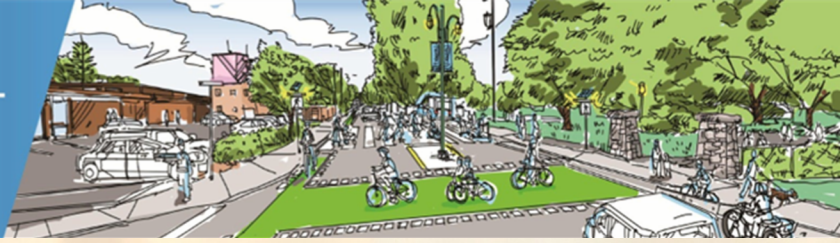


WHAT WE HEARD REPORT

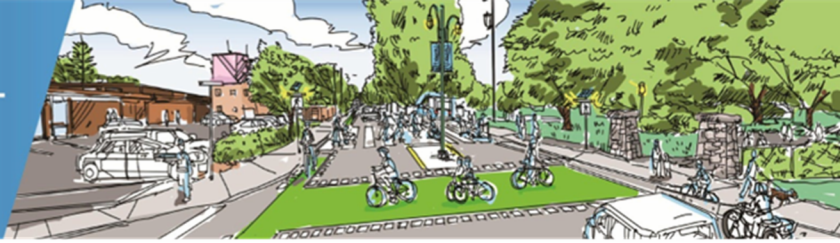
APRIL 2026



Territorial acknowledgement

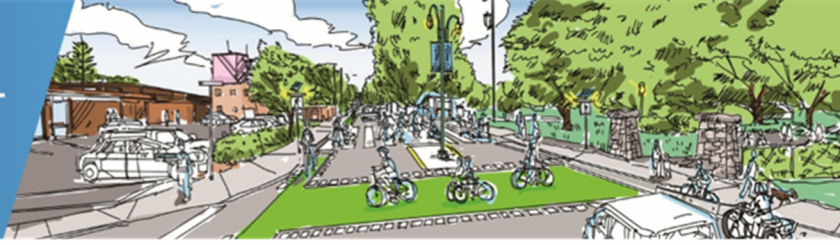
The Township of Esquimalt gratefully acknowledges that it is within the Traditional Territories of the x^wsepsəm (Kosapsam) Nation & Songhees Nation whose historical relationships with the land continue to this day.





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Introduction

Esquimalt Road active transportation improvements

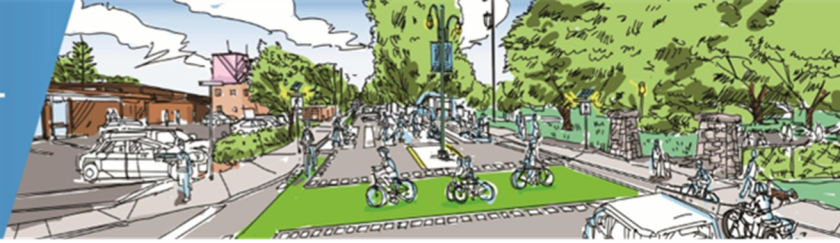
The Esquimalt Road Active Transportation Improvements and Utilities Upgrades Project's goal is to better connect Esquimalt Road to critical areas, including the City of Victoria, Department of National Defense lands, business centres, recreation centres, and other local and regional destinations by allowing safe access to multiple travel modes.

Engagement for the project has been conducted in multiple phases, reflecting the evolution of the project design. Initial engagement in 2024 focused on Phase 1 improvements. A second round of engagement in early 2025 gathered input on Phase 2 of the project, which at that time considered the full corridor from Joffre Street to Canteen Road and included routing options.

Since that time, the Phase 2 project area has been refined and split into two further phases. The updated Phase 2 now includes the segments from Joffre Street to Fraser Street and from Admirals Road to Canteen Road, with the section between Fraser Street and Admirals Road identified as a future Phase 3.

A third round of engagement was conducted between February and April 2026 to support the detailed design of Phase 2. This round focused on gathering feedback on specific design options and trade-offs, including bike lane treatments, parking impacts, intersection and crossing improvements, and transit considerations such as a proposed new bus stop along the corridor.

This report summarizes what we heard during this phase of engagement, including participants' support, concerns, and questions about the proposed design.



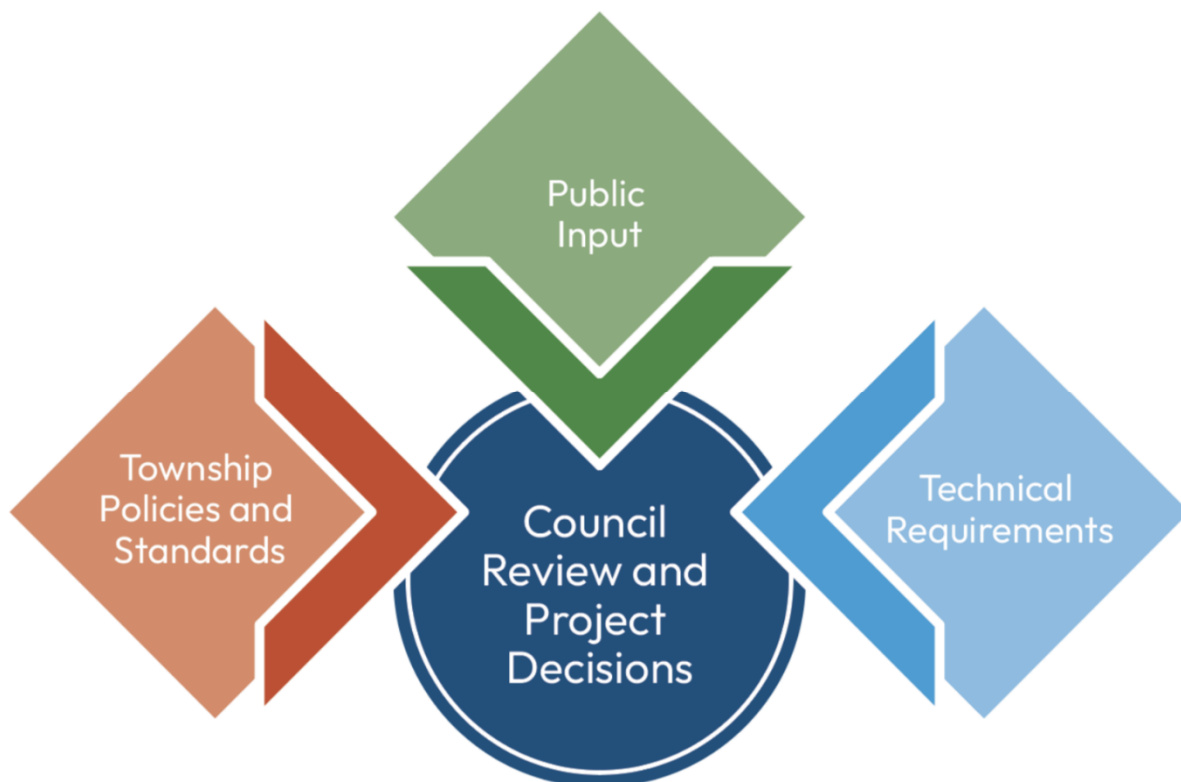
Decision-making process

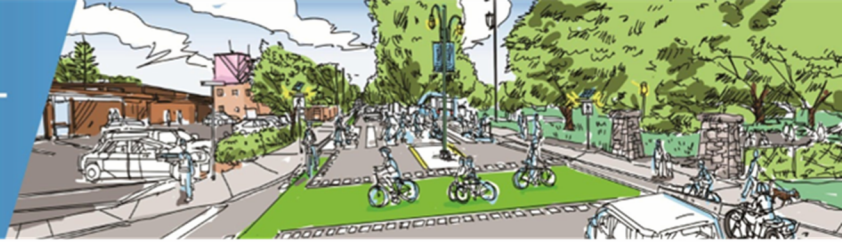
Township plans and policies such as the Active Transportation Network Plan, Official Community Plan and Integrated Parking Management Strategy all contribute to the outcome of the plan.

Each area in Esquimalt is unique, which makes it critical to have the design team gather input from the residents who live, work and play in the area as part of the design process. For this project, this includes capturing public feedback in person through open houses, meeting one on one with businesses, online through the project site and through an online and hard copy survey.

