



## MEMORANDUM

**To:** Will Wieler – Township of Esquimalt  
**From:** Tim Shah, MA (Planning)  
**Our File #:** 2348.B01  
**Project:** Esquimalt Traffic Studies  
**Date:** September 18, 2018  
**RE:** Lyall Street Survey Results

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### 1.0 INTRODUCTION

Watt Consulting Group was retained by the Township of Esquimalt to prepare an online survey for the Lyall Street corridor. The purpose of the survey was to help determine the community's priorities and attitudes with respect to selecting transportation options on the corridor. Choosing one option over another can result in trade-offs and as such, it is important to gauge the community's preferences. This memo summarizes the key results from the online survey and identifies recommended next steps.

### 2.0 ABOUT THE SURVEY

The Lyall Street Public Survey was created in SimpleSurvey<sup>1</sup>, a made-in-Canada online survey tool that complies with the Personal Information Protection and Electronic Documents Act and stores all data on Canadian servers. The survey was launched on July 5<sup>th</sup> and closed on July 26<sup>th</sup>, 2018. It contained a total of six questions. The overall response to the survey is summarized as follows:

- 397 persons accessed the survey (i.e., person clicked on the online survey hyperlink)
- 268 persons completed and submitted the survey
- 22 persons partially completed the survey but did not submit it

**Appendix A** provides a copy of the Lyall Street Public Survey and **Appendix B** includes all of the raw results.

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<sup>1</sup> More information about SimpleSurvey is available online at: <https://simplesurvey.com/>

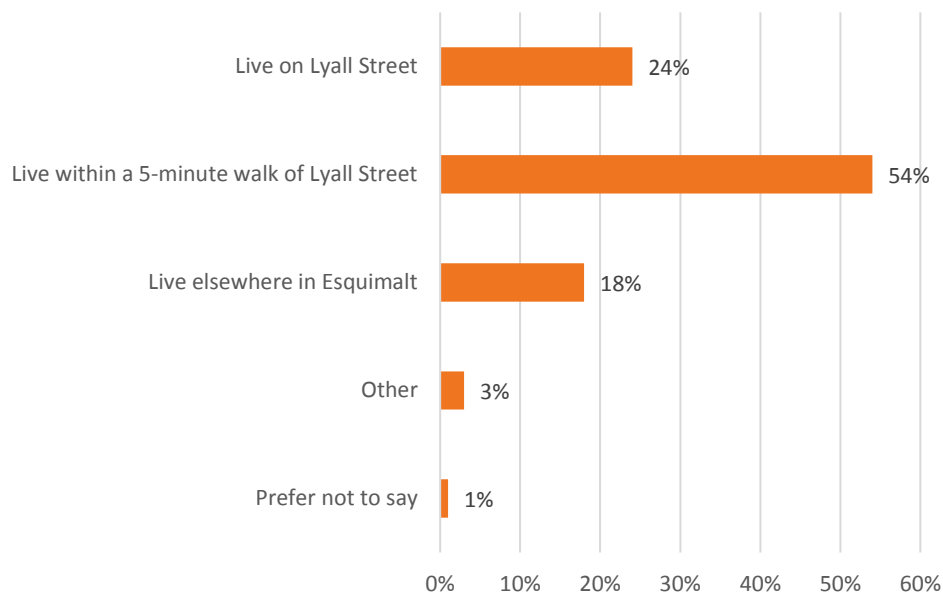
### 3.0 DEMOGRAPHIC SUMMARY

#### 3.1 GEOGRAPHIC REPRESENTATION

Survey respondents were asked to identify which part of the region they live in. The majority (78%) identified the Township of Esquimalt, followed by the City of Victoria (12%), and District of Saanich (6%). Representation in other municipalities was much lower (less than 2%).

Respondents were also asked to indicate where they live in relation to Lyall Street. Respondents were allowed to select multiple answers. See **Figure 1**. The results indicate that the majority of respondents (54%) live within a 5-minute walk of the Lyall Street corridor, while 24% live directly on the corridor. About 18% live elsewhere in the Township.

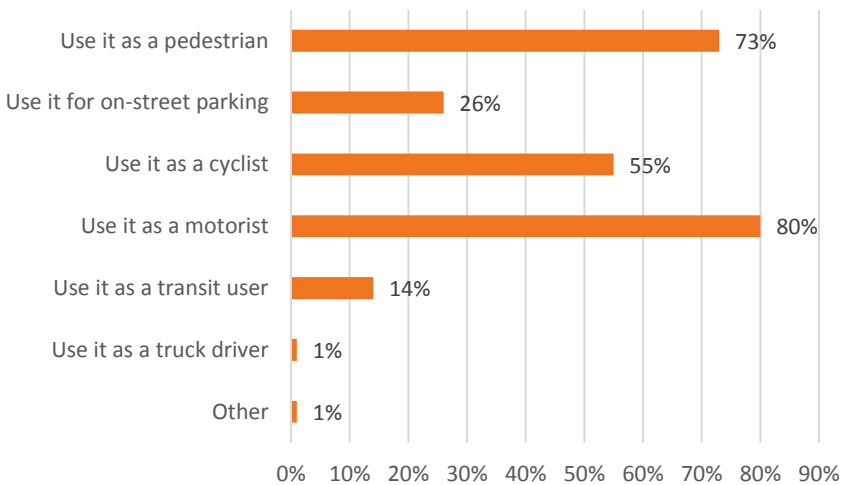
**FIGURE 1. RESPONDENTS' RESIDENCE IN RELATION TO LYALL STREET CORRIDOR**



#### 3.2 USE OF LYALL STREET

Question 3 of the survey asked respondents to indicate how they currently use Lyall Street in terms of their transportation mode(s). Respondents were able to select multiple options. See **Figure 2**. As shown in the figure, the majority of the respondents use Lyall Street as a motorist (80%), as a pedestrian (73%), and/or as a cyclist (55%). A smaller percentage of respondents use transit on the corridor (14%) or park on-street (26%). Less than 1% use Lyall Street as a truck route.

