

A4.4 - Email Feedback from Residents RE: Open House Concept Design

Will Wieler

From: Will Wieler
Sent: December-24-18 9:05 AM
To: [REDACTED]
Cc: Mayor and Council
Subject: FW: Lyell Street

Mary Anne,

The Township prepared and presented a concept design plan for the Lyall Street corridor at an open house recently. A copy of those plans are on the Township website, I have provided a link to the site here.

<https://www.esquimalt.ca/municipal-services/engineering/lyall-lampson-corridors>

The plans do include retaining parking on both sides of the street. Whether the bike lanes are included on this project will be evaluated and a report will be coming to Council in January with options and costs. The report will go over the results of the recent feedback, will consider alternate options and hopefully provide sufficient information for an informed decision to be made. The detailed design will be completed based on the direction and options selected.

Thank you for taking the time to bring your comments forward. Should you have any questions about the plans or the project feel free to contact me directly.

From: Jeff Miller
Sent: December-21-18 3:55 PM
To: Will Wieler; Nicole Eyre
Subject: Fwd: Lyell Street

Jeff W. Miller, P. Eng.
Director of Engineering and Public Works
Tel: 1-250-414-7147

Begin forwarded message:

From: Deborah Liske <deborah.liske@esquimalt.ca>
Date: December 21, 2018 at 3:16:59 PM PST
To: Jeff Miller <jeff.miller@esquimalt.ca>
Subject: **FW: Lyell Street**

Copy of correspondence forwarded as per CAO, Laurie Hurst's direction for Action.

Deborah Liske
Office Administrator of Corporate Services
Tel: 1-250-414-7136

From: Laurie Hurst
Sent: December-20-18 08:37 AM
To: Deborah Liske
Subject: Fwd: Lyell Street

For mail log, thanks.

Laurie Hurst, CPA, CGA
Chief Administrative Officer
Tel: 1-250-414-7133

Begin forwarded message:

From: Meagan Brame <meagan.brame@esquimalt.ca>
Date: December 19, 2018 at 5:27:46 PM PST
[REDACTED]
Cc: Mayor and Council <Mayor.and.Council@esquimalt.ca>
Subject: Re: Lyell Street

Thank you for your email.

I have forwarded it to staff to be added as part of the discussions around this project.

Councillor Meagan Brame
Township of Esquimalt

Meagan Brame, Councillor
Tel: 1-250-414-7100

On Dec 19, 2018, at 10:09 AM, [REDACTED] wrote:

I use Lyall Street a lot. I see no need for bike lanes on that street. Esquimalt Road has bike lanes that are only 1 block away. We need the parking for recreation centre, sports centre, Bullen park, events in area and residents. Any parking that is taken away just moves vehicles to residential areas. A wider lane for cars would be much safer for people exiting there cars. The few bikes I see can share the road with vehicles.

I hope you consider the amount of money bike lanes cost for the few people that would use them. Let's make it safer for vehicles.

Mary Anne Erickson
44 years in Esquimalt

Sent from my iPad

Will Wieler

From: Will Wieler
Sent: November-23-18 8:52 AM
To: [REDACTED]
Subject: RE: Lyall st truck bylaw

Thanks Meagan,

I will look into this.
I appreciate the support and helping people to understand the concept design.

-----Original Message-----

From: [REDACTED]
Sent: November-22-18 8:50 PM
To: Will Wieler
Subject: Lyall st truck bylaw

Hi Will,

Here is my truck route suggestion: 7am to 7pm (exception for buses).

Thanks for all your work!

Meagan Klaassen
1217 Lyall

Sent from my iPhone

Will Wieler

From: Will Wieler
Sent: November-23-18 3:27 PM
To: [REDACTED]
Cc: Mayor and Council
Subject: RE: Lyall Street Corridor

Jamie,

It was nice to meet you last night and thank you for your input and valuable feedback. I won't be able to address every point you have brought up in your email but will try to address as much as I can now. The forthcoming report to Council will address the matters in greater depth. I would encourage you to attend the Council meeting where the Lyall Street project will be brought forward for consideration.

The first item I would like to address is the language on the Township's website related to the final design. What was displayed at the open house last night was definitely not a final design. It was a very preliminary concept plan that was based on:

- the concerns about the corridor raised by the Lyall Street Action Committee dating back to 2014,
- the comments and feedback received from the online survey in the summer of 2018
- the Official Community Plan
- Corporate Strategic Priorities
- traffic and parking data
- staff and consultant input

The process leading to final design will include:

- a staff report to Council providing:
 - a summary of feedback
 - design recommendations
 - cost estimates
 - phasing recommendations
 - alternate options
- begin the corridor design (based on direction from Council)
- communicate with residents directly affected by the design (primarily those properties that front Lyall Street)
- design review by various departments and outside agencies like emergency services, ICBC etc
- possibly a final design open house to display the design
- Report to Council for update on project cost and funding/phasing options
- based on Council's direction begin construction

I will have the website updated to outline this in greater detail as well as have the Open House presentation materials made available.

As mentioned at the Open House, there were many comments made by residents that suggest that bike lanes on Lyall are not required for various reasons. This is a fair point that requires more discussion. Staff are committed to bring forward a Lyall Street renewal project that meets the needs of the residents and the community. One thing is certain, the infrastructure on Lyall is at the end of its useful life and needs to be renewed. Whether an upgrade to include bike lanes is warranted is the question. As you are aware there are strong opinions on both sides on this matter.

You bring up excellent points about the concept design impacting the properties fronting on Lyall. Building the road cross section to include bike lanes and keeping the parking on both sides does require the entire road right of way to be

utilized. As you rightly point out, the vehicles that are parked in the driveways the currently overhang the unmarked property line onto the road right of way, would not be able to continue doing so.

I am currently in the process of developing the cost estimates for the various options and renewal/upgrade scenarios which I hope to include in the staff report to Council. \$4 million would go a long way to renew the corridor curbs, sidewalks and asphalt. To build out to the property line to include the bike lanes we would need more than \$4 million to achieve the renewal and the bike lane improvement. There are phasing options that available that would enable us to have the curbs, sidewalks, and bike lanes to be completed while the paving is deferred. Repaving alone is just over \$1 million.

I know I didn't address every point in depth here but do come out to the Council meeting where these items will be addressed.

Thanks again for taking the time to come to the open house and following up with you comments by email. It is very helpful for us to hear from engaged residents on these matters.

Have a terrific weekend.

-----Original Message-----

Sent: November-23-18 11:43 AM
To: Will Wieler
Cc: Mayor and Council
Subject: Lyall Street Corridor

Good morning Will,

Here is my list of thoughts after attending the Lyall Street Corridor Design open house last night and speaking with you. When I got home I looked again at the Esquimalt website at the notice for the open house and confirmed what I thought I had read previously. The graphic that is on the website shows the bike lane on the inside of the sidewalk beside traffic not on the outside as the designs at the open house had shown, a little deceiving if you haven't seen the actual designs. Also it states that the open house was to "seek additional public input on the final corridor design". Last night I was led to believe that this wasn't a done deal and the plans presented weren't the final plans. The website seems to contradict what I was told last night.