Another key aspect of our decision-making process is to coordinate other asset renewals including road and underground utility work to reduce future impacts on this vital corridor while being fiscally responsible.

The corridor alignment for Phase 2 was confirmed through an earlier round of engagement in Winter 2024/2025, which considered multiple routing options. This round of engagement focused on design treatments and trade-offs within that confirmed alignment.







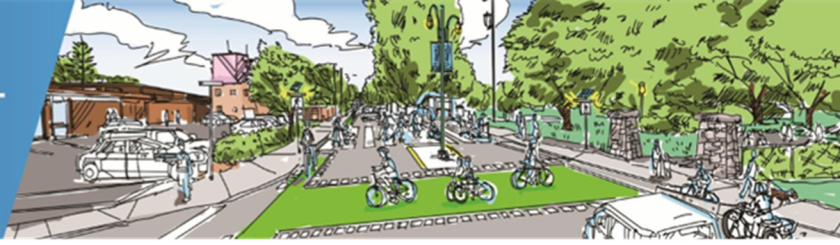


What we did

Beginning in February 2026, we launched a second round of Phase 2 engagement, including an online survey on Engaging Esquimalt and an open house to gather community feedback on Phase 2 routing options.

We engaged a total of **431 participants** in this round of engagement.

	Public engagement opportunity	Participation	Date
	Project website Engagingesquimalt.ca	1,800 page visitors	February 19, 2026 to April 5, 2026
	Public survey	361 participants	February 19, 2026 to April 5, 2026
	Community partner outreach	Two community partner organizations	February 19, 2026 to April 5, 2026
	Open houses	70+ attendees	March 31, 2026



How we got the word out

From February 19th, 2026, to April 5th, 2026, we reached out to the community both online and in person. This included social media, direct mail, e-newsletters, news coverage in local media and our website. The goal was to encourage people to participate in the online survey, attend the open house, and visit the Engagement Esquimalt project page.

Online

- Engaging Esquimalt project page (358 engaged visitors)
- Meta advertising campaign (7,554 ad views and 231 post engagements across Facebook and Instagram)
- Facebook posts (3,537 post views and 280 post engagements)
- Instagram posts (305 views and 4 engagements)

E-newsletters (subscriber-based)

- E-newsletter x 4 (600 subscribers)
- Esquimalt business newsletter (600 subscribers)
- Engaging Esquimalt subscribers (285 subscribers)

Email

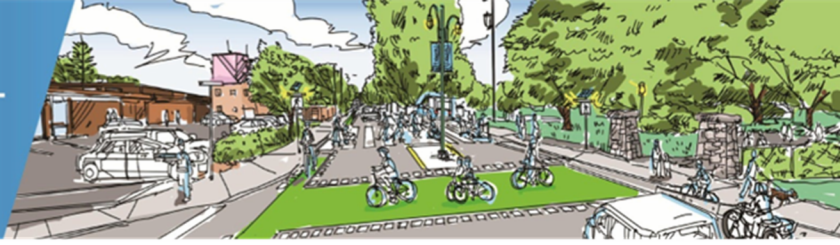
- Letters to x^wsepsəm (Kosapsum) Nation & Songhees Nation

Mailouts

- 10,000 postcards sent to Esquimalt homes and businesses

Community outreach

- News releases
- News article on Island Social Trends
- News article in Victoria Buzz
- News article in Victoria News
- News article in Check News
- Radia interview on CFX news radio

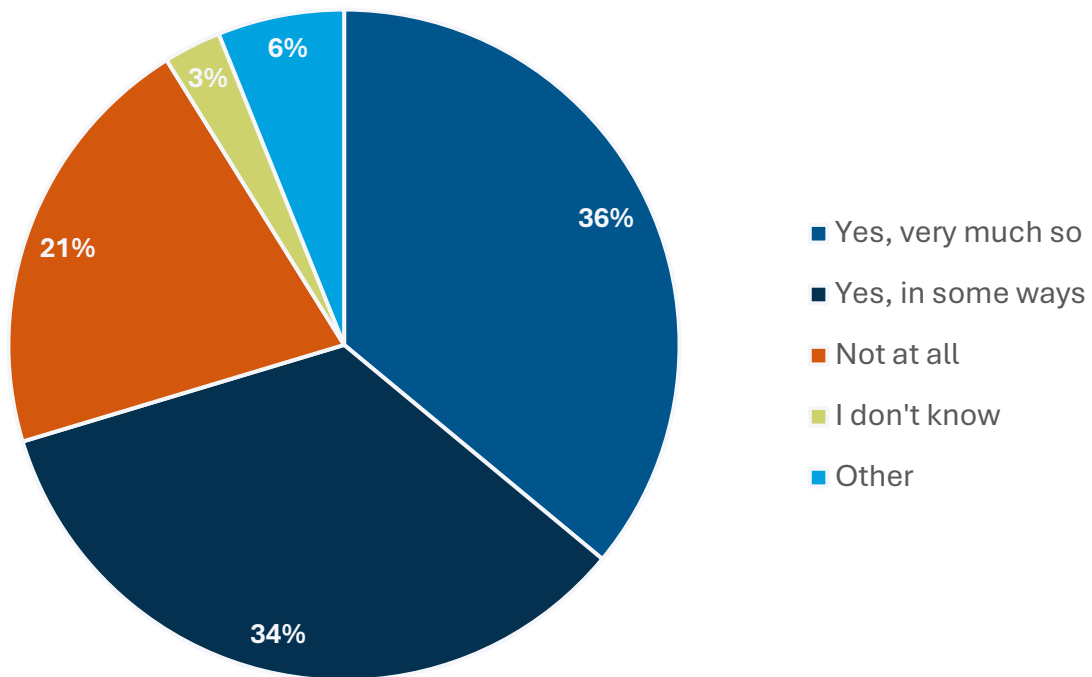


What we heard in the survey

This section presents key themes and feedback from Phase 2 of engagement, drawing on input from participants in the online survey and open house.

Question #1 - Does this design support Esquimalt's goals for walking, biking, rolling, and transit in this area?

Thirty-six percent of participants support Esquimalt's goals for walking, biking, rolling, and transit, while thirty-four percent expressed partial support. Twenty-one percent of participants do not support the goals.