**FIGURE 2. HOW RESPONDENTS USE LYALL STREET**



#### 4.0 PREFERENCES FOR LYALL STREET

One of the main objectives of the survey was understand the community's priorities and attitudes with respect to selecting transportation options on the corridor. Question 4 of the survey presented the existing street cross-section and asked respondents to rank various transportation options to understand how they would re-design—and prioritize—transportation on the street.

Due to the way the results were presented, a weighting methodology needed to be applied to understand the top ranked options. The methodology placed greater weighting on the higher rankings and lower weighting on the lower ranked options. The top three ranked options are as follows:

1. Bike Lane
2. Sidewalk one side, multi-use path on the other side
3. On-street parking on one side

As a follow-up to the ranking question, respondents were asked what could be done to Lyall Street to make their overall transportation experience better. Common responses included:

- Lowering the posted speed limit to help alleviate speeding
- Improving cyclist safety by adding a separated bike facility (e.g., protected bike lane)
- The need for traffic calming measures to address speeding
- Responses around on-street parking were mixed; a number of respondents indicated that parking is abundant whereas others commented on how on-street parking on one side would be sufficient for the corridor. Some commented how on-street parking should

not be permitted where there are residential driveways as parked vehicles sometimes block the driveway and/or affect sightlines.

## **5.0 CONCLUSION**

In general, the results of the survey confirm that there is a need to address speeding along the corridor and enhance safety for cyclists. Respondents also have a preference for on-street parking on one side of the street, adjacent to driveways.





# Esquimalt Traffic Studies- Lyall Street Public Survey

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The Township of Esquimalt is undertaking a comprehensive study of its transportation system. The goal of the study is to improve comfort and safety for all travel modes – particularly cyclists and pedestrians – by improving active transportation facilities, while retaining acceptable vehicular traffic conditions and minimizing impacts on neighbourhood parking. Lyall Street is one of the corridors that is being reviewed as part of the study. The objectives of this survey are to:

1. Understand what the community's attitudes are with respect to active transportation infrastructure on Lyall Street; and
2. Gauge the community's overall preferences for the type of transportation infrastructure they would like to see on Lyall Street.

The survey should take 5-10 minutes to complete and all responses will be kept confidential and anonymous. The survey will be open until **11:59pm on July 25, 2018**.

Thank you for your time and participation! Let's get started.

## Active Transportation Terminology

The following is a glossary of cycling and pedestrian infrastructure terms that will help you complete the survey. All definitions are provided by the Transportation Association of Canada (TAC) and the National Association of City Transportation Officials:

**Bike Lane** - a roadway facility designed for the exclusive use of cyclists, typically positioned adjacent to a curb or parking lane. They are separate from both motorists and pedestrians but require design based on bicycles operating in parallel with motor vehicles, especially at intersections.

**Furnishing Zone** - the zone located between the curb or pavement edge and the sidewalk, which provides space for elements such as signs, light and signal poles, landscaped boulevards, street trees, transit stops, benches, bike parking etc. A furnishing zone is typically found on commercial streets, or where adjacent traffic speeds are 50km/h or higher.

**Protected Bike Lane** - an exclusive on-roadway bikeway delineated by a vertical barrier element or equivalent physical separation from motor vehicle travel lanes. They are also

referred to as "cycle tracks". Examples of protected bike lanes include the City of Victoria's Pandora two-way cycle track and the new Fort Street cycle track.

**Shared Lane Markings** - a road marking used to indicate a shared lane environment for bicycles and motor vehicles.

## About You

1) To get a sense of geographic representation, which part of the region do you live in?

- District of Central Saanich
- City of Colwood
- Township of Esquimalt
- District of Highlands
- City of Langford
- District of Metchosin
- District of North Saanich
- District of Oak Bay
- District of Saanich
- Town of Sidney
- District of Sooke
- City of Victoria
- Town of View Royal
- Other

2) If you are an Esquimalt resident, where do you live in relation to Lyall Street?

- Live on Lyall Street
- Live within a 5-minute walk of Lyall Street
- Live elsewhere in Esquimalt
- Other





5) What could be done to Lyall Street to make your overall transportation experience better?

6) Is there anything else you would like to add about Lyall Street?

Thank you for your participation!



# **Esquimalt Traffic Studies - Lyall Street Public Survey**

**1) To get a sense of geographic representation, which part of the region do you live in?**

Number of respondents : 299

<b>Choice</b>	<b>Total</b>	<b>%</b>
District of Central Saanich	3	1.00
City of Colwood	0	0.00
Township of Esquimalt	234	78.26
District of Highlands	0	0.00
City of Langford	1	0.33
District of Metchosin	0	0.00
District of North Saanich	2	0.67
District of Oak Bay	2	0.67
District of Saanich	17	5.69
Town of Sidney	0	0.00
District of Sooke	0	0.00
City of Victoria	36	12.04
Town of View Royal	4	1.34
Other	0	0.00

Other

**2) If you are an Esquimalt resident, where do you live in relation to Lyall Street?**

Number of respondents : 241

<b>Choice</b>	<b>Total</b>	<b>%</b>
Live on Lyall Street	58	24.07
Live within a 5-minute walk of Lyall Street	131	54.36
Live elsewhere in Esquimalt	42	17.43
Other	7	2.90
Prefer not to say	3	1.24

**Other**

70.66.178.142 : Saxe Point

75.156.73.137 : 3 houses from Lyall

70.66.171.136 : 2 minute walk

204.191.179.50 : work in esquimalt

142.36.96.141 : rockheights area

216.232.1.79 : 10 minute cycle away

154.20.43.95 : I am 18 mins away by bike

**3) How do you currently use Lyall Street? (Please select all that apply)**

Number of respondents : 296

<b>Choice</b>	<b>Total</b>	<b>%</b>
Use it as a pedestrian	217	73.31
Use it for on-street parking	78	26.35
Use it as a cyclist	164	55.41
Use it as a motorist	238	80.41
Use it as a transit user	42	14.19
Use it as a truck driver	1	0.34
Other	4	1.35

Other

70.66.144.180 : Rare use

108.180.242.18 : driveway

184.66.227.144 : Avoid as cyclist

75.156.75.110 : pushing a stroller

4) The central segment of Lyall Street between Head Street and Canteen Road has the following existing conditions:

A typical curb-to-curb roadway width of 10m.

