

From: Heather Spinney [REDACTED]
Sent: November-15-24 6:16 PM
To: Council
Subject: Phase 2 Bike Lane Engagement Process

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council –

I am writing in support of the Town Center Businesses who have expressed a strong concern for the Phase 2 Bike Lane Engagement Process.

I can appreciate that a loss of street parking will have a serious impact on the ability for these businesses to continue to thrive.

From an observation point of view, I have often seen elderly people and people with disabilities using the bank machine in the base of our building.

Caregivers are currently able to place them right at the door by having parking immediately in front.

Thank you for the opportunity to provide our thoughts in solidarity with our neighbours.

Kind regards,

HEATHER SPINNEY
PRINCIPAL, ARCHITECT AIBC, CPHD
heather@studiopa.ca



401 1245 ESQUIMALT ROAD
VICTORIA BC V9A 3P2



From: Sue Adams [REDACTED]
Sent: November-16-24 8:47 PM
To: Council
Subject: Phase II Bike Lanes Joffre Street to Canteen Road
Attachments: Phase II Bike Lanes Esquimalt Road.docx

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Please find attached a letter I have written in response to the alternative bike route proposal submitted by the representative of Town Centre Businesses.

Thank you.

Susan Adams
854 Carrie Street
Esquimalt, B.C. V9A 5R4

Dear Mayor and Council,

I see that a representative of Town Centre Businesses wishes to present an alternative plan to what has already been proposed for Phase II of Esquimalt's Active Transportation Network Plan, specifically: bike lanes on Esquimalt Road between Joffrey Avenue and Canteen Road. I've looked at their proposal and, as a person with nearly 40 years of year-round cycling in greater Victoria under my belt, and a resident of Esquimalt for the past 30 of those years, I have to say that I don't like the plan they're suggesting.

As it happens, most of the stops I make when I'm biking in downtown Esquimalt are along Esquimalt Road in the few blocks between the Esquimalt Plaza and Admiral's Road, so having the safe cycling network diverted from the most direct and practical route doesn't work for me and, given that "Option 1" – protected bi-directional bike lanes on Esquimalt Road - was ranked highest by residents surveyed (Watt Consulting Group), I would say a detour down to Lyall Street doesn't suit most others either. The very idea perpetuates a car-centric attitude, and shows a lack of desire to rank the safety of those wishing to use active alternative transport – in this case cycling – as something worthy and deserving of equal consideration.

Aside from being shuffled off of the main street, which is where my destinations are for the most part, here are some problems I see with this business group's proposed route:

- They suggest cyclists west-bound on Esquimalt Road cross from the north side of Esquimalt Road and enter the Esquimalt Plaza parking lot using the pedestrian controlled light at Fernhill. Their map shows the traffic light aligned with their proposed "bike path" route through the shopping centre parking lot along the aisle immediately west of the Archie Browning Centre. It isn't. Are cyclists meant (once they cross Esquimalt Road) to do a sort of u-turn back in the direction they came from, which would take them across the driveway of the Plaza (busy with vehicle traffic accessing and egressing), and then turn right into the actual aisle (immediately in front of Archie Browning) the Town Centre business group hope the bike lane will be installed along? Or do they think the pedestrian controlled crosswalk on Esquimalt Road should be moved to the east side of Fernhill so it's more aligned with their proposed "bike path" through the Archie Browning and shopping centre parking lot? I doubt they want to move the pedestrian controlled crosswalk since they're claiming that their plan would negate the need to install a temporary light on Esquimalt Road at Joffre during construction, which they feel will impede vehicle traffic.
- They seem to suggest the bike path should then both continue south through the plaza and Archie Browning parking lots all the way to Lyall Street AND that it should turn right at the NORTH end of Bullen Park and continue through to the Esquimalt rec centre parking lot or sidewalk and Fraser Street. If they mean that the path should keep to the north end of Bullen Park and go through the Esquimalt Rec Centre parking lot, that would result in the loss of parking stalls at the Esquimalt rec centre, which they haven't accounted for.