Here is my list of thoughts from last night:

- Why was there only one option presented last night? I was expecting more than one idea.
- This was presented as the final corridor design. We have had a study and a survey. Should last night's open house consultation have happened before we got to the final corridor design? Shouldn't the residents of Lyall street have been consulted directly as they know the street better than anyone? This kind of consultation seems to be lacking in most projects of this nature.
- Lyall Street is in need of an upgrade to the road and sidewalks, however I'm not sold on the idea of a separate bike lane. It is essentially a bike lane to nowhere. If you want to use it to transit to downtown Victoria, you have to use either Head Street hill or Dunsmuir Street hill to get back on to Esquimalt Road. Something I would avoid at all costs on my bike. The bike lane seems like a large expense for such a short and limited route.

- It would seem to me that this design will increase the on-street parking. The houses along Lyall are not the largest of lots and many houses are built close to property lines. Many of the driveways would be impacted if the design was implemented. Even though the property is municipal, it has blended into the private properties and allowed for cars to park in the driveways safely. With this design it will shorten some of these driveways forcing the home owners to park on the street.

- There would also be a increase in the risk of cars entering and exiting their driveways as vision will be impaired on many of the driveways. Now there is a buffer zone between the sidewalk and the driveways. With this design it will put the bike lane and sidewalk right on the property lines. Many of the properties have trees, hedges, fences and walls along Lyall. Many of these I would suspect are to buffer the noise of traffic and for privacy.

- Walking home last night along Lyall, another thing I noticed were the hydro poles. From the designs shown last night it would appear that they will now be in the bike lane?

- I didn't see any costs attached to this proposal last night. I did here some residents talking as I was leaving saying it was a 4 million dollar project with only about 25% coming from the McLoughlin amenity funding. Can you answer this question?

- I was also wondering if there was any traffic surveys done to get numbers of cars and bikes that use Lyall on a daily bases. Do you have any evidence to back up the need for the proposed changes to Lyall Street?

- Has there been a cost analysis/benefit done on this proposed project to see if it is worthy of the total cost?

- Has there been a budget put to this project?

- Last night, a lot of people were concerned how this project was going to be funded and if it will come back onto the taxpayers by an increase to property taxes. There are already other projects that are impacting the property taxes. Does Esquimalt really need to put this much money into these kinds of upgrades on Lyall Street when it is such a limited route? These are the kinds of upgrades I would expect to be proposed for Esquimalt Road which is a main artery.

Thank you for your time,

Jamie Oldoryd
391 Kinver Street



Will Wieler

From: Will Wieler
Sent: January-09-19 10:15 AM
To: 'Craig Miller'
Subject: RE: 944 Lyall St Improvements

Craig,

Thank you for the suggestion on the reconfigured curb extensions. Is your concern with the concept plan that access would be restricted as a result of the geometry? The driveway access would be available even with the proposed curbs. We could run a turn simulation to the driveway with a southbound vehicle on Paradise to see if it is ok.

From: Craig Miller [REDACTED]
Sent: January-08-19 5:19 PM
To: Will Wieler
Subject: 944 Lyall St Improvements

Hi Will,

I just wanted to follow up on a short discussion of the curb extensions (in yellow) that you are proposing for Lyall St. Specifically the one in front of my house, at 944 Lyall. Your proposal shows the following, which completely blocks our driveway.



I would like to propose a smaller curb extension moved to the west, away from the corner (see item A). This would leave our driveway (shown below) clear.



I would be happy to discuss this change to your proposal at your convenience.

regards,

Craig...



Will Wieler

From: Will Wieler
Sent: December-19-18 4:24 PM
To: [REDACTED]
Cc: Mayor and Council
Subject: RE: Bike lanes along Lyall st

Alayna,

Thank you for taking the time to bring your concerns to our attention. The Township recently had an open house where the concept plans for the corridor were displayed. The plans are now available on the Township website (link included here).

<https://www.esquimalt.ca/municipal-services/engineering/lyall-lampson-corridors>

You will notice on the plans that we have made efforts to retain as much parking as possible. The next steps going forward will include reviewing the feedback we have received and bringing a report to Council for decision prior to moving on with the detailed design.

Should you have any comments about the design, please feel free to contact me directly.

Have a great evening.

From: Jeff Miller
Sent: December-19-18 2:44 PM
To: Will Wieler; Nicole Eyre
Subject: FW: Bike lanes along Lyall st

Jeff W. Miller, P. Eng.
Director of Engineering and Public Works
Tel: 1-250-414-7147

From: Deborah Liske
Sent: December-19-18 2:36 PM
To: Jeff Miller
Subject: FW: Bike lanes along Lyall st

Copy of correspondence forwarded as per CAO, Laurie Hurst's direction for Action.

Deborah Liske
Office Administrator of Corporate Services
Tel: 1-250-414-7136

From: Laurie Hurst
Sent: December-18-18 03:16 PM

To: Deborah Liske
Subject: Fwd: Bike lanes along Lyall st

For mail log, thanks.

Laurie Hurst, CPA, CGA
Chief Administrative Officer
Corporate Services
Township of Esquimalt
Phone: 250-414-7133

www.esquimalt.ca

Laurie Hurst, CPA, CGA
Chief Administrative Officer
Tel: 1-250-414-7133

Begin forwarded message:

From: Meagan Brame <meagan.brame@esquimalt.ca>
Date: December 18, 2018 at 6:17:28 AM PST
[REDACTED]
Cc: Mayor and Council <Mayor.and.Council@esquimalt.ca>
Subject: Re: Bike lanes along Lyall st

Thank you for your email with regards to the Lyall St upgrade. I have forwarded to staff to be added to the discussion as it moves forward.

Councillor Meagan Brame
Township of Esquimalt

Meagan Brame, Councillor
Tel: 1-250-414-7100

On Dec 17, 2018, at 6:08 PM, alayna briemon [REDACTED] wrote:

Hello, my name is Alayna Briemon and my husband and I live on Lyall st near the rec Center. We bought our house in 2010 and are very happy in this neighbourhood. We were informed by flyer that the Township of Esquimalt is thinking about redesigning Lyall st with a bike lane along one side that would eliminate parking on that side of the road. We and many of our neighbours do not have much for a driveway and we use street parking. We have 2 vehicles that are necessary for our work and business and already struggle to find parking many days of the week. We are both cyclists as well and ride our bikes to work when the weather is better and both agree that the bike lanes along Esquimalt rd are more than sufficient, and that more bike lanes along Lyall st would be very unnecessary. It is not worth losing parking at all! I feel very safe riding in the bike lanes along Esquimalt rd. We are also very concerned that losing parking

would lessen our home resale value, and it was already very difficult for us to get to where we are considering Victoria's housing market. Please consider this email in your future decision making as this is very important to the neighbourhood. Thanks for your time and consideration, Alayna Briemon and Daniel Van Netten.