Medium to high density of driveways on both sides of Lyall Street

Sidewalks on both sides, with furnishing zones interspersed throughout

On-street parking along much of its length

Minimal cycling facilities. If you had a chance to re-design Lyall Street, how would you prioritize the transportation options? (Rank the following options in order of preference with 1 being the highest priority and 7 being the lowest using each ranking only once).

Number of respondents : 264

Bike lane

Number of respondents : 212

Choice	Total	%
1	46	21.70
2	58	27.36
3	22	10.38
4	21	9.91
5	21	9.91
6	25	11.79
7	19	8.96

On-street parking (both sides)

Number of respondents : 200

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	43	21.50
2	12	6.00
3	14	7.00
4	17	8.50
5	13	6.50
6	30	15.00
7	71	35.50



On-street parking (one side)

Number of respondents : 201

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	22	10.95
2	41	20.40
3	33	16.42
4	24	11.94
5	20	9.95
6	51	25.37
7	10	4.98

Protected bike lane

Number of respondents : 218

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	60	27.52
2	17	7.80
3	12	5.50
4	20	9.17
5	19	8.72
6	26	11.93
7	64	29.36

Shared lane markings

Number of respondents : 200

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	13	6.50
2	27	13.50
3	39	19.50
4	32	16.00
5	52	26.00
6	21	10.50
7	16	8.00

Sidewalk one side, multi-use path on other side

Number of respondents : 220

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	34	15.45
2	35	15.91
3	54	24.55
4	41	18.64
5	21	9.55
6	21	9.55
7	14	6.36

Sidewalks, furnishing zone one side, no furnishing zone on other

Number of respondents : 220

<b>Choice</b>	<b>Total</b>	<b>%</b>
1	18	8.18
2	21	9.55
3	37	16.82
4	50	22.73
5	47	21.36
6	18	8.18
7	29	13.18

## 5) What could be done to Lyall Street to make your overall transportation experience better?

Number of respondents : 176

204.191.179.50 : keep the speed constant at 30km/h for the entire corridor, make the street more pedestrian friendly

204.191.179.50 : It can be tricky to navigate with large trucks with street parking on both sides. Add cyclists into the mix and you have a recipe for disaster.

204.191.179.50 : Improve crosswalk lighting and design with curb extensions in mind

204.191.179.50 : No parking zones close to intersections (visual barrier)

70.66.164.164 : Residential parking on at least one side. Possibly a multi use path on the other. The street isn't wise enough to have bike lanes and parking, so I'd prefer multi use one side and parking on the other.

131.137.245.208 : Enforcement of parking, residential and commercial vehicles should be ticketed when left there for more than 12 hours

72.143.221.74 : Speed limits lower

184.69.103.166 : Speed Bumps

24.69.201.116 : Lower the speed limit and work together with Base and Shipyards to offer alternative transportation for its workers.

70.66.172.181 : cars driving the speed limit

64.114.196.17 : Keep cyclists out of the "door zone" from parked cars.

184.69.111.246 : Roundabouts could be an option but need to take the fire departments truck turning radio is in effect

70.67.60.147 : Only issue is a short time of day outflow from the base.

70.66.176.190 : Leave as-is. Leave as-is with 30km speed zone. It only takes an extra 1-2 min to go thru at 30km which reduces accidents. This is a generalization but some drivers from base and shipyard are not courteous and not driving safely. It is narrow already with trucks often spanning the median. Removing parking would put undo would force property owners to park on their front lawns. Parking for major events would be pushed further into narrow sidestreets and deadend that are already busy.

24.69.171.197 : If you put in a bike lane, consider reducing the number of stop signs along that route

75.154.238.36 : Problem is on road parking from people who live on Lampson because of yellow line restrictions. Also is busy for school drop offs & pick ups.

70.66.162.77 : leave it alone

184.94.96.50 : Please remember that "shared lane markings" are a dangerous lie, not actually bike infrastructure. A 30km/h or 40km/h speed limit with traffic calming design features to enforce that limit is also highly desirable.

205.193.82.252 : Catered to bikes and transit

198.103.221.51 : address parking; far too many vehicles results in very limited visibility.

70.66.184.55 : I've lived here all my life and have found no issues with Lyall St. My grandparents and aunt lived on Lyall my whole life as well.

205.251.233.51 : I have very mixed feelings about a multi-use path. As a parent of a toddler, I don't want her running in front of a bike. I also think multi-use paths result in more right hook collisions as drivers aren't watching for fast moving bicycles on the road. It sounds nice to ride with my kid on it, though.

204.191.179.50 : Remove the parking from the North side for the full length of Lyall Street.

131.137.245.208 : the road need to be made wider.

209.52.88.229 : There is still a massive problem of people running stop signs.

184.69.97.198 : Lighted Cross walks, pedestrian Road

70.66.175.232 : Reduce speed. Make safe for pedestrians and bike riders. Ensure bike riders respect rules of road and pedestrians.

24.114.49.81 : Please put in parking bays! Residents regularly have their driveways partly blocked. The biggest problem with Lyall is base commuters using it as a high speed cut-through to avoid Esquimalt Rd at rush hour. If it didn't allow straight through traffic it would likely be calm enough for all users to share without separate lanes.

207.6.183.155 : Speed limit set to 30. Speed bumps in front of Macaulay school. Lighted crosswalks especially at Archie Browning Center.

154.20.45.40 : I would like to bike more but do not feel safe with congested busy street such as Lyall ; when walking I find the sidewalks are in disrepair; parking seems to be a real issue - it's often difficult to pull out from a cross street because cars block the sight lines; the admirals road and Lyall street intersection is dangerous- so many cars and bikes just fail to stop fully

131.137.245.208 : Remove the stop signs and install roundabouts or other traffic calming measures since neither vehicles nor cyclists stop at the signs anyway.

70.66.178.191 : New painted lines and cross walks as well as more greenery and flowers.

70.66.188.36 : leave it alone! i live on lyall and there is no reason to change it.

70.67.50.118 : Entire street needs to be redone, using all of the municipal road allowance. The road is too narrow now for buses and large trucks, they drive down the middle when they can, especially where the bend in the road is. The narrow street is even narrower there. On street parking must be maintained. I have

216.191.98.202 : Limit parking.