- They say the plan would result in the removal of 18 – 90° parking stalls (at the northeast end of the Archie Browning and Plaza parking lot), and gain 11 parallel parking stalls in that aisle. They describe it as a net loss of 11 parking stalls, so I actually think they may have meant that 11 parking stalls would be lost and 7 parallel parking stalls would be gained. I'm not sure there is room for both the double-wide bike path they propose and parallel parking stalls, so there would be a loss of either the 11 parking stalls they claim or all 18 parking stalls. Either way, it's interesting that the group is OK with the loss of those parking stalls (“...small sacrifice of parking...”), but not with losing any parking stalls on Esquimalt Road itself. If there are bike lanes installed both eastbound and westbound on Esquimalt Road, and if there is no “floating” lane of parking spaces being considered, I think there would be a total of about 25 street parking stalls lost between Joffre Street and Admirals Road.
- This proposed plan includes removing (or transplanting) trees from the east and south ends of Bullen Park to install paved bike paths there, and I'm not sure what they think should happen with the lacrosse box and its bleachers when the path reaches that point.
- The Town Center business group suggest the bike path cross Fraser Street in front of the Esquimalt Rec Centre and continue along a painted bike lane on Carlisle Avenue. The first 100 feet or so of Carlisle (westbound from Fraser) are in very rough shape and would need to be resurfaced to be bicycled on in any comfort.
- This proposed plan seems to rely heavily on “painted” bike lanes, but most survey respondents commenting on barriers to cycling claim that “painted” bike lanes do not provide sufficient protection for them to feel safe cycling.
- They claim that their routes would provide safe access to side-street routes where Town Centre businesses and services can be accessed, but the fact is that, if the businesses or services people want to access are ON Esquimalt Road, sooner or later cyclists will be biking on Esquimalt Road, and most would vastly prefer NOT to have to go some convoluted route to get there.

I know that the Town Centre businesses fear their businesses will suffer due to the loss of street parking on Esquimalt Road, but I have observed that – just as they say that alternatives on quieter side streets are available to cyclists – so too are some parking spaces available on those same quieter side streets. As someone who also drives a car, I have to say that, if I really needed to get to a business or service I couldn't bike to, and I knew parking would be problematic, I would make alternate arrangements (like asking someone else to drive me, or taking a bus or taxi). Not possible for everyone, I know, but it is an option for most.

I do appreciate that the Town Centre business group at least went to the effort of coming up with an alternative plan rather than just complaining about bike lanes. However, their proposed plan doesn't fit with Esquimalt's declared Visions and Goals of having its active transportation facilities and network well connected, and of offering all residents greater protection from motor vehicle traffic so that all trips can be done safely and comfortably by walking, cycling, or rolling. This would obviously include all trips along our main street: Esquimalt Road.

Both as a cyclist and driver of a car I don't personally think that all of the new bike infrastructure has been necessary, but I strongly believe the particular stretch of Esquimalt Road in question – especially between Joffre Street and Admirals Road - does merit the addition of bike lanes that are separate from traffic and parked vehicles.

Please honour your commitment to keep provide people wishing to use active transportation access to a well-connected network (such as the direct route along the entirety of Esquimalt Road, in both directions), and please also honour your commitment to keep us safe while we do so.

Thank you for your consideration.

Susan Adams
854 Carrie Street
Esquimalt, B.C. V9A 5R4

From: Mirjana Rousseau [REDACTED]
Sent: November-17-24 6:36 PM
To: Council
Subject: [Spam] Concerns about the Phase Two Bike Lane Engagement process

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and council,

My name is Mirjana, I am the owner of The Blue Raven Hair Studio located on Comerford st.

I write to you today to express my deep concern about the lack of transparency with the bike lane engagement process and to show my support of my fellow Town Center Businesses.

By withholding information, such as providing a full description of all possible alternate routes on the upcoming survey and at the open house, how can any residents, business owners etc make an accurate assessment as to how these plans will affect them? Without being given a full and clear picture it is not reasonable to expect this.

As my business is located on one of these side streets I can tell you from direct experience that there is not a lot of parking options available as they all get filled very quickly. To increase the demand for parking by removing even more parking on Esquimalt road will have a huge impact.

Unfortunately I cannot attend the meeting tomorrow but want to make sure that my voice is counted in support of the concerns of my fellow town center businesses as they are my concerns as well.

I greatly appreciate you taking the time to hear me out.

Kind regards,

Mirjana Rousseau

Sent from my iPhone

From: Kristina Egyed [REDACTED]
Sent: November-18-24 9:12 AM
To: Council
Subject: Phase 2 Bike Lane Engagement Process - ATP2

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

Please find attached my thoughts on the ATP bike lanes along Esquimalt Road. Having been involved in bike lane and access issues in two different communities—Commercial Drive in Vancouver and Deep Cove in North Vancouver—I bring experience from the business perspective. I've owned retail locations in both areas and held key roles within their respective Business Improvement Associations (BIAs).