Sent from my iPad

Will Wieler

From: Engineering General Delivery
Sent: December-12-18 11:12 AM
To: [REDACTED]
Subject: RE: Bike lanes on Lyall street?

Conner.

Thank you for taking the time to review the plans and bring your concerns and comments forward. I will do my best to address them and review the suggestions through the design process.

The open house for the concept design input was well attended by the local community. Several hundred people came out for this. It was well advertised in the community newsletter (delivered to every household in Esquimalt), Vic News covered the story, it was on talk radio, and social media. We have now posted the plans presented at the open house on the website and invite comments/feedback from residents who didn't have a chance to already do so. We will be taking the comments from the open house as well as the additional comments received after in the report to Council for decision. This will inform the detailed design that will be communicated to the residents whose boulevard frontages are directly affected (during the design process). I expect that we will bring the final design for another open house (or similar), in the Spring prior to a final report to Council.

The vast majority of responses we got from the online survey back in June/July were from residents on Lyall or residents that lived within a 5 minute walk from Lyall Street. This survey notice was hand delivered to all properties fronting Lyall Street. The several hundred attendees at the open house were mostly, if not all, residents of Esquimalt. Some of the comments on social media are coming in from people outside of Esquimalt but we are most interested in is the feedback from the Lyall residents and those who reside in close proximity to Lyall.

In order to fit 2 - travel lanes, 2 - parking lanes, 2 – 1.8 meter wide bike lanes, and 2 – 2 meter wide sidewalks, the infrastructure will need to be build from the property line on the south to the property line at the north. We do not require the acquisition of private property to accommodate the design. There is definitely going to be an impact to the properties fronting Lyall as a result. Cars currently parked on driveways will need to be pulled forward to not impede the sidewalk.

There is community support to have bike lanes installed on Lyall. It meets the Official Community Plan (OCP) objectives of providing multi modal infrastructure. We heard from residents that on street parking is to be retained if possible. This design concept achieves those objectives. If this is something that you disagree with and feel that the bike lanes are not necessary I can respect that and I would suggest that this be made know to the Municipal Council who sets the OCP objectives and approves the project funding. A report will be forthcoming in early January from Staff to Council on this project and that would be an appropriate time to speak to Council at the public comment period. Alternatively providing your comments to them directly is another option.

Just a bit more info on the next steps:

- a staff report to Council (tentative date Jan. 7 or 21) providing:
 - a summary of feedback
 - design recommendations
 - cost estimates

- phasing recommendations
- alternate options
- begin the corridor design (based on direction from Council)
- communicate with residents directly affected by the design (primarily those properties that front Lyall Street, tentative in March)
- design review by various departments and outside agencies like emergency services, ICBC etc.
- possibly a final design open house to display the design
- Report to Council for update on project cost and funding/phasing options (tentative in April/May)
- based on Council's direction begin construction

I do appreciate your input and hope that I have provided information that is of some value to you. Thanks for taking the time to bring forward your concerns.

From: Connor Elsdon-McLeod [REDACTED]
Sent: December-11-18 7:05 AM
To: Engineering General Delivery
Subject: Bike lanes on Lyall street?

Hi,

I'd like to express some of my concerns over the plans I've seen circulating for bicycle lanes on Lyall Street. First, I am worried about how little information has been provided to residents about this. It would be a simple matter to send a letter to everyone living on Lyall to let them know that this process is taking place (as the township does when rezoning is taking place near your home). I have spoken to many of my neighbours on Lyall and none of them have known that this is taking place. I also noticed that relatively few people that responded actually lived on Lyall Street - I believe that it would make a lot more sense to poll the people that will actually be effected by this project instead of merely the general population.

I also have some concern about how you will fit all of this within the existing footprint without cutting into our properties significantly - we already have a reasonably wide sidewalk, parking on both sides of the street, and two way traffic - and the sidewalks come directly onto our property line (according to our legal documents). Were will the bike lanes and widened sidewalks fit? The document says that you will maintain driveways, but if you cut into my property line by 3-5 feet (likely the margin needed to add a bike lane to both sides of the road), I will loose both of my 'driveway' parking spots. I also wonder what sort of compensation the township is considering for people (like me and my immediate neighbours) that will lose ~3-4% of their total property for what seems like a vanity project.

I welcome any feedback, answers, rebuttals, etc. Thank you for your time,

Will Wieler

From: Will Wieler
Sent: December-10-18 3:59 PM
To: 'Sara Elsdon'
Subject: RE: Corridor Design on Lampson & Lyall

Sara,

The process leading to final design will include:

- a staff report to Council (tentative date Jan. 21) providing:
 - a summary of feedback
 - design recommendations
 - cost estimates
 - phasing recommendations
 - alternate options
- begin the corridor design (based on direction from Council)
- communicate with residents directly affected by the design (primarily those properties that front Lyall Street, tentative in March)
 - design review by various departments and outside agencies like emergency services, ICBC etc
 - possibly a final design open house to display the design
 - Report to Council for update on project cost and funding/phasing options (tentative in April/May)
 - based on Council's direction begin construction

The open house for the concept design input was well attended by the local community. Several hundred people came out for this. It was well advertised in the community newsletter, Vic News covered the story, it was on talk radio, and social media. We have now posted the plans presented at the open house on the website and invite comments/feedback from residents who didn't have a chance to already do so. We will be taking the comments from the open house as well as the additional comments received after in the report to Council for decision. This will inform the detailed design that will be communicated to the residents whose boulevard frontages are directly affected (during the design process). I expect that we will bring the final design for another open house (or similar), in the Spring prior to a final report to Council.

I hope that helps.

Thanks for your interest in the project.

From: Sara Elsdon [REDACTED]
Sent: December-10-18 3:09 PM
To: Will Wieler
Subject: Re: Corridor Design on Lampson & Lyall

Hello Will,

Can you please advise of the steps that the Township is taking to inform the residents in this area leading up to December 21? To my knowledge, most of my neighbours are unaware of these plans.

Thank you,

Sara

On Mon, Dec 10, 2018 at 11:10 AM Will Wieler <will.wieler@esquimalt.ca> wrote:

Sara,

Concept plans uploaded. Thanks

<https://www.esquimalt.ca/municipal-services/engineering/lyall-lampson-corridors>

Will Wieler, ASCT, PMP
Engineering Manager
Township of Esquimalt | Engineering Services
Tel: 1-250-414-7130 | www.esquimalt.ca



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From: Sara Elsdon [REDACTED]
Sent: December-10-18 9:06 AM
To: Will Wieler
Subject: Re: Corridor Design on Lampson & Lyall

Thank you very much, Will. I look forward to seeing the plans!

On Mon, Dec 10, 2018, 8:53 AM Will Wieler <will.wieler@esquimalt.ca> wrote:

Sara,

There are conceptual plans available and I was expecting them to be up on the Township's website the week after the open house. I will have this posted ASAP and send you a link.