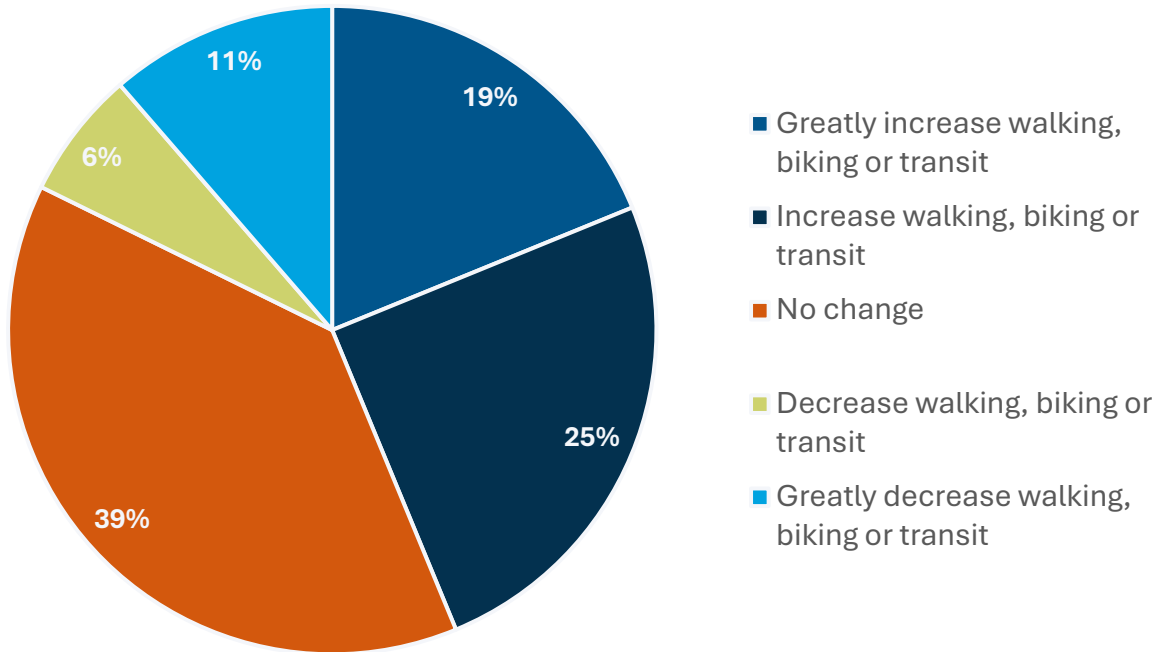


361 responses

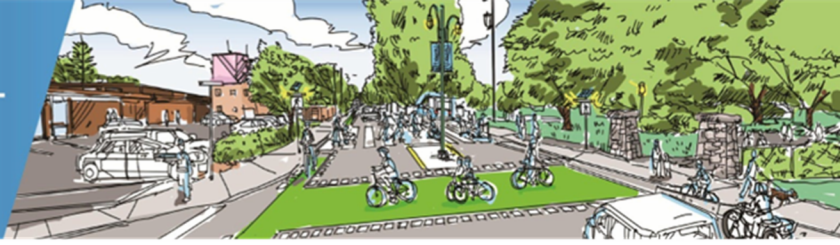


Question #2 - Will this design change how you travel on Esquimalt Road?

A total of forty-four percent of participants said the design would increase walking, biking, or transit use. Thirty-nine percent said it would not change their travel habits.

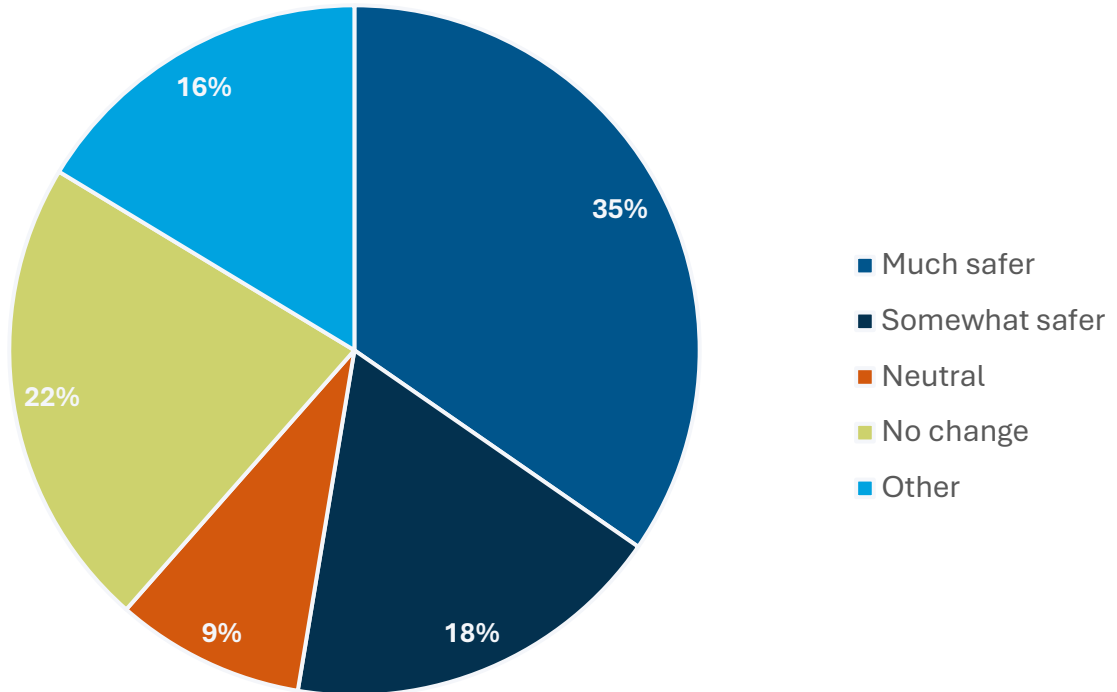


361 responses

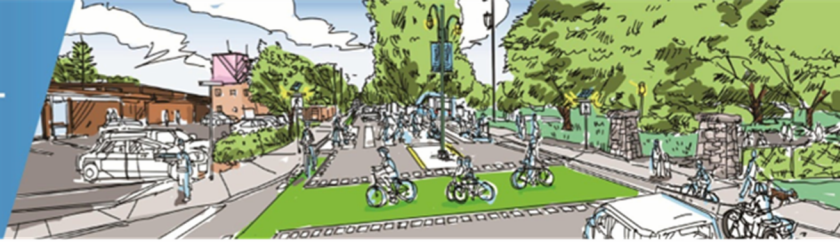


Question #3 - How much does this design make you feel safer and more comfortable biking or using a mobility device along Esquimalt Road?

Over half of participants (a total of 53%) said this design would make them feel safer and more comfortable biking or using a mobility device along Esquimalt Road. Some participants (22%) said the design would have no change on how they feel.

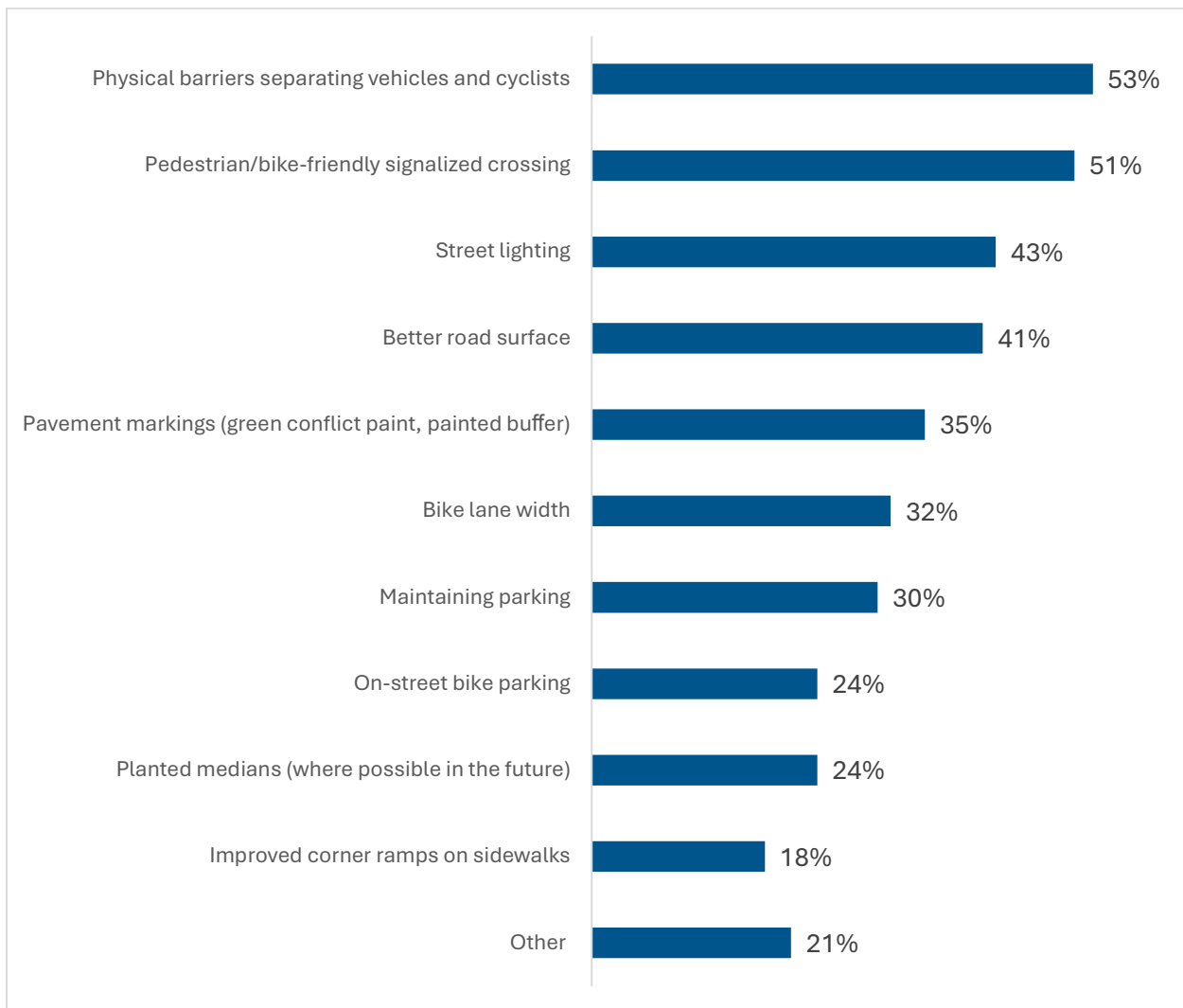


361 responses

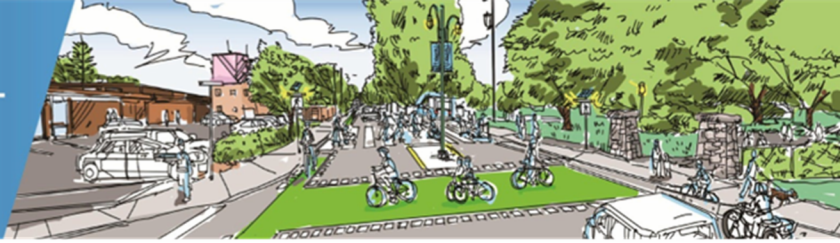


Question #4 - What design features are most important to help you feel safe and comfortable using Esquimalt Road?