While I believe bike lanes are important and necessary, their placement and the engagement of the local business community within the trade area are critical. Below are some of my key thoughts in bullet form:

- **Engagement Timing:** There needs to be greater consultation and engagement with Esquimalt businesses. The fourth quarter (Christmas) and early first quarter (trade shows and recovery) are not ideal times for businesses to focus on such significant issues.
- **Open Houses:** Businesses require multiple open houses held at varying times of day and on different days of the week to ensure broad participation.
- **Data Assessment:** More time is needed for a thorough assessment of the data. How is input being weighted among non-residents, residents, and businesses? Is feedback being considered based on the number of people impacted, depending on the source of the input?
- **Timing and Construction Strain:** Why now, when businesses are still recovering from COVID and inflation, and Esquimalt is grappling with extensive construction along the corridor? This construction has already increased residential parking pressure due to trades, and bike lanes would add to this strain. Furthermore, will the bike lanes at 900 Esquimalt or the Dencity site need to be torn up and replaced later, similar to current road closures on Head Street - the optics of such disruption would not reflect well on planning and community priorities.
- **Alternative Approach:** Has the City considered slowing traffic on Esquimalt Road instead of creating a commuter route? For example, widening sidewalks to improve accessibility and fostering a more meandering, village-like setting to stimulate business activity along the main trade route. This could align with the 30 km/h speed goal.
- **Admirals Road:** What data supports traffic changes on Admirals Road before and after the installation of bike lanes? What engineering solutions are being proposed to address the challenges customers face when accessing businesses on Admirals Road or navigating in and out of Esquimalt's west side?

Thank you in advance for your consideration of these points.

Sincerely,

Kristina Egyed



[InkFish Collective Ltd](#)

From: [REDACTED]
Sent: November-18-24 12:00 PM
To: Council
Cc: [REDACTED]
Subject: Phase 2 Bike Lane Engagement

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Members of the Esquimalt Council,

Due to coming down with a very bad case of the flu here over the weekend I will not be attending tonight's meeting to keep everyone safe. So I will be addressing what I would have said here instead. I hope you will still give it the time and consideration you would have had I spoken at the meeting tonight.

I am of course writing in support of the Esquimalt Town Centre businesses as a business owner who will be impacted. But most critical of all I am writing as a general member of Esquimalt community.

I just have one question for Esquimalt Council and the Mayor and that is, why? Why is there such a huge mad rush to get Phase 2 confirmed before work has even begun on Phase 1? Why is there such a strong and reckless desire to spend millions of TAXPAYERS money on a plan with very poor planning, public engagement and feedback, study and research and leadership? Why would you put so many businesses which are the lifeblood of your community and central to Esquimalt's future at risk when there are other better alternatives? You have the trust of all of Esquimalt to act in good faith for what's best for the majority of the community, to explore all possible options and to use taxpayer money in a responsible manner.

Due to the current heavily flawed engagement plan Esquimalt Council cannot do those things. How can you collect meaningful public data with an open house only announced 10 days to it's opening? With informational materials being sent out in a junk mail format and available only 7 days prior to that? Without all possible alternative routes being considered? Without studying and releasing the usage data for other similar bike lanes that have gone in? As it stands your commitment to reckless action in the face of such questionable advice and planning will only result in the wasting of millions of taxpayer dollars and the destruction of your core downtown business profitability and use. If the bike lanes go through as they CURRENTLY ARE PROPOSED businesses will close. Members of Esquimalt community WILL lose their jobs. Esquimalt WILL lose critical commuters from Victoria and their income who travel into Esquimalt to access these businesses. Parking along Esquimalt Rd is ALREADY at maximum capacity, I invite you to bring a lawn chair and park it along the street and watch from sun up to sun down. And this is before construction on the surrounding large projects begins which will result in a large number of workers needing parking space for years to come.

The engagement process is heavily flawed and being conducted in bad faith. I strongly encourage members of Esquimalt Council to listen to why that is and ways it could be improved. You owe it to Esquimalt to take a careful, slow and well-reasoned approach going forward.

Thank you,

Torren Eraut
Panago Pizza Esquimalt