Thanks

Will Wieler, ASCT, PMP
Engineering Manager
Township of Esquimalt | Engineering Services
Tel: 1-250-414-7130 | www.esquimalt.ca

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From: Sara Elsdon [REDACTED]
Sent: December-06-18 9:39 AM
To: Will Wieler
Subject: Corridor Design on Lampson & Lyall

Hello,

My family lives on Lyall Street, close to the corner of Lampson, and I understand that there is a plan to put bike lanes on our street. Is there anywhere I can get more information on this project? The only thing I could find on the Township's website was a mention of a open house for the Corridor Design on November 22nd, which of course has now passed.

Thank you very much,

Sara Elsdon

Will Wieler

From: Will Wieler
Sent: November-28-18 11:23 AM
To: 'Duncan Cavens'
Cc: Mayor and Council
Subject: RE: feedback on Lyall Street Improvements

Duncan,

Thank you for taking the time to attend the open house and providing your helpful feedback. We will most certainly look at the points you brought up about applying varying cross sections at in different areas. I tend to agree with you that this has merit. I would not like to see significant Garry Oaks be removed as part of the project. We will make efforts to preserve them.

At this stage in the corridor design process we have not gone into great detail, this will happen as we advance the design. At the open house we presented an option that reflected the feedback we have received from the residents of the area in the online survey and prior resident input. The feedback from the open house and the feedback that we are getting now from many residents is valuable to us as it informs our move towards detailed design.

Cycling on any street is not without its risks and the possibility of a cyclist getting “doored” is there with this design but placing bike lanes on the roadway between the travel lane and parked cars may have greater risk. Every vehicle has a driver but not every vehicle has a passenger. The concept design places the cyclist off the travel lane and next to the passenger side of the parked vehicle. To entirely remove the risk of being “doored” would be to move the bike lane at the property line and the pedestrians at the curb, although this seems like a reasonable option, it introduces other challenges. We heard from residents that walkability on Lyall is very important. We are trying to achieve this by providing a minimum of a 2 meter wide sidewalk, with benches and garbage cans placed at regular intervals. If we placed the sidewalk at the curb, we can only get a 1.8 meter maximum width sidewalk, and that is too narrow for 2 people to walk side by side, especially when carrying a bag of groceries or walking a dog etc. With the bike lane located at the property line, there is greater risk of conflict with vehicles and cyclists as vehicles back out of the driveway and they have a reduced sightline to the cyclist.

There are still many things to work out in the design process and many influencing factors including funding availability. I do appreciate you taking the time to provide your comments, they will make the corridor design better. If you have any other comments please feel free to provide them to me.

Have a great day.

From: Duncan Cavens [REDACTED]
Sent: November-27-18 11:01 AM
To: Will Wieler
Cc: Mayor and Council
Subject: feedback on Lyall Street Improvements

Hi there,

I attended the public open house Thursday night, and was interested to see the plans for adding bike lanes to Lyall Street. As a homeowner who lives directly on Lyall Street (900 block), I am excited about the idea of improving bicycle infrastructure on Lyall Street and in Esquimalt generally. There is a huge need for kid-friendly bike lanes- presently, we don't feel that it is safe to let our 10-year ride his bike in the neighbourhood

without close supervision. With the bike lanes being proposed, we'd feel comfortable letting him ride to the Rec Centre/Archie Browning by himself or with friends.

That being said, I'm not 100% convinced that the proposed designs are the ideal solution: too much emphasis seems to be placed on preserving car parking at all costs, which means that the pedestrian and bike environments end up being somewhat compromised. In particular, I am concerned about the risk of cyclists being "doored" by cars as they drive by on the passenger side. The location of the cycle lane immediately next to cars strikes me as risky and would feel unsafe to many riders.

It appears that the proposed design is a "one size fits all" design that uses a very similar treatment for the entire length of Lyall. This is despite the fact that different blocks of Lyall have very different needs, in particular for parking: the block from Fraser to Admirals, for instance, has many homes that do not have driveways (and were built before there were many, if any, cars in Esquimalt), while other blocks such as from Lampson to Gore Street currently have ample parking and very little parking pressures (except for 10 minutes/day when school starts and ends). I would suggest that perhaps certain blocks could be explored for some parking removal if it would make the cycling experience safer- those areas where there are true parking issues could be designed to be slower cycling streets to minimize risks.

I also wanted to flag that the significant expansion of paved areas into the boulevard could have an impact on established trees: in particular there is a large Garry Oak on DND land in the 900 block of Lyall that would likely be killed if the sidewalk were extended into its root zone. (It's also an area with little parking demand, so it's a perfect area for a jog to accommodate the 100 year old+ tree.) I assume an Arbourist will be engaged to review the impact of the proposed design on existing mature trees?

Thanks for considering adding bike lanes to Lyall- the devil, however, is in the details!

Duncan Cavens
960 Lyall St.

Will Wieler

From: Will Wieler
Sent: December-05-18 9:37 AM
To: 'Laura Plante'
Subject: RE: Feedback on Lyle Street cycling corridor

Laura,

Thank you for taking the time to attend the open house and for submitting your comments. I do remember some of these points that you brought up and reminded me of in the email below. We are currently in the process of also looking at a north south bike lane on Lampson Street. We did hear from a few people that a connector north on head and Dunsmuir is needed. Those two routes were not in our 2018 plan to develop but I will see if preliminary planning work can be started in 2019.

I am currently doing preliminary design of the Esquimalt Road and Head street intersection to provide bike lane continuity through that intersection on Esquimalt Road. Not sure if construction of this will be in 2020 or 2021 but that will make it easier to navigate.

I do appreciate your comments and will be looking at this in the coming months to see what can be achieved. Have a terrific day. Stay warm and safe.

From: Laura Plante [REDACTED]
Sent: December-03-18 9:23 PM
To: Will Wieler
Subject: Feedback on Lyle Street cycling corridor

Hello Will,

When I mentioned a few suggestions at the Township of Esquimalt open house on potential Lyle street bike path options, you asked that I send you an email with them. Here there are:

1. Work with the City of Victoria on connectivity from Esquimalt Rd to Lyle St via Dunsmuir Road - many cyclists heading west have to enter into heavy traffic along Esquimalt Rd just around Dominion Rd to get into the left hand turn lane onto Dunsmuir Rd. It would be very helpful if there was some kind of signage cautioning motorists that cyclists are departing the bicycle lane and crossing traffic to get into the left hand lane. It would also be helpful to guide cyclists as to when to make the transition, as the approach really varies by cyclist - some enter the main traffic lane early with clear signalling, others hover off at the side of the road right before Dunsmuir until a break in traffic appears and they are a bit more unpredictable.

Side note - while in the middle of the left hand turn lane signalling clearly to turn onto Dunsmuir, I have had motorists pass around me on right and cut just ahead of me to make their left hand turn onto Dunsmuir, which is downright scary. Motorists should be guided to share that lane with cyclists and wait their turn.