The top five design features that were most important to participants feel safe and comfortable were: physical barriers separating vehicles and cyclist (53%), pedestrian/bike-friendly signalized crossing (51%), street lighting (43%), better road surface (41%), and pavement markings (35%).



361 responses



Question #5 - Are there places along Esquimalt Road where you think improvements are still needed but aren't shown in the current design? Please tell us where and what you would like to see improved.

Among 189 online and 14 open house responses, participants identified a wide range of considerations for the Esquimalt Road corridor. Road condition and bike lanes were the most frequently mentioned themes, reflecting their importance to the community. Additional topics included traffic flow, project gaps, pedestrian needs, safety, parking, construction impacts, cost, and landscaping.

Overall, the feedback shows strong community interest in improving Esquimalt Road, with varied perspectives on priorities and design. Many participants emphasized safety, connectivity, and infrastructure quality, especially for cyclists and pedestrians. Others focused on traffic efficiency, parking, affordability, and road maintenance. The segment between Fraser Street and Admirals Road was frequently identified as a key concern, highlighting the need for careful implementation and clear communication about future phases.

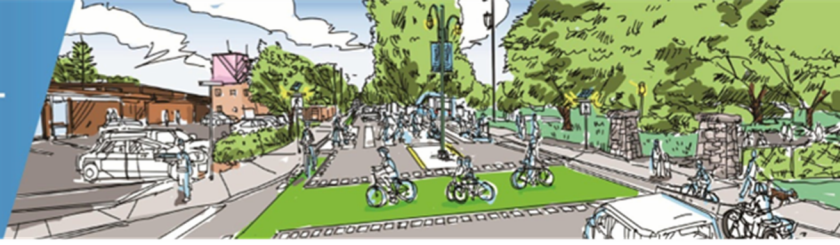
Road conditions

Participants most frequently commented on road condition, noting:

- Uneven pavement, potholes, and surface deterioration along Esquimalt Road
- Long-standing maintenance needs, particularly between Fraser Street and Admirals Road
- Interest in prioritizing resurfacing and road repairs as part of corridor improvements
- Observations that road geometry, narrowing, and alignment changes affect comfort and usability
- Sightline limitations related to medians, vegetation, and roadside features
- Accessibility considerations for people using mobility devices

Bike lanes

Participants shared diverse perspectives regarding bike lanes, including:



- Support for continuous, physically protected bike lanes to improve comfort and perceived safety
- Preference for concrete barriers over paint or flexible delineators in some locations
- Concerns that some barrier types, planters, or bollards may introduce challenges for cyclists
- Interest in locating cycling infrastructure on side streets rather than the main corridor
- Considerations related to emergency vehicle access and operational flexibility
- Recognition of the need to balance cycling infrastructure with other transportation uses
- Requests for protected or raised bike lanes west of Admirals Road, including near Esquimalt Plaza
- Preference for buffered bike lanes in some areas as a way to balance safety and emergency access
- Requests for clearer definition of cycling facilities proposed in future phases

Traffic flow

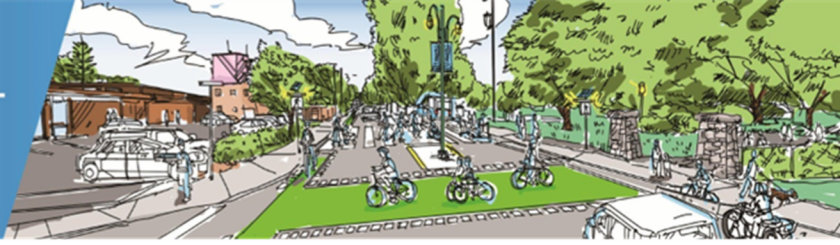
Traffic movement and efficiency were frequently raised, with participants noting:

- Perceived changes in travel times and congestion along Esquimalt Road and connecting routes
- Observations that lane reductions and alignment changes affect driving patterns
- Interest in signal timing adjustments, traffic sensors, and corridor optimization
- Desire to maintain efficient movement for commuters, transit, deliveries, and families
- Consideration of Esquimalt's limited access points on and off the peninsula

Project gaps

Participants identified several locations where improvements are not currently proposed, including:

- The segment between Fraser Street and Admirals Road as a key area of concern
- Questions about the timing and sequencing of future phases
- Suggestions to consider interim measures where full upgrades are deferred
- Importance of completing missing links to support overall corridor functionality



- Expressions of urgency and concern about how quickly future phases will be delivered

Pedestrian

Pedestrian-related feedback focused on comfort and safety, including:

- Requests for wider, more continuous sidewalks
- Concerns about crossings near libraries, plazas, and bus stops
- Signal timing that may be challenging for slower-moving pedestrians
- Accessibility considerations for seniors, children, and people with disabilities
- Interactions between pedestrians, cyclists, and vehicles in constrained areas
- Concerns that pedestrian routes and crossings require detours, reducing convenience
- Requests for additional pedestrian crossings at key locations
- Suggestions to consolidate or remove pedestrian signals where nearby crossings exist

Safety

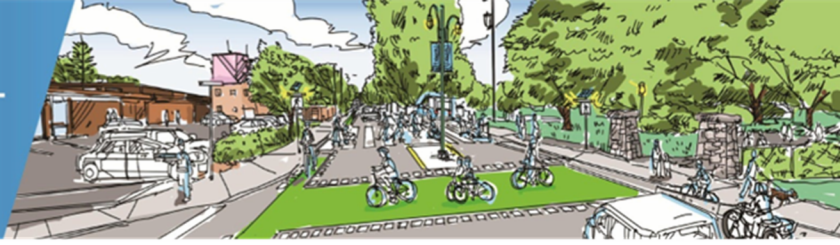
Safety was raised across modes, with participants highlighting:

- Visibility and awareness at intersections and crossings
- Turning movements that may create uncertainty or conflicts
- Interest in enhanced signalization, including pedestrian and cyclist-focused phases
- Desire for clear, intuitive designs that support predictable travel behaviour
- Attention to safety near driveways and high-access areas
- Requests for Leading Pedestrian Intervals (LPIs) at key intersections
- Concerns that some planters, barriers, or landscaping elements reduce visibility

Parking

Parking availability was an important consideration for many participants, including:

- Concerns about reduced on-street parking along Esquimalt Road
- Accessibility needs for seniors, people with mobility challenges, and short stops
- Potential impacts on local businesses and visitors
- Interest in residential permit parking in some areas
- Requests for clearer signage and wayfinding to alternative parking options



- Requests for stronger, clearer, and more visible parking signage, particularly for seniors and visitors
- Interest in improved parking management and enforcement (e.g., short-term vs. long-term parking)
- Requests to retain parking on specific segments or sides of the road
- Concerns about loss of key loading, drop-off, or accessible parking areas
- Interest in designated accessible parking spaces on nearby side streets or parking zones

Construction

A smaller number of participants commented on construction impacts, noting:

- Cumulative effects of multiple projects occurring at the same time
- Challenges related to construction-related disruption
- Interest in coordinated phasing and scheduling to reduce impacts

