- No data on Tillicum and Lampson Bike Lane Use
- Only Engineering staff and the consultant will vet and compile feedback. Engineering has already demonstrated that they have a predetermined outcome and are not interested in seriously studying Alternate Routes or timelines of construction.

WHAT IS THE RUSH!!!!!!

ON LINE INFORMATION SAYS CONSTRUCTION IN 2025
MAKES IT SEEM THAT NO MATTER WHAT THE SURVEY
RESULTS AND CONCERNS OF BUSINESSES, THE PROJECT
IS GOING AHEAD THIS COMING YEAR

2025 CONSTRUCTION DOES NOT TAKE INTO
CONSIDERATION:

- PARKING STRATEGY IMPLEMENTATION AND ABILITY TO
DETERMINE EFFECTIVENESS
- PARKING DEMAND FROM TOWN CENTER
CONSTRUCTION PROJECTS