2. Too frequently vehicles accelerate to pass cyclists on Dunsmuir Road right at the bend south of the junction with Sea Terrace, which is a terrible squeeze and dangerous as they are usually over into potential on-coming traffic around the bend. I wonder if adding sharrows right before the bend would be helpful?

3. For our family, a bike lane along Lyle Street would be nice, and we would use it, but if it came to prioritizing, we put a much higher priority on maintaining/improving the bike lane along Esquimalt Rd, as that is a daily frequented route for us and has a higher need in terms of enhanced sense of safety given the busy

nature of the road. Additionally, instead of developing a bike lane in parallel to the Esquimalt Road bike lane first, we would recommend that you consider establishing bike lanes perpendicular that connect to the Esquimalt Road bike lane, via either Fraser St or Lampson St. Just as with the left hand turn off Esquimalt Road onto Dunsmuir Road, the left hand turn heading west off Esquimalt Road to south on Lampson St also requires very careful navigation of cyclists from the bike lane into the main lane of car traffic.

For context, I cycle to and from work downtown daily from Bewdley Ave the Saxe Point neighborhood via Esquimalt Road. My caregiver cycles my preschoolers in a chariot from our home to Ecole Victor Brodeur three times a week, and we hope she is able to ride with us on her own bike there in the future.

Thank you for considering this input.

Kind regards,

Laura



Virus-free. www.avast.com

Will Wieler

From: Engineering General Delivery
Sent: December-12-18 11:22 AM
To: 'jim degoede'
Subject: RE: Lyall / Lampson Corridors - Bike Lane

Jim,

Thank you for taking the time to review the plans and provide your feedback. There are portions on Lyall now that are school zone, others are playground zone and others are default 50 km/hr zone. Some of the speed restrictions are date and time dependant which allows for 50 km/h during times not restricted. We heard from residents that traffic calming (speed reduction) is a high priority. We are proposing to introduce the curb extensions at intersections to achieve a few things. One benefit is the greater visibility of pedestrians and the shorter crossing time at intersections. This provides greater safety to the pedestrians and gives drivers greater visibility to them. Another benefit is that the narrowing acts as a traffic calming measure with the outcomes hopefully being overall speed reduction. We are hearing from many residents that they would like to see raised crosswalks on the corridor as an added measure. We will be looking at this during the detailed design process.

The question about whether bikes can pass each other on the bike lane is a good question. I suspect that it would be possible but limited if one cyclist has a trailer being towed. We do plan to have some physical barriers like utility poles, trees and possibly additional street and pedestrian lighting placed between the bike lane and sidewalk but I would imagine that some cyclists may divert to the sidewalk to pass if necessary.

Thanks again for providing your review ad input.

From: jim degoede [REDACTED]
Sent: December-11-18 1:16 PM
To: Engineering General Delivery
Subject: Lyall / Lampson Corridors - Bike Lane

Hi,

The proposed plan mentions lowering the speed limit to 30km/h. That is already the speed limit for a large part of that stretch and it's completely ignored, I see curb extensions as an addition to attempt to slow traffic but is there any plan for raised crosswalks? and/or speed humps along the road?

Are the proposed bike lanes wide enough for one bicyclist to safely pass another?

Thanks,

Will Wieler

From: Engineering General Delivery
Sent: December-12-18 10:20 AM
To: 'Patrick Slobodian'
Subject: RE: Lyall / Lampson Corridors

Patrick,

Thank you for your support on the project. We will be looking at more north south connectors for cycling in the future. The Gore Head and Dunsmuir connection is one that we will be considering.
Thanks again.

From: Patrick Slobodian [REDACTED]
Sent: December-10-18 5:38 PM
To: Engineering General Delivery
Subject: Lyall / Lampson Corridors

I missed the open house but would like to add my endorsement to this plan. I am an avid cyclist commuting to work at VGH daily. The most challenging part of my commute from has been getting to the cycle-safe part of Esquimalt Road starting at Dunsmuir. This proposed corridor is a huge improvement. I think most cyclists travelling east will use this corridor. I also suspect most will do as I do, which is to use Gore Street onto Head then Dunsmuir to Esquimalt Road. In a more perfect world there could be also cycle lanes on Head Street to Esquimalt Road however I have never felt unsafe on that portion of Head Street as I have never encountered much vehicle traffic.

Bottom line: 100% endorsement.

Patrick Slobodian

Will Wieler

From: Engineering General Delivery
Sent: December-12-18 10:27 AM
To: 'Atarah Humphreys'
Subject: RE: Lyall St Bike Lanes

Atarah,

Thanks for taking the time to review the plans and providing your feedback. The concept plans didn't show parking in front of the lacrosse box but I am working with the Parks and Recreation department to see if some of the lacrosse box infrastructure can be repositioned out of the road right of way so we can retain the parking there. I do see the need for the parking at that location.

There is a bike lane planned for the north and south side of Lyall that is single direction only. Cyclists would be required to stop at intersections where Lyall Street has a stop condition for vehicles.

Thanks for your support on the project.

From: Atarah Humphreys [REDACTED]
Sent: December-10-18 10:03 PM
To: Engineering General Delivery
Subject: Lyall St Bike Lanes

Thanks for posting the presentation for the proposal online as I wasn't able to attend the open house. Overall I think the plan is well thought out and I look forward to nicer sidewalks with better ramps for strollers etc. My only feedback is I couldn't tell if there is parking on Lyall right next to the lacrosse court. I believe it needs to be there as the lot for the gym is always full and that overflow parking is very much needed. Also, I just want to confirm that bikes will be in one direction (not like downtown which I find very dangerous) and that they are required to stop at the 4 ways stops so you can turn right without worry.

Thanks very much and keep up the good work!

Atarah Humphreys
1031 Dunsmuir Rd.

Will Wieler

From: Will Wieler
Sent: November-28-18 3:42 PM
To: 'Eileen Bancroft'
Subject: RE: Lyall St improvements

Eileen,

Thank you coming to the open house and for providing your valuable input.

The crosswalk behind the Archie Browning parking lot is substandard for sure. We were thinking the exact thing you mentioned, that it needs to be relocated to the other side and link up to a future sidewalk along Bullen field connecting to the sidewalk on the north side of the field.

The raised crosswalks can be considered but we will have to see how this impacts BC Transit. Normally it's not good practice to put raised crosswalks or speed humps on collector roads but we will review this.

I completely agree with you about the bi-directional path not being appropriate for Lyall Street.

Excellent point about improving Gore Street to Head Street. Running the bike lanes to the end of Lyall may not make a lot of sense.

We will be looking at various blocks to see if different cross section treatments are more suitable for the area. I can see the value in retaining parking on both sides where there is need for it.

I do really appreciate you taking the time to bring your input forward. It really helps us bring the best possible design forward.

Have a terrific evening.

From: Eileen Bancroft [REDACTED]
Sent: November-28-18 9:01 AM
To: Will Wieler
Subject: Lyall St improvements

Hello,

We spoke at the open house.