Cost

Cost considerations were raised by some participants, including:

- Awareness of tax implications and affordability
- Interest in focusing investment on core infrastructure needs
- Questions about long-term value and prioritization of investments

Landscaping

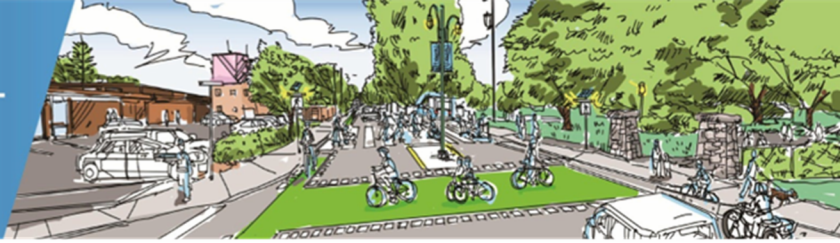
Feedback on landscaping and streetscaping reflected varied perspectives, including:

- Appreciation for greenery and aesthetic improvements in principle
- Considerations about sightlines and visibility at intersections
- Maintenance and long-term upkeep considerations
- Interest in balancing visual improvements with safety and functionality

Process and communication

A small number of comments raised broader questions about the project process, including:

- Requests for greater transparency about project drivers, funding sources, and decision-making
- Questions about how input is used and how design decisions are influenced



Location-specific feedback

Participants identified several specific locations along Esquimalt Road where they felt additional improvements may be warranted, most notably the segment between Fraser Street and Admirals Road, as well as key intersections at Admirals, Lampson, Fernhill, and near Esquimalt Plaza.

Fraser Street ↔ Admirals Road (Most Frequently Referenced)

This segment was by far the most frequently cited location.

- Identified as a significant gap in the current project phase
- Described as uncomfortable or unsafe for people cycling due to narrow lanes, parked cars, and uneven pavement
- Raised as a priority for protected bike lanes and corridor continuity
- Concerns about long-standing pavement deterioration
- Requests to address this segment sooner rather than deferring to a future phase
- Identified as important for access to businesses, the municipal hall, and key destinations

Admirals Road and Esquimalt Road (Intersection)

Participants repeatedly referenced this intersection.

- Pedestrian and cyclist safety concerns related to turning movements
- Requests to restrict right-turns on red or adjust signal phasing
- Visibility and sightline concerns
- Desire for additional traffic calming and clearer protection for vulnerable road users

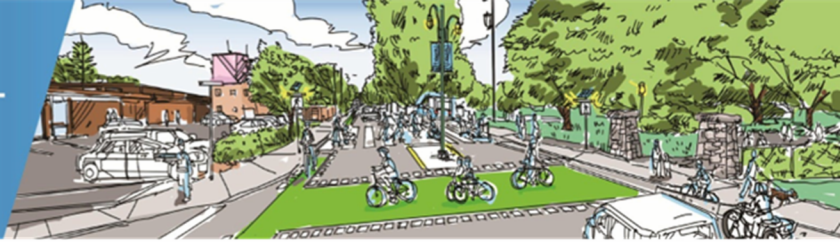
Lampson Street and Esquimalt Road

Feedback highlighted operational and safety considerations at this location.

- Traffic flow and congestion concerns
- Requests for intersection improvements and signal adjustments
- Concerns about cumulative impacts from recent changes on Lampson and nearby streets
- Pedestrian crossing visibility and safety issues

Fernhill Road (crossings and access)

Several responses referenced Fernhill Road specifically.



- Calls to strengthen or clarify pedestrian and cyclist crossings
- Concern that relocating crossings may conflict with bus stop locations
- Safety considerations for access to the recreation centre, plaza, and nearby destinations
- Requests to reduce potential conflicts between pedestrians and cyclists

Head Street ↔ Fernhill Road Segment

Participants identified this stretch as challenging for pedestrians.

- Requests for wider sidewalks and improved walking conditions
- Comments that the walk feels uncomfortable or unsafe
- Issues related to narrowed space, barriers, and visual clutter

Esquimalt Road near the Public Library

This area was raised in relation to pedestrian and cyclist safety.

- Requests to improve cycling safety near the library
- Comments that the crossing near the library is difficult to see or poorly located
- Desire for clearer crossing treatments and visibility

Esquimalt Plaza / Country Grocer / Archie Browning Area

This area was frequently referenced due to high activity levels.

- Concerns about multiple driveways creating conflicts
- Requests to better manage turning movements
- Cycling safety concerns, particularly eastbound
- Interest in raised or continuous bike lanes
- Parking access and loading considerations

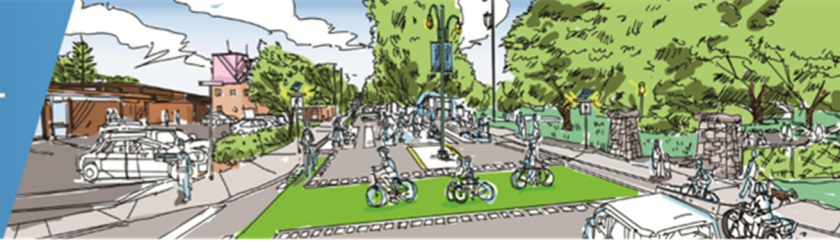
Constance Avenue and Esquimalt Road

Participants raised safety and visibility concerns at this location.

- Planters, barriers, and medians viewed as creating hazards
- Reduced sightlines for drivers and pedestrians
- Requests to remove or modify landscaping elements

Macauley Street and Dunsmuir Street Area

Comments referenced recent changes in this segment.



- Median planters perceived as making the roadway feel constrained
- Turning movements toward Head Street described as difficult
- Requests to simplify geometry and reduce visual complexity

Grenville Avenue and Esquimalt Road

This intersection was cited in relation to turning safety.

- Left-turn movements described as uncomfortable
- Requests for improved crossings, signals, or bike facilities

West of Admirals Road (Including Canteen Road Area)

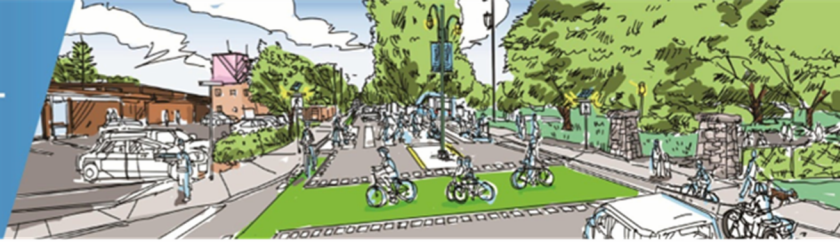
Participants commented on this area in relation to design approach.

- Mixed views on whether protected or buffered bike lanes are appropriate
- Parking availability for nearby businesses and community destinations
- Emergency vehicle access considerations

Lyll Street (Related Corridor Impacts)

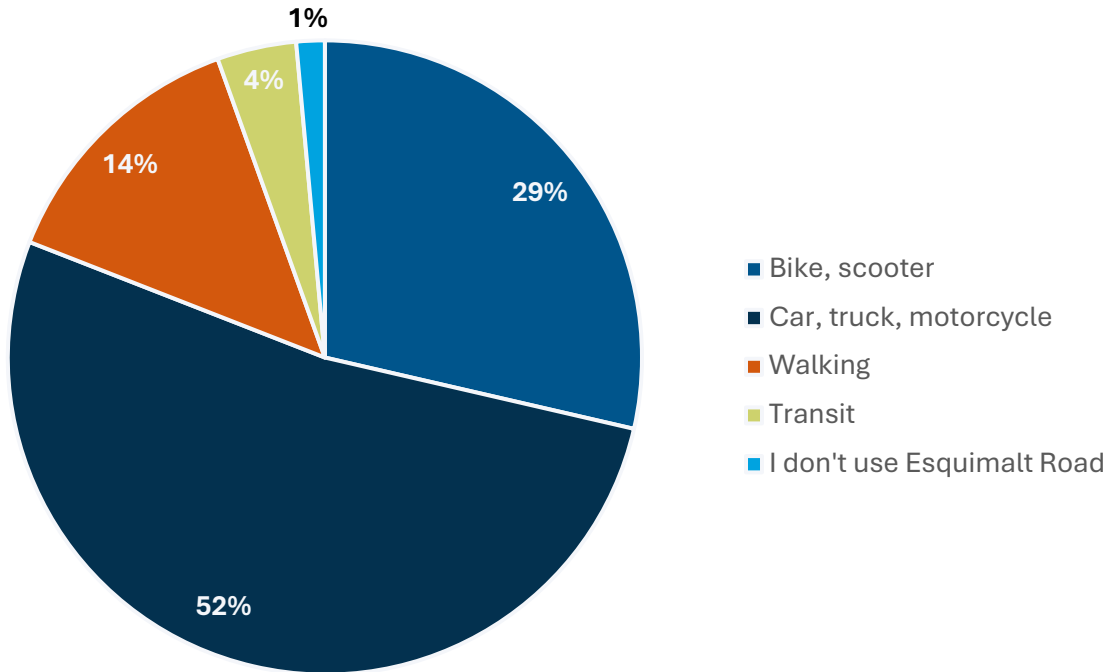
While not on Esquimalt Road itself, Lyll Street was referenced as part of the broader system.