209.52.88.30 : Improve the sidewalks.

192.252.225.239 : A painted bike lane would be quite nice but the on-street parking spaces would have to be untouched.

70.67.44.53 : Markings for shared roadway

216.113.200.192 : protected bike lanes would be better for all on Esquimalt Road before putting any money into a road that does not go anywhere.

70.66.160.27 : It would be great to feel safer biking down Lyall.

70.67.46.0 : More trees & protects bike lanes would be great.

70.66.162.142 : The parking slows the traffic down.

173.239.198.187 : repave it, its super bumpy

24.69.170.148 : Bike lanes would be awesome!

184.151.231.13 : The sidewalks are very rough and uneven. As a person with mobility issues, this makes walking, particularly at night, very hazardous.

70.66.172.181 : Speed bumps

173.183.122.207 : Even out the sidewalks with less slope and fewer cracks.

107.190.20.42 : Clearly marked parking spaces

154.20.45.238 : Less on street parking

173.183.120.47 : Make sure everyone does the speed limits

207.81.21.196 : Slow down cars, prevent commercial trucks

70.66.179.100 : Better paved road

24.68.15.43 : Add safe cycling elements

184.151.231.33 : make it safer for kids and bikes, calm traffic and enforce speed limits between admirals and Grafton, city trucks heading to yard and base traffic fly down Lyall with little regard for speed limit and safety of kids/residents

76.121.130.211 : Nothing

108.180.144.212 : Safety - protection for cyclists, speed reduction techniques like speed bumps.

70.67.45.37 : Try resurfacing the road, my suspension would appreciate it. Resurface Bewdley while you at it. Tell the rec center staff to park behind the curling rink, instead of on Lyall St.

75.154.240.84 : No parking on both sides of the street. It makes the street too narrow if there are cars parked on both sides.

92.184.104.138 : protected bike lanes.

70.67.45.208 : Traffic calming.

24.69.193.207 : More cross walks. Especially around Fraser street there is a blind hill coming from canteen Rd and it's difficult to safely cross with speeding cars

108.180.7.237 : Fences to block deer

104.142.125.231 : Just a sidewalk on one side

24.69.201.11 : Protected bike lane!

70.66.166.101 : Nothing, it work fine as is. Low bike usage, most use main corridor (Esq Rd)

70.67.57.75 : parking on one side only

24.69.205.149 : Bike lanes - smoother sidewalks. The roadway on the bend between Admirals and Fraser needs some no parking as it gets really tight with parking on both sides and bus and traffic.

70.66.178.182 : I cycle to work. Lyall is the riskiest spot on my route.

70.66.183.233 : Sidewalk no furnishing zone both sides.

173.183.123.123 : Road surface is poor for cyclists

70.66.174.84 : This is a tough one because the on-street parking is needed when there are events at Bullen Park or behind the arena. If you could create additional nearby parking, then removing some of the on-street parking could be an option, but otherwise I think it probably needs to stay. As a cyclist, I often use this route. The only times I feel unsafe are when transit buses pass me; the on-street parking leaves very little buffer space between bikes and traffic.

209.52.88.186 : Speed control without bumps or stop signs ie roundabouts

184.151.231.174 : Ensure safety of pedestrians especially students.

24.69.198.6 : speed cushions would reduce speed

142.36.65.205 : Improve the four way stop, it's really dangerous for school kids.

173.183.121.211 : Speed Inhibitors!!!!!!

172.103.218.95 : too narrow for the traffic

24.108.184.132 : BETTER SIDEWALKS, CONSISTENT, NO ASPHALT, CONCRETE ONLY.

108.2.63.21 : Narrow the traffic lanes, add sidewalks with furnishing zones, and plant a lot of street trees. A multi-use path on one side would be nice to encourage cycling.

67.225.126.54 : Repave

70.67.58.13 : More police patrols to curb excessive speeding

70.67.44.53 : Dedicated cycling corridor; I wouldn't take my family on Esquimalt road - too busy - Lyall is the way to go

70.66.188.151 : Get rid of the parked cars on either side, and make bike lane markings.



50.98.167.31 : Sidewalks the entire length and add bike lane

24.69.212.29 : Fix street between Admirals and Fraser. Vehicles constantly parking half on street and half on pedestrian path.

175.177.4.130 : There is too much parking on Lyall Street right now without enough safe and well marked cross walks for pedestrian and cyclist use. It needs to be safer with clearer viewlines for motorists to see other users on the road and sidewalks, and to do that I think less parking is necessary.

173.183.122.88 : leave it alone

24.69.24.60 : Reduce road speed

24.69.129.69 : Widen it to allow parking and allow cars to drive past each other. Can't do that right now safely.

142.36.27.117 : Better marked cross walks - traffic totally ignores those waiting to cross

70.66.185.102 : The sidewalk should be upgraded, it's not clear if it's multi use at this time or not.

70.66.185.224 : Proper intersection with lights at Lampson and Lyall - I've seen many near-accidents at that intersection, despite a crossing guard during before and after school. Particularly with the treatment plant traffic, this is a dangerous intersection used by many pedestrians and children.

70.67.62.245 : Lyall Street is a much safer street for cyclists, and a protected bike lane would encourage more cyclists to use that route

70.66.181.228 : definitely add bike lanes in some format

70.66.171.136 : Mark non parking near driveways, corners etc. better. A truck parked tight at a driveway, or out of Archie Browning makes it impossible to see if traffic is coming. There needs to be a few feet of non parking to let people see.

173.183.121.182 : Lyall St works for me as is - for cycling and jogging, but for others a bike lane would sure be good

70.66.166.66 : fix the multi material non matching (horizontally and vertically) sidewalks, fix the drainage that often blocks passage (example corner of Lyall and Heald) as the water completely covers the sidewalk so you have to walk on the road to avoid it

70.66.173.46 : ensuring better visibility when turning onto Lyall Street or crossing Lyall Street.

173.183.120.19 : Divert base traffic away from Llyle; cyclists choose thier best route based on hills and road congestion

209.52.88.40 : Repair existing sidewalks, they are like a cross country test track

70.66.188.36 : nothing

204.191.179.50 : i love the multi use path idea. there is enough parking there.