I have some thoughts about Lyall st. I do not live on Lyall, but Munro, but am a pedestrian on Lyall regularly. As a pedestrian, I would like the crosswalks mid block to be raised and lit. I regularly have issues when crossing across to the parking lot behind Archie Browning. This is not just from cars, but also cyclists.

I would be unhappy if there was a two way bicycle lane on one side of the street. They need to go the same side as vehicular traffic and abide, as they are supposed to, to the same rules.

Although Gore to the Work Point historic entrance needs sidewalks, I think the money would be better spent upgrading Gore St. The way the plans were depicted, it looks like bike lanes to nowhere. Maybe when the Triangle Lands finally get going, that portion of Lyall can get upgraded.

I would also like the crosswalk across Lyall at the Archie Browning parking lot moved to the other side of the intersection. Right now, it is a crosswalk to a mushy boulevard lawn, puddle and busy parking lot. This could also help traffic turning left out of the lot as they drive across that crosswalk immediately.

If there is not enough room on the Township's right of way, I would look at disallowing parking on one side of a Lyall. I know there will be a huge outcry, but if I was a landlord with a suite, I would feel it is my responsibility to provide off street parking for my tenants.

Eileen Bancroft
1126 Munro St.

Will Wieler

From: Engineering General Delivery
Sent: December-17-18 3:14 PM
To: 'Graeme Dempster'; Engineering General Delivery; Mayor and Council
Subject: RE: Lyall Street Comments

Graeme,

Sorry for the delayed response. Work has not slowed down for us at all this year.

I was glad to see you at the open house and value the comments you made and the concerns you brought forward. If I remember correctly, you motioned that your property was situated very close to the property line and the concept cross section would have an impact on your home. You also mentioned that consideration should be given to not providing bike lanes on the corridor and have cyclists use the travel lanes. You sited logical reasons for this such as:

1. There is not a high percentage of cyclist use of the corridor
2. The speed limit will be reduced to 30 km/h
3. Traffic calming measures will be incorporated into the road design
4. Kids could cycle on the wide sidewalk
5. Reduced project costs
6. There is a parallel bike lane on Esquimalt Road 1 block over

Last week, I walked the entire corridor looking at the practical feasibility of implementing the concept design and for the majority of the corridor it actually works very well. I will note that we spent 3 hours on the corridor and saw a total of 2 cyclists using Lyall during that time.

The most challenging area to implement the design is on the North side of Lyall between Admirals and Grafton for the exact reasons you mentioned at the Open House.

I do appreciate you taking the time to articulate your points to us in writing for our consideration. I will do what I can to address the points you bring up below with my comments in red.

Will

From: Graeme Dempster [REDACTED]
Sent: December-12-18 10:26 PM
To: Engineering General Delivery; Mayor and Council
Subject: Lyall Street Comments

Hello,

I'll get straight to my main points/comments regarding the proposed upgrade of Lyall st.

- I'm very much in favour of traffic calming and reduced speed limits on the entire corridor. There are plenty of us with children in the neighborhood who are concerned with the speeding on Lyall between Admirals and Canteen.

- *Given reduced speeds, why the need for bike lanes at all?* Especially considering there is already a bike lane 1 block over on Esquimalt rd? If speeds are reduced further, there is no reason cyclists can't just ride down the road at nearly the same speed as the cars. Even in the current state, as a periodic cyclist to downtown, I have been doing this regularly for years without issue (Lyall isn't that busy outside the rush hours to/from Naden).

The concept design with the bike lanes on Lyall is consistent with the former and current Official Community Plan.

- a. The former OCP specifically designated Lyall as a cycling corridor (among others)
- b. The current OCP outlines “Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users, goods and services providers, and motorists where supported by research based analysis.”
 - i. Lyall isn’t specifically identified on this OCP for cycling but the policy statements encourage their inclusion

The concept design achieves the OCP objectives but the question of whether dedicated bike lanes are necessary to safely accommodate cyclists on Lyall are something we will be looking into. Especially when considering the low cyclist ridership on Lyall and the proximity of the alternate parallel bike lane on Esquimalt Road.

- Why spend money on a redundant bike lane on Lyall when a north-south corridor (most pragmatically on Lampson?) would likely be cheaper and better utilized?

The Township is reviewing Lampson as a possible North South connector for bike lanes. The concept design should be available early 2019.

- Personally, I have a specific concern for our property regarding the proposed design consuming the ENTIRE road rightaway - our house is not set back off the Lyall side at all, meaning what tiny amount of buffer we have already to the sidewalk will be further eliminated. ***Of most concern is that this will impact our hedge which is very much part of the character of our property.***

I can understand why you have concerns about the concept design being applied in your area. We are considering an alternative cross section for the North Side between Admirals and Canteen.

- It is of utmost concern to us to maintain parking. Most of us have small lots with limited on-property parking, and many of us have 2 vehicles. Furthermore, with young families, visitors are regular (who of course need street parking).

We are planning to retain as much parking as possible on the corridor. We do see the need for it and have heard from residents that this is important to retain.

- If a bike lane is decided on, please consider only a partial section, most practically the center and/or west sections.

We will be looking into this possibility.

- Note we did NOT get the survey. I suspect this is because our address is Constance, even though our access is from Lyall.

To the best of our knowledge all properties fronting Lyall (including those corner lots addressed off the cross streets) received the hand delivered survey notices. My apologies if your property got missed.

- Last but not least: I don’t understand why a disproportionate amount of money is spent on bike lanes: It would seem that the proportional cost in this proposal for bike lanes is much more than the ~10% of commuters who use bikes versus vehicles. I would prefer to see improved roads for the MAJORITY of commuters, rather than the overt pandering to a clear minority.

Not sure where the 10% figure comes from. I would be surprised if the peak mode share on Lyall is 1% of bikes to vehicles. We will be conducting some counts later this week to get a sense of the percentage.

Township staff are working towards bringing a project forward that is good for the whole community. Your points bring value to the project. Thanks for your contribution.

Regards,
Graeme Dempster
504 Constance Ave
Esquimalt

Will Wieler

From: Engineering General Delivery
Sent: December-17-18 3:46 PM
To: 'K Skelly'
Subject: RE: Lyall Street corridor

Kim,

Thank you for your response. What we presented was a concept plan that will be brought into detailed design with consideration of the feedback we have received, Council's direction, staff and engineering best practices. We are planning to present the detailed design in the Spring.

Thanks again for taking the time to bring your comments forward.

Will Wieler

-----Original Message-----

From: K Skelly [REDACTED]
Sent: December-14-18 4:59 PM
To: Engineering General Delivery
Subject: Lyall Street corridor

Good morning. I wasn't able to attend the open house, but I was one of 268 to respond. I can see that a lot of work has gone into this, but the bike lane design is not practical and I would even say more dangerous than the road. I think that part of the design could end up like the last attempt at a bike lane on Lyall. That one became a wider sidewalk in the end. I like the lower speed limit, wider sidewalks and better sight lines. But save the money on dangerous bike lanes that cyclists, like me, won't use. I only rode the last attempt once and thought what a waste of money. Sorry to be so negative, but on Lyall cars win.