- Suggested by some as a more appropriate cycling route
- Concerns about parking spillover and increased traffic
- Pedestrian safety and drainage issues noted in some locations

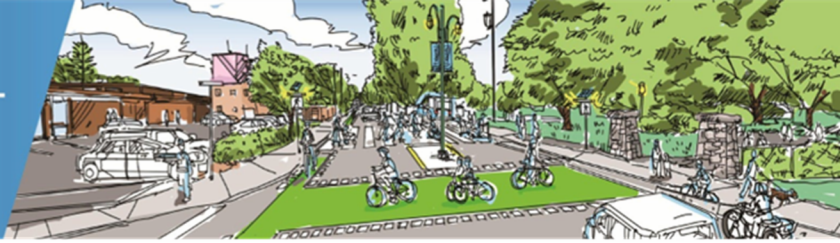


Question #6 - How do you usually travel on Esquimalt Road?

Almost half of participants (52%) said that they usually travel by car, truck, and motorcycle. Some participants (29%) said they bike or use a scooter and others (14%) said they walk.

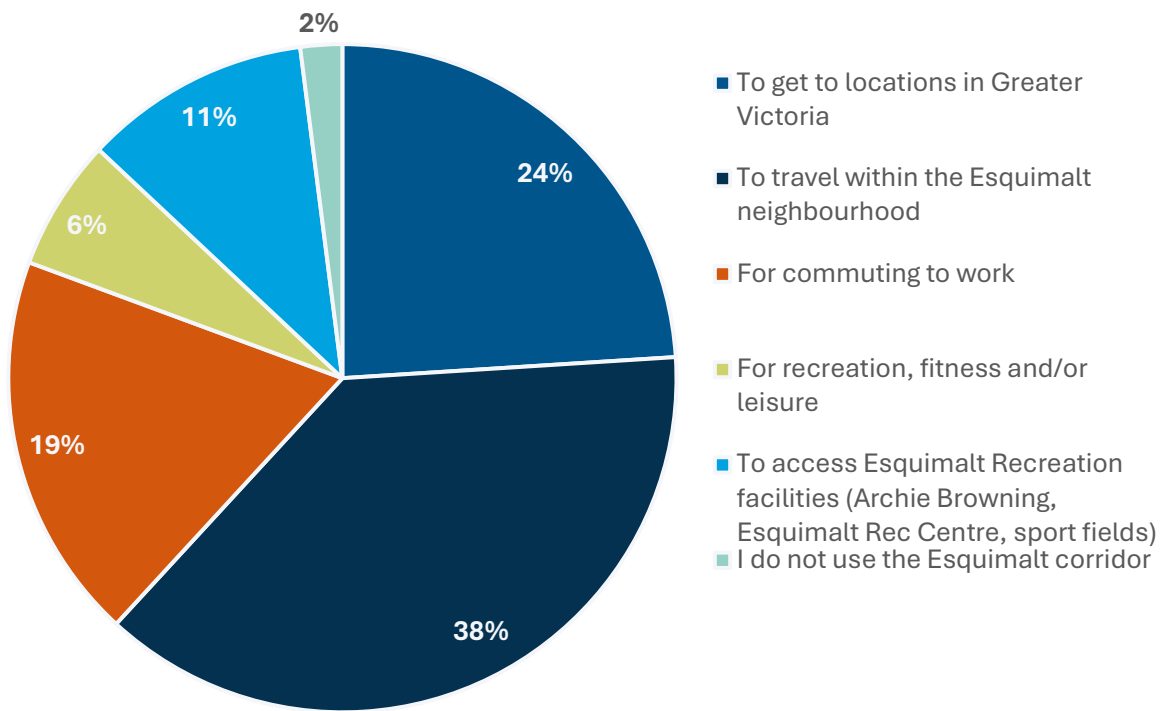


346 responses

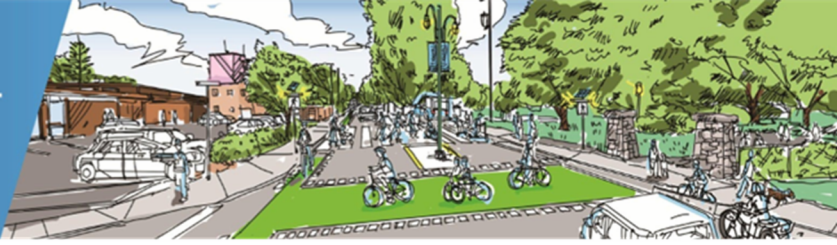


Question #7 - What is the main reason you use the Esquimalt Road corridor?

The top two reasons that participants use the Esquimalt Road corridor are: to travel within the Esquimalt neighbourhood and to get to locations in Greater Victoria.

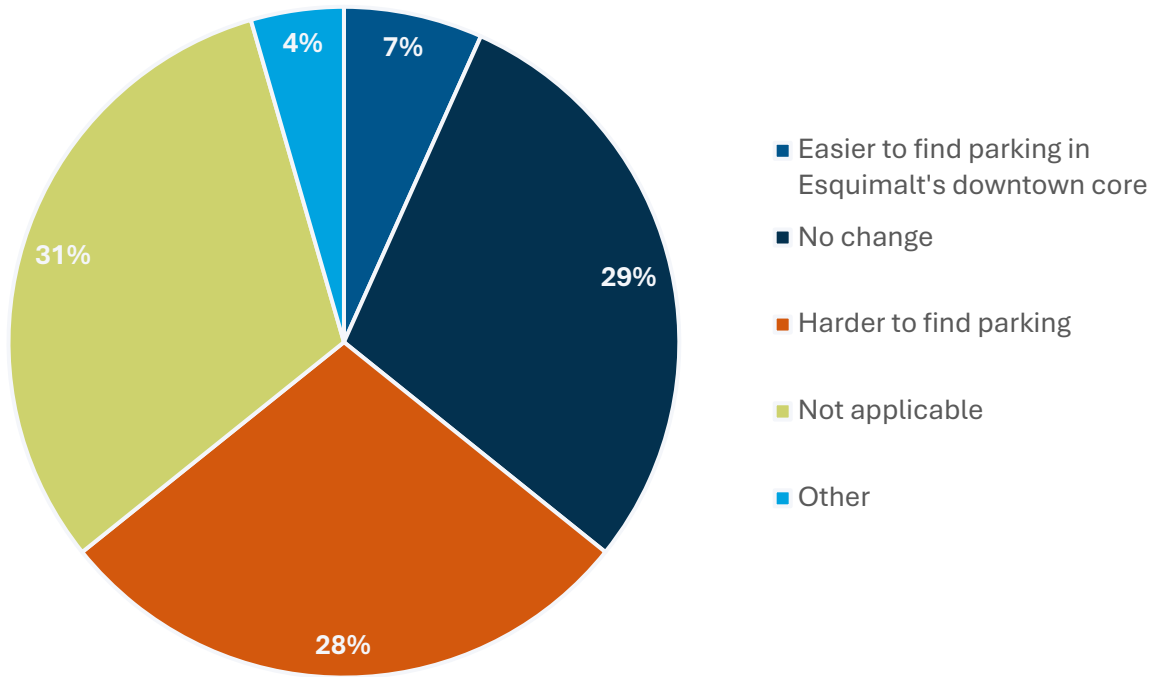


346 responses

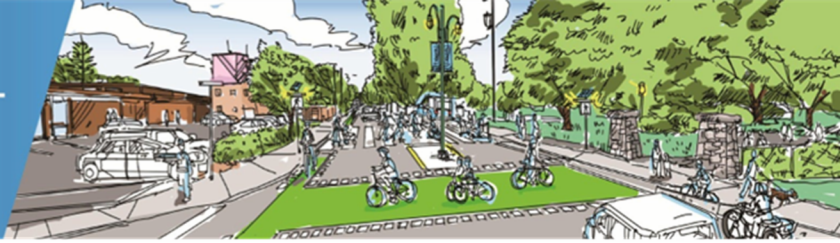


Question #8 - In fall 2025, parking changes were made in the core area to add more parking (including loading zones) and time limits on nearby side streets off Esquimalt Road. Since then, how has it been for you to find on-street parking?