173.183.122.24 : Leave it alone

24.244.23.36 : More trees planted along the road

70.66.166.219 : The cycling lane should be on Esquimalt Rd not Lyall

24.69.197.123 : Bike lane

72.143.239.157 : Pedestrian controlled lights at Admirals intersection

204.191.179.50 : seems pretty good as is

107.190.18.167 : Repave the road, it is quite chopped up/patched

107.190.18.167 : re-pave it!

70.66.174.197 : NO BIKE LANE & "RESIDENTIAL PARKING ONLY" ON THE RESIDENTIAL SIDE OF LYALL -

70.67.48.42 : Lower speed limit to 30 km/h on entire street, and more enforcement of that.

142.36.96.141 : it's just too tight for driving with parked cars, driveways, traffic including buses and trucks and

everyone drives TOO FAST. it needs better monitoring and people need to slow down.

108.180.242.18 : Traffic light at Lyall & Lampson st. not just a 4 way stop sign. Too many people don't stop.

184.69.29.250 : Parking on one side only would be the most practical and economical. Would satisfy me as motorist and a cyclist.

70.67.60.26 : Stop the semi's using Lyall St., with all the street parking now happening they should be using Esquimalt Rd. Speeding has become prolific, with all the pedestrians someone's going to get hurt.

70.66.174.9 : Nothing. It's fine.

70.66.166.219 : Keep the parking on both sides with designated bike lane on one side and the other for walking

173.183.121.159 : reduce vehicle traffic on the street and focus it on esquimalt road

154.20.47.195 : Traffic calming immediately east of DND Dockyard, no Victoria Regional Transit bus shift end use between Grafton & Admirals

70.67.57.39 : Change speed limit to 30 for the length of Lyall-too much confusion about changes in speed-50 too fast where there is parking on both sides and bikes.

70.66.177.251 : residential parking only on southside of Lyall between lacross box & arena parking lot

207.6.183.164 : Nothing could be done, leave it as is. No speed bumps, no bike lanes, no roundabouts, no planters.

70.66.170.35 : Slow down car traffic, especially commuters from the Base in the afternoon. Make it safer for kids to walk and cycle to/from school.

207.6.183.164 : Roundabouts to force drivers to slow down and pay attention

70.66.181.28 : Reinstall shared sidewalk south side , 40 KMH speed limit

70.66.181.28 : Nothing leave it as it is.

70.66.181.28 : Nothing leave it as it is.

176.180.156.80 : Protected bike lanes

96.54.254.81 : Put car parking between the traffic and the bike lane to prevent cars/rucks stopping on the bike lane

184.66.227.144 : Besides protect bicycle lanes, good connectivity with existing and proposed bikeways

96.54.250.132 : Make it the designated bike route through Esquimalt. It's the perfect route for schoolkids, commuters to downtown Esquimalt from downtown Victoria and the base and the Rec Centre. Build it and they will come, including recreational cyclists. Good bike lanes on Lyall Street will increase active transportation within and through Esquimalt a lot.

216.232.1.79 : I'd love to see protected bike lane to make Lyall accessible to kids OR have a multi-use path.

154.20.43.95 : PROTECTED BIKE LANES MUST BE INSTALLED. This can be easily done by simply extending the width of the sidewalks and dedicating either the outer/inner part of the sidewalk for bicyclists (aka bike lane). By doing this this the bike lane is automatically protected as it is at a higher level than the road.

104.142.126.160 : safe cycle access from protected bike lanes from Victoria through to village center esquimalt is badly needed. a connection from the e&n trail, up lampson, then to lyall can allow access to the park and Rec Center

24.108.184.251 : Bike ways should connect and be part of planned transit routes, not just run and stop in some locations. Partial solutions are no solution.

70.66.179.216 : leave exactly as it is

184.151.231.198 : I like the idea of shared lane markings

154.5.207.113 : Get rid of on street parking by local residents as each house has it's own driveway

70.66.170.102 : less large heavy commercial vehicles use

69.9.106.115 : Weight restriction on trucks and other vehicles. Our house shakes when some vehicles go by and I would like to keep it quieter for families and children.

70.67.52.183 : More shaded trees. More pedestrian friendly. Make it better for bikes. A safer place for kids to bike than Esquimalt road. I plan to bike my children daily to macaulay school to a separate bike path would be great.

154.5.239.193 : Bike lanes to separate motor vehicles from bikes.

70.67.252.18 : Slower speed limits paired with the above, along with traffic calming measures (planters and chicanes)

205.250.173.200 : fill in potholes

142.104.9.157 : separation of bicycles and car lanes

75.156.75.110 : sidewalks both sides, separate protected bike lane. i'm not a big fan of multi-use paths - better to separate fast and slow active transportation

75.157.130.244 : Bicycle friendly Street.

70.66.188.207 : Limit larger delivery vehicles (semi trucks) from using Lyall St.

142.104.44.50 : The bike lanes in Victoria have changed the landscape for the better, and our collective health. More of this everywhere, please!

108.172.49.38 : Make it safer for cyclists and pedestrians

70.66.160.200 : Add tree cover; a canopy would make the street cooler and more pleasant for walking and cycling.

184.66.248.152 : Protected bike lanes, plus better streetscape for pedestrians.

24.69.191.139 : Protected bike lanes, improve also pedestrian amenities

24.143.99.39 : Remove as much of the on street parking as possible. As a driver it makes the road feel too tight and it's hard to see potential hazards.

75.156.32.152 : Protected bike lanes.

70.67.44.52 : remove bike lane on south side not used or seldom used

24.69.201.146 : speed reduction bumps for excessive car speed, bike lanes and better sidewalks

24.69.193.70 : A bike lane would reduce the amount of bikes on narrow Esquimalt rd.

205.250.196.65 : Cycle track and proper sidewalks on both sides of the street. The cars will live.

24.69.204.42 : fix asphalt

184.151.231.191 : Repave and new sidewalks

107.190.20.14 : Traffic circles to replace 4 way stops

70.66.176.190 : Reduce the speed to 40km wherever it is not already 30km and enforce it. Some perhaps many commuters want to get thru quickly and speed. How many people want bike lanes on Lyall St (more than 50?). This will have a dramatic impact on all home on Lyall as well as all homes on dead end streets as base people will take over and neighbours will demand residential parking. Do you really want/need to do anything on Lyall? for how many people? for 2 hours a day? really? slow down the traffic and enfor

185.20.17.53 : The area needs more on-street parking

142.32.175.144 : A bike lane would really be lovely on Lyall. Given the on street parking, cycling on it is precarious. Either a bike lane or that multi-use path could work.