Kim Skelly

Sent from my iPhone

Will Wieler

From: Engineering General Delivery
Sent: December-17-18 3:21 PM
To: 'Jeremy Riishede'; Engineering General Delivery
Subject: RE: Lyall Street corridor comment

Jeremy,

Thank you for taking the time to review the plans and bring your support forward.
Thank you,

Will Wieler

From: Jeremy Riishede [REDACTED]
Sent: December-13-18 5:43 PM
To: Engineering General Delivery
Subject: Lyall Street corridor comment

Re: the Lyall/Lampson Corridor plan

I'm a homeowner on Lyall and I very much support the measures in this plan to protect pedestrians, promote cycling, and calm traffic. My kids are among the many children walking or biking these streets every day and I love that this will increase their safety. I was unable to attend the Open House last month, however I wanted to indicate my support for the plan as described on your website, especially as I fear that voices of support may tend to be drowned out by those that whose main concern seems to be parking. I am both a cyclist and a driver, and I think it is obvious that more infrastructure for cycling should be prioritized over car parking. A long term vision for sustainable and livable cities needs to be forward-thinking and promote alternative transportation, and I feel like this an important step in that direction for our community.

Thanks, Jeremy Riishede

Will Wieler

From: Engineering General Delivery
Sent: December-12-18 9:57 AM
To: 'Luke Acker'
Subject: RE: Support for Esquimalt Bike Lanes

Luke,

Thanks for identifying your support for the bike lanes on Lyall and your suggestion of using speed bumps. We will be reviewing the suggestion in the design process.

Thanks again,

From: Luke Acker [REDACTED]
Sent: December-10-18 4:34 PM
To: Engineering General Delivery
Subject: Support for Esquimalt Bike Lanes

Hello

I am a home owner and resident on 1303 Lyall. I support the bike lanes as proposed. I own a car but biking is my primary mode of transport to work.

Speeding and 'Rabbit Starting' ie accelerating quickly after stop signs, resulting in loud and unsafe driving is an issue on Lyall. If the speed limit is reduced to 30 KM, I suggest speed bumps to help enforce this.

--

Luke Acker
[REDACTED]

Will Wieler

From: Will Wieler
Sent: December-12-18 9:47 AM
To: 'Sara Elsdon'
Subject: RE: Corridor Design on Lampson & Lyall

Sara,

With all due respect this open house was well advertised with information about the project and open house delivered to every household in Esquimalt. The open house had the highest number of attendees of all the open houses in the past 10 years of my time here. As mentioned below in my earlier email, as we move to detailed design we will be in contact with the affected residents.

Thanks

From: Sara Elsdon [REDACTED]
Sent: December-11-18 11:53 PM
To: Will Wieler
Subject: Re: Corridor Design on Lampson & Lyall

Hello Will,

Thank you for the run down on the timeline.

I appreciate that the Township made efforts to advertise this event, but Vic News and CFax are not primary news sources for many people, and I personally didn't even know we had a newsletter until trying to find out more information about this matter. The way I found out about the project was from a neighbour, and I then passed that on to other neighbours, who heard about it for the first time from me. Of course, this is just a small group of people among all the local residents, but I think it does show that information about your project is not reaching people who would be directly impacted by that project. I think it's crucial for all of Esquimalt's residents - *especially* those of us on Lyall Street - to be aware that you are currently taking comments on the project.

I'm curious as to why there has not yet been anything mailed out to residents explaining the project and outlining how we can participate - we've received similar written notices from the Township in the past (often three separate notices individually addressed to each of the three homeowners).

Again, I do see that your department has taken steps to inform people through various forms of media, but I know for a fact that I am not the only person living on Lyall Street that found out about this project through hearsay. Please let me know how you plan to further inform residents (if this is outside of your job description, I apologize and request that you pass this along to the correct person).

Thank you very much for your time,

Sara

On Mon, Dec 10, 2018, 3:58 PM Will Wieler <will.wieler@esquimalt.ca> wrote:

Sara,

The process leading to final design will include:

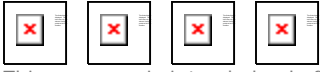
- a staff report to Council (tentative date Jan. 21) providing:
 - a summary of feedback
 - design recommendations
 - cost estimates
 - phasing recommendations
 - alternate options
- begin the corridor design (based on direction from Council)
- communicate with residents directly affected by the design (primarily those properties that front Lyall Street, tentative in March)
- design review by various departments and outside agencies like emergency services, ICBC etc
- possibly a final design open house to display the design
- Report to Council for update on project cost and funding/phasing options (tentative in April/May)
- based on Council's direction begin construction

The open house for the concept design input was well attended by the local community. Several hundred people came out for this. It was well advertised in the community newsletter, Vic News covered the story, it was on talk radio, and social media. We have now posted the plans presented at the open house on the website and invite comments/feedback from residents who didn't have a chance to already do so. We will be taking the comments from the open house as well as the additional comments received after in the report to Council for decision. This will inform the detailed design that will be communicated to the residents whose boulevard frontages are directly affected (during the design process). I expect that we will bring the final design for another open house (or similar), in the Spring prior to a final report to Council.

I hope that helps.

Thanks for your interest in the project.

Will Wieler, ASCT, PMP
Engineering Manager
Township of Esquimalt | Engineering Services
Tel: 1-250-414-7130 | www.esquimalt.ca



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From: Sara Elsdon [REDACTED]
Sent: December-10-18 3:09 PM
To: Will Wieler
Subject: Re: Corridor Design on Lampson & Lyall

Hello Will,

Can you please advise of the steps that the Township is taking to inform the residents in this area leading up to December 21? To my knowledge, most of my neighbours are unaware of these plans.

Thank you,

Sara

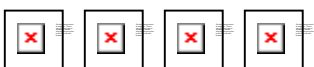
On Mon, Dec 10, 2018 at 11:10 AM Will Wieler <will.wieler@esquimalt.ca> wrote:

Sara,

Concept plans uploaded. Thanks

<https://www.esquimalt.ca/municipal-services/engineering/lyall-lampson-corridors>

Will Wieler, ASCT, PMP
Engineering Manager
Township of Esquimalt | Engineering Services
Tel: 1-250-414-7130 | www.esquimalt.ca



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From: Sara Elsdon [REDACTED]
Sent: December-10-18 9:06 AM
To: Will Wieler
Subject: Re: Corridor Design on Lampson & Lyall

Thank you very much, Will. I look forward to seeing the plans!

On Mon, Dec 10, 2018, 8:53 AM Will Wieler <will.wieler@esquimalt.ca> wrote:

Sara,

There are conceptual plans available and I was expecting them to be up on the Township's website the week after the open house. I will have this posted ASAP and send you a link.