A small percentage of participants (7%) said that it is easier to find parking in Esquimalt’s downtown core. While some participants (29%) said there was not change and others (28%) said it is harder to find parking.



358 responses



Esquimalt Phase 2 - Options west of Admirals Road

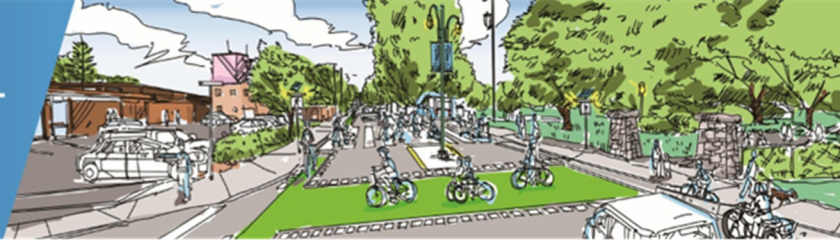
As part of this phase of engagement, participants were asked to provide input on two bike lane treatment options for the section of Esquimalt Road, west of Admirals Road. These options focus on the type of separation between cyclists and vehicles, level of comfort, and cost, while reflecting how space can be allocated within the existing roadway.

Both treatments are considered viable based on existing traffic volumes and speeds and include similar overall improvements, such as crossings, pavement rehabilitation, and utility upgrades.

Option A: Protected bike lanes

Protected bike lanes provide dedicated space for people biking or rolling and are separated from vehicles using curbs/barriers and flexible posts. Conflict points at intersections and bus stops are highlighted with green conflict paint. This treatment offers a higher level of comfort through physical separation from vehicle traffic and is well suited for streets with higher traffic volumes.





Option B: Buffered bike lanes

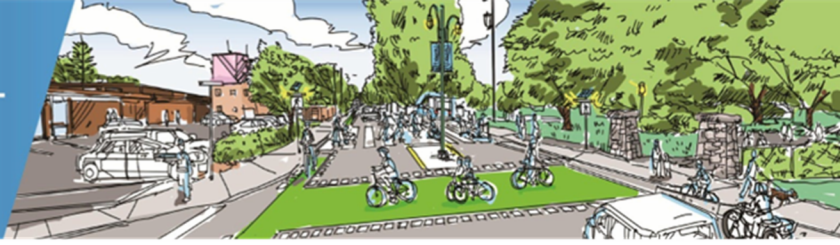
Buffered bike lanes provide dedicated space for people biking or rolling and are separated from vehicles by a painted buffer and flexible bollards. This treatment provides visual separation but a lower level of physical protection and is generally suited for streets with lower traffic volumes and speeds.



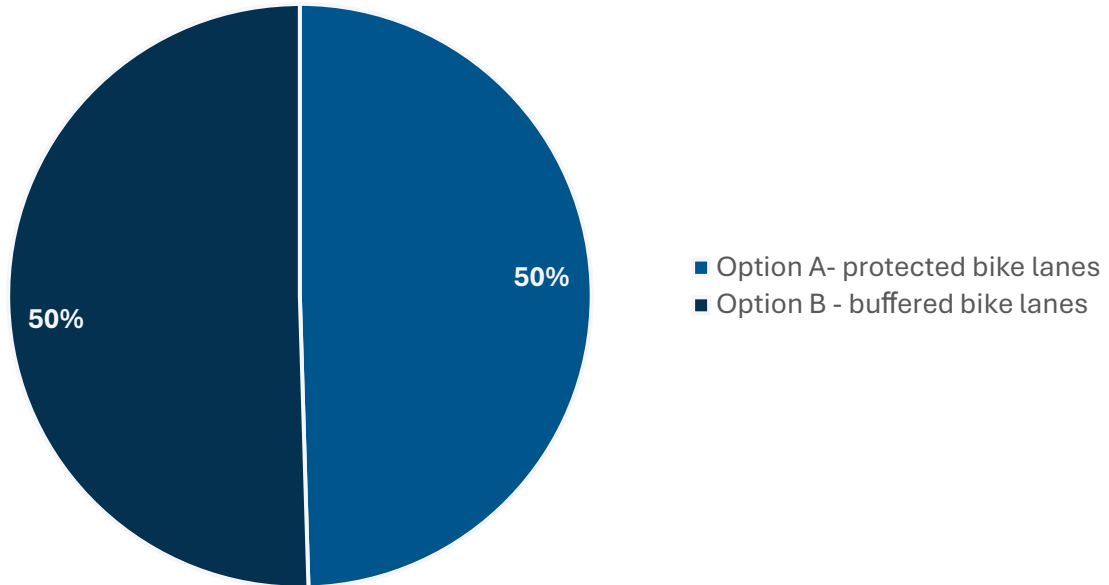
Question #9 - For Esquimalt Phase 2 west of Admirals Road, staff are considering options for different levels of intervention due to the current use, as well as reduced vehicle volumes and speeds, west of Admirals. Select one of the options:

Option A: Protected bike lanes, including concrete median separation for bikes, buffer space, pavement markings and green conflict paint at intersections and high use driveways. 69 parking spaces removed with 11 on-street parking maintained in select locations between Sturdee and Admirals

Option B: Buffered bike lanes with no concrete median separation for bikes. Buffer space includes pavement markings with flexible bollards, no green conflict paint at intersections or driveways. 69 parking spaces removed with 11 on-street parking maintained in select locations between Sturdee and Admirals