70.66.158.130 : Improved landscaping elements.

24.69.205.111 : lower speed limits, large semi trailer and heavy vehicles use Esquimalt Road

154.5.144.206 : Parking one side only

24.108.184.132 : Redo the street. Install speed bumps by Bullen Park.

70.66.162.119 : both side parking makes the street feel tight

108.180.7.139 : prioritize pedestrian and bicycle use; rationalize speed zones (make it all 30km/hour)

173.183.123.106 : Slow the speed of traffic to 30. This should not be considered a through fare but a residential street, which it is.

207.23.96.103 : I think you have space to re-do Lyall right; I really want to see this. As a father of two Macaulay kids who makes heavy use of rec centre, I want safe space for everyone here. North sidewalk (next to sports field) is OK as is, though you could widen it towards field. South sidewalk, assuming Township can use a bit of the space between existing curb and house fences: put in wide, multi-use path. Bikes one side, walkers on other. Leave parking. Paint bike lanes on road for grown ups.

24.69.197.247 : seats and rain covers at bus stops, garbage cans or smoking stub bins for bus users

75.154.236.183 : Keep it the same

## 6) Is there anything else you would like to add about Lyall Street?

Number of respondents : 107

204.191.179.50 : It needs a more appealing look. It is at the heart of Esquimalt and should be treated as such. Make the street look more appealing with greenery and islands. get rid of the on street parking.

204.191.179.50 : do not install speed humps

204.191.179.50 : Good secondary cycling route. Primary is Esquimalt Road for me, with an option of using Wollaston from time to time.

70.66.175.61 : Crossing signal at Lyall and Swinford crossing - it's a very busy crosswalk during school days

131.137.245.208 : restoration of the sidewalks.

72.143.221.74 : Speed limits lower

199.85.73.9 : Currently, the majority of the sidewalk on the south side of Lyall is divided by a painted line for use by cyclists and pedestrians. I support keeping/maintaining/upgrading this infrastructure to encourage usage by cyclists. Additionally, the residence at 1253 Lyall tends to have large commercial vehicles (limos, etc) parked in the residential zone, making it nearly impossible for Transit buses to make the left turn from Admirals onto Lyall. I support enforcement of current bylaws.

24.69.201.116 : Lower speed limit and build traffic calming devices. The issue of commute drivers needs to be taken into account. It's a residential street not a highway!

70.66.172.181 : Like to keep it a safe residential street.

70.66.176.190 : I ride on Lyall and it is just fine as-is. even better, Slow down the traffic on Lyall and Esquimalt Rd to 30km. They are already too narrow for faster traffic. You have Craigflower at 30km and it is a main feed. Lyall and Esquimalt need to be 30km. This will make Esquimalt Rd safer for bikes. Also put some green paint at entrance to parking/shopping on Esquimalt Rd. AND signage that reminds drivers that bicycles have right of way when they turn into shopping centres (eg Country Grocer). Some base/shipyard Commuters do not seem to respect our community residents. They will not yield and often speed. Note that I said some. Some is too many. Slow down. Drive safely. Why do you want to push Lyall street parkers on to narrow residential streets that are already full of local cars and visitors. We do not need a bike lane on Lyall street. Please do not make changes. If anything take out the medians on Esquimalt Rd if you want high speed and wider bike lanes. Both streets need to be 30km and biking will be fine. I ride on Lyall and it is just fine as-is.

75.154.238.36 : Lyall has got busier with through traffic, on road parking caused by School, recreation Centre and limits on Lampson. With cars parked on both sides it is hazardous to cyclists.

70.66.162.77 : leave it alone

70.66.184.55 : The street is not busy enough to need bike lanes added. My husband and 3 kids ride their bikes on it and have no issues either.

205.251.233.51 : The thing I encounter most on both Lyall and Esq Rd are drivers who are a little too eager to rush into a crosswalk and/or don't stop. None of these proposals address that hazard. Please consider reducing the speed limit near the rec center and introducing speed humps.

204.191.179.50 : More street trees would improve the pedestrian experience substantially.

131.137.245.208 : They need to keep trucks and cars from parking on the sidewalks.

24.114.49.81 : It would be really really really really nice to limit heavy truck traffic to 7-10pm. Nighttime trucks are very unpleasant in the middle of the night, especially for those of us in older houses close to the street. Limiting truck hours in residential neighbourhoods is common in other CRD municipalities.

207.6.183.155 : It is a residential street and should not be used as a trucking route or highway for base traffic.

154.20.45.40 : The municipality needs to have more hands on process in regard to parking - for residents and for visitors, and those that come into the community daily for work; it seems to have evolved so haphazardly - whether it is handling the traffic that comes to the dnd parking lots at Lyall and canteen roads, or to the increased weekday parking needs that evolved when the Rainbow kitchen started operating; now with single homes on larger lots becoming 2 homes in an infill development - where the cars gets parked seems to be a question that the council likes to ignore - cover there eyes and ears and let the dice fall as they may - time for thoughtful planning on these issues as part of the transportation /traffic study.

70.66.178.191 : I think with the new west bay marina coming in it would be nice if we could really make it similar to a park feel with benches and signs lots of colour etc.

70.67.50.118 : You can not get rid of on street parking. The four houses to the east of us have only 45 foot frontages, meaning they can only park 1 vehicle in front of their houses. Yet 3 of these properties have 5 cars each, meaning a total of 12 cars on the road between those 4 properties. We also park on the road because we cannot see to safely back out into traffic, where many cars run the stop sign. There is nowhere for these cars to go. Will they all park on Comerford? An extra 30 cars competing for space on Comerford? If you think you are going to move the bike lanes from Esquimalt to Lyall and the cyclists will magically use Lyall instead, you are sorely mistaken. Cyclists will still use Esquimalt road as it is the most convenient, least hilly route for them. They will have to take the lane, so all the cars will use Lyall instead. You will create a traffic headache on two roads. Esquimalt road with cyclists taking the lane, reducing traffic to 20 km, and Lyall with a ton more vehicle traffic on it trying to get around the bottleneck that Esquimalt road will become. Plus, nowhere to park, with residents constantly complaining about no parking, non-residents parking on their street, people blocking their driveways.