Thanks

Will Wieler, AScT, PMP
Engineering Manager
Township of Esquimalt | Engineering Services
Tel: 1-250-414-7130 | www.esquimalt.ca

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From: Sara Elsdon [REDACTED]
Sent: December-06-18 9:39 AM
To: Will Wieler
Subject: Corridor Design on Lampson & Lyall

Hello,

My family lives on Lyall Street, close to the corner of Lampson, and I understand that there is a plan to put bike lanes on our street. Is there anywhere I can get more information on this project? The only thing I could find on the Township's website was a mention of a open house for the Corridor Design on November 22nd, which of course has now passed.

Thank you very much,

Sara Elsdon

Will Wieler

From: Graeme Dempster [REDACTED]
Sent: December-17-18 8:57 PM
To: Engineering General Delivery
Cc: Mayor and Council
Subject: Re: Lyall Street Comments

Hi Will,

Thank you for your response! It seems you've understood my comments and concerns, so I have nothing further to add to your well-articulated answers/comments/recollections below. I appreciate your consideration of my views/comments, and I'm especially pleased to hear that you will be considering an alternate cross-section for the north side of the blocks in our area.

In regards to your comment: "**Not sure where the 10% figure comes from. I would be surprised if the peak mode share on Lyall is 1% of bikes to vehicles. We will be conducting some counts later this week to get a sense of the percentage.**" - I would agree that based on my own anecdotal observations, the share of bike/car on Lyall specifically is indeed probably around 1%! I'm very curious what your counts show. However, my comment was just more of a general perspective on the amount of infrastructure spending overall (that I think should be at least *somewhat* proportional to usage). The quoted 10% figure comes from the bike lobby, specifically this document (page 5) where they claim 8.7 to 11.1% for Esquimalt and Victoria respectively (I suspect these figures are somewhat inflated):

<https://engage.gov.bc.ca/app/uploads/sites/391/2018/08/THE-BRITISH-COLUMBIA-CYCLING-COALITION.pdf>

Thanks again for your responsiveness and consideration, Merry Christmas!
Graeme

On Mon, Dec 17, 2018 at 3:13 PM Engineering General Delivery <Engineering.Department@esquimalt.ca> wrote:

Graeme,

Sorry for the delayed response. Work has not slowed down for us at all this year.

I was glad to see you at the open house and value the comments you made and the concerns you brought forward. If I remember correctly, you motioned that your property was situated very close to the property line and the concept cross section would have an impact on your home. You also mentioned that consideration should be given to not providing bike lanes on the corridor and have cyclists use the travel lanes. You cited logical reasons for this such as:

1. There is not a high percentage of cyclist use of the corridor
2. The speed limit will be reduced to 30 km/h

3. Traffic calming measures will be incorporated into the road design
4. Kids could cycle on the wide sidewalk
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6. There is a parallel bike lane on Esquimalt Road 1 block over

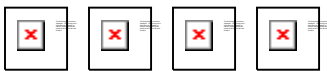
Last week, I walked the entire corridor looking at the practical feasibility of implementing the concept design and for the majority of the corridor it actually works very well. I will note that we spent 3 hours on the corridor and saw a total of 2 cyclists using Lyall during that time.

The most challenging area to implement the design is on the North side of Lyall between Admirals and Grafton for the exact reasons you mentioned at the Open House.

I do appreciate you taking the time to articulate your points to us in writing for our consideration. I will do what I can to address the points you bring up below with my comments in red.

Will

Engineering Department
General Delivery Email
Township of Esquimalt | Engineering Services
www.esquimalt.ca



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From: Graeme Dempster [REDACTED]
Sent: December-12-18 10:26 PM
To: Engineering General Delivery; Mayor and Council
Subject: Lyall Street Comments

Hello,

I'll get straight to my main points/comments regarding the proposed upgrade of Lyall st.

- I'm very much in favour of traffic calming and reduced speed limits on the entire corridor. There are plenty of us with children in the neighborhood who are concerned with the speeding on Lyall between Admirals and Canteen.

- ***Given reduced speeds, why the need for bike lanes at all?*** Especially considering there is already a bike lane 1 block over on Esquimalt rd? If speeds are reduced further, there is no reason cyclists can't just ride down the road at nearly the same speed as the cars. Even in the current state, as a periodic cyclist to downtown, I have been doing this regularly for years without issue (Lyall isn't that busy outside the rush hours to/from Naden).

The concept design with the bike lanes on Lyall is consistent with the former and current Official Community Plan.

- a. The former OCP specifically designated Lyall as a cycling corridor (among others)
- b. The current OCP outlines "Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users, goods and services providers, and motorists where supported by research based analysis."
 - i. Lyall isn't specifically identified on this OCP for cycling but the policy statements encourage their inclusion

The concept design achieves the OCP objectives but the question of whether dedicated bike lanes are necessary to safely accommodate cyclists on Lyall are something we will be looking into. Especially when considering the low cyclist ridership on Lyall and the proximity of the alternate parallel bike lane on Esquimalt Road.

- Why spend money on a redundant bike lane on Lyall when a north-south corridor (most pragmatically on Lampson?) would likely be cheaper and better utilized?

The Township is reviewing Lampson as a possible North South connector for bike lanes. The concept design should be available early 2019.

- Personally, I have a specific concern for our property regarding the proposed design consuming the ENTIRE road rightaway - our house is not set back off the Lyall side at all, meaning what tiny amount of buffer we have already to the sidewalk will be further eliminated. ***Of most concern is that this will impact our hedge which is very much part of the character of our property.***

I can understand why you have concerns about the concept design being applied in your area. We are considering an alternative cross section for the North Side between Admirals and Canteen.

- It is of utmost concern to us to maintain parking. Most of us have small lots with limited on-property

parking, and many of us have 2 vehicles. Furthermore, with young families, visitors are regular (who of course need street parking).

We are planning to retain as much parking as possible on the corridor. We do see the need for it and have heard from residents that this is important to retain.

- If a bike lane is decided on, please consider only a partial section, most practically the center and/or west sections.

We will be looking into this possibility.

- Note we did NOT get the survey. I suspect this is because our address is Constance, even though our access is from Lyall.

To the best of our knowledge all properties fronting Lyall (including those corner lots addressed off the cross streets) received the hand delivered survey notices. My apologies if your property got missed.

- Last but not least: I don't understand why a disproportionate amount of money is spent on bike lanes: It would seem that the proportional cost in this proposal for bike lanes is much more than the ~10% of commuters who use bikes versus vehicles. I would prefer to see improved roads for the MAJORITY of commuters, rather than the overt pandering to a clear minority.

Not sure where the 10% figure comes from. I would be surprised if the peak mode share on Lyall is 1% of bikes to vehicles. We will be conducting some counts later this week to get a sense of the percentage.

Township staff are working towards bringing a project forward that is good for the whole community. Your points bring value to the project. Thanks for your contribution.

Regards,

Graeme Dempster

504 Constance Ave

Esquimalt