216.191.98.202 : Enforce the speed limit.

70.66.162.142 : There is already a bike lane on the street. It was out there decades ago- if we look after what we have these question would be different.

108.180.147.246 : Not clear if you are talking about all of Lyall or just the segment referenced

154.20.45.238 : Problem arises with not much parking for the Rec Center and Bullen Park events and I would like to see something done about that

173.183.120.47 : Major west East route

70.66.179.100 : No bike lanes. Esquimalt Rd has a perfectly good one that allows better access to businesses!

24.68.15.43 : Adding native plant features where possible, solar-powered light features where needed.

184.151.231.33 : Rename it Steamer Lane, our yard is burned by dog feces and urine along the front on Lyall st. and this is highly annoying when faced with entitled dog owners and their embarrassed pets.

76.121.130.211 : It's fine

70.67.45.37 : There always seems to be RV's and Motor homes parked along Lyall near the rec center? As well as commercial vehicles at night.

75.154.240.84 : I wish there was less heavy traffic.

92.184.104.138 : Lyall is a major pedestrian/cyclist route, with significant pedestrian and cyclist traffic already.

24.69.201.11 : As a motorist, I would feel better having protected bike lanes. There are a lot of young children in this area.

70.66.166.101 : Speed control between Fraser n lampson

70.67.57.75 : lots of traffic on this road and it not good driving this road the way it is.....especially for cyclists. Too narrow with parking allowed on both sides of the road.

70.66.178.182 : City to remove weeds from sidewalks. In fact that should be done all across town

70.66.183.233 : Stop with the un-needed expense, inconvenience and land waste of furnished zone sidewalks. People only ruin the furnished areas by stomping on them, putting out cigarettes etc.

209.52.88.186 : Shade trees

24.69.198.6 : Add sidewalk on north side between Grafton and Foster. Widen sidewalk on the north side between Foster and Nelson

142.36.65.205 : Don't make it the main bike artery for cyclists.

172.103.218.95 : none

24.108.184.132 : PUT ALL HYDRO POLES UNDERGROUND. PLEASE!

108.2.63.21 : It's largely residential, but it's straight and has few street trees. This encourages people to drive too fast. Street trees slow traffic and make walking much more pleasant.

70.67.58.13 : Road is badly in need of resurfacing/repaving

70.67.44.53 : Some cosmetic upgrades should be prioritized - especially east Lyall along PMQs and school (boulevard trees, hedge, etc)

70.66.188.151 : Far too many people abuse the speed zone, and we've got children's camps, seniors leaving parked cars, lacrosse box families getting out of cars, and cyclists trying to navigate this all the while.. Trees have overgrown the 30 km/h signs, so please trim the trees regularly, or beter still, Please place the signs overhead .

24.69.212.29 : There should be traffic enforcement for speeders and for stop sign runners on all the cross streets. With all of the infil housing, the number of vehicles has gone up considerably in the 15 years we've lived here and it can be very dangerous crossing streets as a pedestrian because of this.

175.177.4.130 : More trees to provide shade during sunny seasons! Lyall is VERY hot to walk along the entire length.

173.183.122.88 : try fixing the pot holes and collecting the garbage--idiots

24.69.129.69 : I am on Joffre. Lyall is busy enough and there is not enough parking. Vehicles block vision when turning into that road.

70.66.166.66 : It is a busy road being used by many modes of transportation it is great to finally see some interest in improving this corridor for everyone. Why is there no option for sidewalk on both sides? This street does not need large constant boulevards as the yards are well established providing great vegetation we need as much of the road right of way width to make it safe for all modes of transportation as well as at least one row of parking.

173.183.120.19 : If road parking is taken away, it will get pushed onto adjacent roadways

209.52.88.40 : Reduce the commercial vehicle traffic

70.66.188.36 : i live on lyall street and every day i only see a dozen bikes. why on gods green earth would we change it. also at my end of lyall we have all the over flow of parking from condo on Lampson. plus every house around here has a suite, there is not enough parking

173.183.122.24 : TIRED of bikes going through all the stop signs especially flying through Lyall and Lampson

70.66.166.219 : The cycling lane should go on Esquimalt Rd not Lyall

72.143.239.157 : Terrible street for not stopping at stop signs. Need police presence

204.191.179.50 : if it ain't broke, don't fix it.

107.190.18.167 : Traffic circles rather than 4 way stops, if there is enough room

107.190.18.167 : I like Lyall St, it is pleasant and useful the way it is now. Shared use markings would be a good addition.

70.66.174.197 : Too much congestion on Lyall street and a bike lane would only cause more problems ie City of a

Victoria - what a mess! Also, ranking in a survey is an individual's option. Using a highest to lowest ideal and the individual only able to use the number once is a predetermined form. It does not allow the individual to honestly answer the questions,

70.67.48.42 : There needs to be safety measures increased in order to better protect our children who use this to walk and bike to Macaulay School, as well as a main street of transportation around our neighbourhood.

142.36.96.141 : from Fraser to Canteen needs to be slower-50km/h is too much and it's too crowded there too. visibility is often limited and there is much traffic and it's just not safe whether you're driving or cycling or walking.

108.180.242.18 : new asphalt.

184.69.29.250 : Please keep the speed limit down. I think of it as a residential street where people live, not a commuter thoroughfare.

70.67.60.26 : With all the street parking I think a bike lane is a pipe dream.

70.66.181.180 : Residential only parking needed

70.66.174.9 : On paper, Esquimalt is a township. In reality, it's a place come and go from. Don't impede cars anymore than you already are. Learn from Victoria's mistakes. We don't need bike lanes.

70.66.166.219 : There are people parking on Lyall who go to the corner church. Can't narrow Lyall street either because the road is used by commercial trucks, the navy transport and cars race down this street at all times. The Fire department also uses this road often. Why should Lyall have a bike Lane? Esquimalt rd has already provided this lane for cyclists which is mostly flat to the new Blue bridge....

154.20.47.195 : Hated the previous shared use sidewalks. Really need traffic calming for Dockyard end, speeding is rampant.

70.67.57.39 : Sidewalks need much work-uneven, broken, signs on sidewalk indicating bike riding acceptable-used by school kids every day for biking.

70.66.177.251 : If you do not live on Lyall st why are you allowed to take survey? some taking this survey do not even live in Esquimalt

207.6.183.164 : Traffic calming efforts on Esquimalt and Admirals have diverted drivers to Lyall street. Traffic is slow enough already with 2 of the biggest employers using Lyall St. as a main route. During Esquimalt events, Buccaneer Days, Ball tournaments, rib fest etc. Lyall Street needs all the parking we've got. Many residents also don't have their own driveways.

70.66.170.35 : Traffic calming and better cycling infrastructure are important.

207.6.183.164 : Better patrol for speeders. Constant issue in the current 30k zone

70.66.181.28 : Not at this time

70.66.181.28 : No

70.66.181.28 : Speed limit down to 40.

176.180.156.80 : Safe space to bike will help kids going to school

70.66.130.179 : I hope that this project doesn't mean that cycling lanes on Esquimalt will be removed. I'm likely to continue to use Esquimalt Rd as a more direct cycling connector.

96.54.250.132 : Making it fully bike friendly should be top priority.

70.66.179.216 : we have a designated bike line on the sidewalk; in 17 years I have seen this lane used TWICE

70.66.170.102 : more people from Lampson are parking here because of that street's lack & sometimes for days without moving- a few employees of McCauley Lodge park in front of residences leaving less street parking spaces for residents which is really annoying

69.9.106.115 : There is minimal parking on this street and parking on only one side would be impossible. There is



often many vehicles parked for special events and it is difficult to get parking close to home.

154.5.239.193 : Great alternative to Esquimalt Rd for east to west or vice versa bike travel.

70.67.252.18 : Slower speed limits.

75.156.75.110 : better signage to get to the beach!

75.157.130.244 : Please add bike lane, thank you.

198.103.152.51 : I am concerned about the changes with the new sewage treatment plant and how that will affect the safety of cyclist

70.66.160.200 : Lyall Street is not ideal as a bike route, because while quite flat, it is out of the way and inconvenient, compared to the ease and directness of cycling on Esquimalt Road.

184.66.248.152 : Parking should not be a priority, remind the public that there are plenty of driveways and you can always park around the corner! Bike lanes should be fully protected thru intersections, i.e. no car can turn across while bike signal is green.

24.69.191.139 : Integrate the bike lane with other corridors, provide a safe biking network, activate the E&N Line.

24.69.201.146 : during morning rush and especially the afternoon rush to get home cars speed down Lyall. There a lot more families with kids moving in so it would be great if it were more of a walking biking road.

70.67.48.6 : I live directly across from Macaulay School and during the school year parents dropping off and picking up children fill both sides of the street. Many times I can not get out of my own driveway as parents have parked blocking access to it. If even one side of the street had no parking it would create a dangerous condition, as people try to pick up and drop off kids. I work from home and during the day I see very few bicycles using this part of the street. Also during the off hours in the summer we get many people parking on this section of the street while using the school yard to play sports. There is also the Group home on this block and there are always cars parked in front of it from staff and visitors. I realize that bicyclists need to be safe, but any solution must not create dangerous conditions for other road users. I am amazed that the traffic conditions created during the school year both in the morning and afternoon have not led to someone getting hit. If a bike lane must be put in and parking deleted then alternate parking must be arranged for the school. Making Lyall Street a bike route will also create some problems at the four way stops along the way as very few if any bicyclists stop or in some cases even slow down at these corners. I have personally had quite a few close calls with bikes not stopping at the stop signs or flashing Red lights. I think we should all be able to share the road, but I also think that the rules of the road should be enforced for all users. On several occasions I have seen bikes not stop at the four way at Lyall and Lampson while police Officers were present and they never stopped the rider. So please make sure whatever solution you use is not a all for one and no one else type thing.

205.250.196.65 : The residents will manage if they can park one vehicle, either in a driveway or on the street. They might not think it, but they can. The world will not come to an end.

24.69.204.42 : no

107.190.20.14 : Add some covered bike parking

70.66.176.190 : This road is already narrow. If you take away parking then it will be forced onto our deadend side streets that are even narrower. This is a bad plan to make changes. Reduce the speed on Esquiamlt Rd and Lyall to 40kmh and enforce it. Put some green paint at the major parking lot entrances to remind people of the bicycles. If you want a bigger bike lane, then take out he medians on Esquimalt Rd or make them narrower. Let's not make the problem worse for much of Saxe Point because some peopel will not fix Esquimalt Rd and reduce the speed. Also consider putting in a parkade at Archie Browning as more parking is required in the future not less. Do you want people on Lyall to turnr their front lawns into parking lots? Really? Slow down the traffic from the base and

shipyard. I ride my bike on Lyall and it is fine except when traffic is speeding. If you narrow Lyall St it was also impact emergency response vehicles. If you do anything, think about the impact of the property owners along Lyall St. They should be compensated for losing parking as these houses have been here for years.

154.5.144.206 : Have someone that listens {964 Lyall} to drop by and we'll assist you having been here 49yrs

24.108.184.132 : Install proper matching sidewalks and trees along the street. Get rid of the hydro/power lines, put them underground.

75.154.241.157 : I don't think traffic volumes are such that we need cycling lanes. Lots of options for East/West travel on parallel streets. I'm a cyclist.

108.180.7.139 : Lyall Street is an important greenway in Esquimalt and should be designated as such and given priority for non-motorized use.

70.66.166.250 : Too narrow for bicycles

173.183.123.106 : See #5

207.23.96.103 : I am symapthetic to the constraints you face re-working Lampson. I have high hopes for what you might do for Lyall.

24.69.197.247 : public art type of things - markers, benches for enjoyment and safety of seniors and disabled; a bit more like a Fernwood community dynamic feel connected with Saxe Point and the Sea happiness

End of the report 7/30/2018 11:25:01 AM Pacific Daylight Time