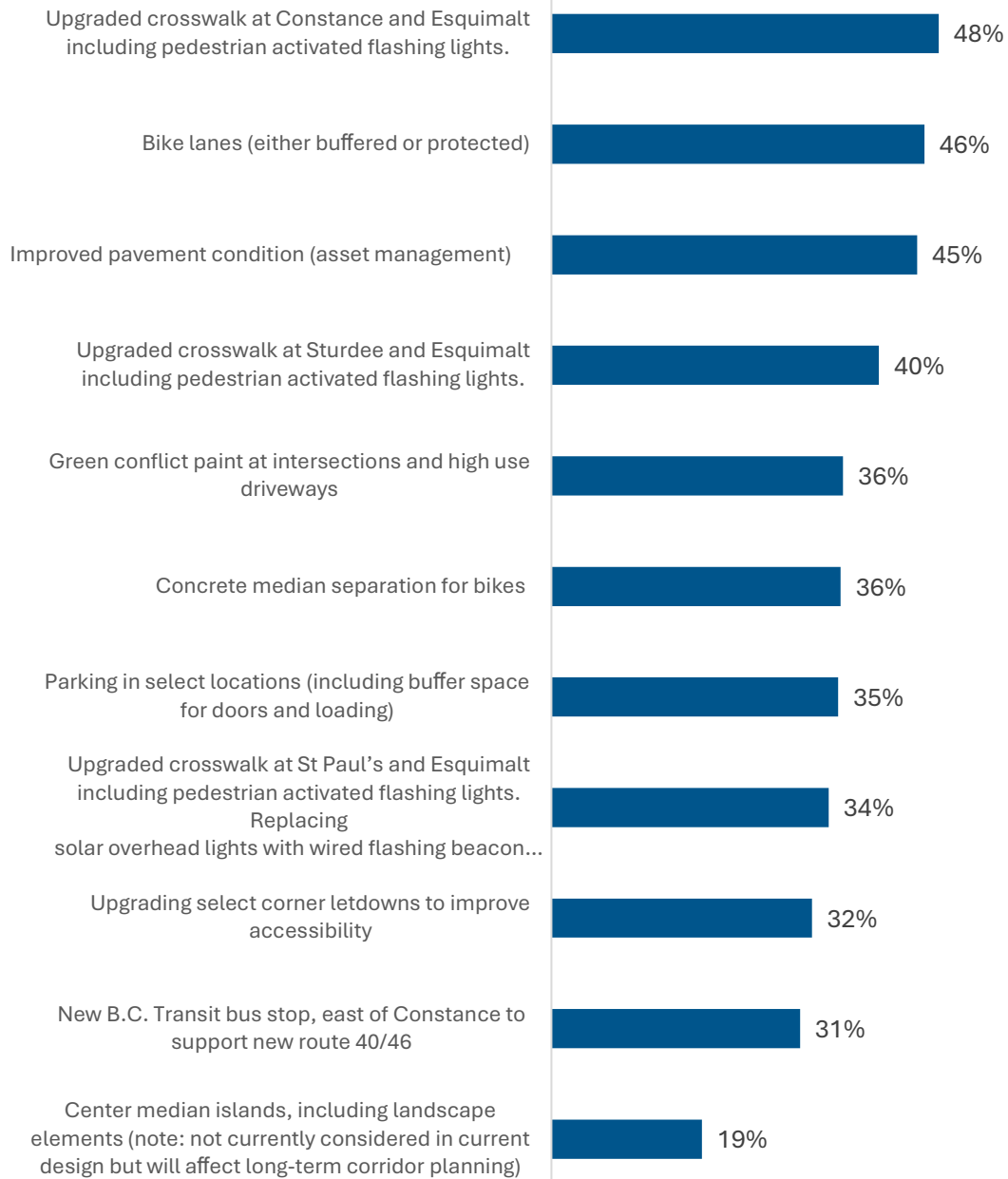
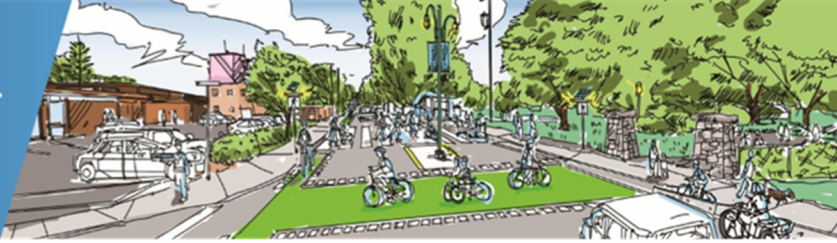
Half of participants (50%) said they preferred Option A and the other half of participants preferred Option B.



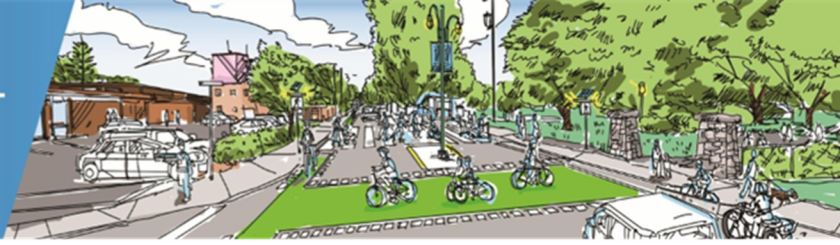
325 responses

Question #10 - For Esquimalt Phase 2 west of Admirals, please choose all items that you consider key for this section:

The top five items that participants that they consider key for this section are: an upgraded crosswalk at Constance and Esquimalt (48%), bike lanes (46%), improved pavement condition (45%), upgraded crosswalk at Sturdee and Esquimalt (40%), and green conflict paint at intersections and high use driveways (36%).



339 responses



Question #11 - Do you have any other comments about the project?

A total of **216 survey participants** and **18 online participants** provided feedback on the project's design, priorities, and implementation. Their comments addressed corridor functionality, transportation mode balance, affordability, access, and long-term planning.

Overall, Q11 responses indicate strong community engagement and a clear interest in transportation improvements that balance safety, accessibility, efficiency, and affordability. Participants highlighted the need to consider multiple travel modes, local context, projected growth, and implementation strategy as the project advances.

Road condition

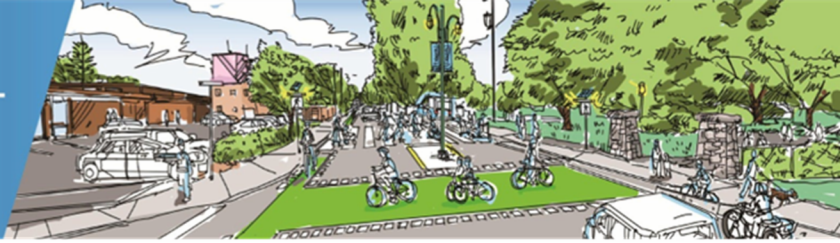
Participants most often commented on the condition and design of the roadway, including:

- Interest in prioritizing basic road maintenance, resurfacing, and pothole repairs
- Perception that pavement condition has been secondary to other corridor changes
- Concerns about narrowed lanes affecting comfort and maneuverability for cars, trucks, and large vehicles
- Desire for simpler, clearer road layouts and markings
- Consideration of long-term durability and upkeep of roadway materials

Bike lanes

Bike lanes generated a wide range of perspectives, including:

- Support for protected bike lanes to improve safety and comfort for people cycling
- Concerns about the location, extent, and design of bike lanes on a constrained arterial road
- Mixed views on concrete barriers versus paint or flexible delineation
- Interest in routing cycling infrastructure onto quieter side streets where feasible
- Importance of continuity, connectivity, and consistency in cycling infrastructure
- Consideration of how cycling facilities interact with driveways, intersections, and emergency access



Traffic flow

Traffic movement and congestion were frequently discussed, with participants noting:

- Concerns about congestion and delays during peak travel times
- Observations that lane reductions and bottlenecks affect corridor throughput
- Interest in improved signal timing, coordination between intersections, and regional traffic management
- Consideration of commuter traffic related to the naval base and surrounding municipalities
- Desire to maintain efficient access on and off the Esquimalt peninsula

Parking

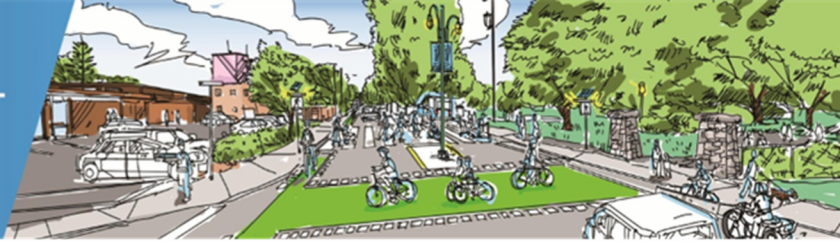
Parking availability emerged as an important consideration for many participants:

- Concerns about the removal of on-street parking along Esquimalt Road
- Accessibility needs for seniors, people with disabilities, deliveries, and short-stay trips
- Potential impacts on local businesses and community destinations
- Interest in residential permit parking, loading zones, and alternative parking options
- Recognition of increased parking pressure associated with new development

Safety

Safety considerations were raised across all modes of travel, including:

- Visibility and sightline issues at intersections and crossings
- Turning conflicts involving vehicles, cyclists, and pedestrians
- Interest in clearer, more intuitive designs that reduce uncertainty for all users
- Requests for safety improvements near bus stops, plazas, and high-activity locations
- Consideration of emergency and service vehicle access in corridor design



Project Gaps

Participants identified concerns related to continuity and phasing, including:

- Ongoing concern about the segment between Fraser Street and Admirals Road
- Importance of completing missing links to support corridor functionality
- Questions about timing and sequencing of future phases
- Interest in interim measures where full upgrades are deferred
- Perception that unfinished segments reduce the effectiveness of completed work

Pedestrian

Pedestrian-related feedback emphasized comfort and accessibility:

- Importance of continuous sidewalks and safe pedestrian crossings
- Signal timing challenges for slower-moving pedestrians
- Visibility and safety concerns near bus stops and commercial areas
- Accessibility considerations for seniors, children, and people using mobility aids
- Desire for pedestrian safety to be considered alongside other modes

Landscaping

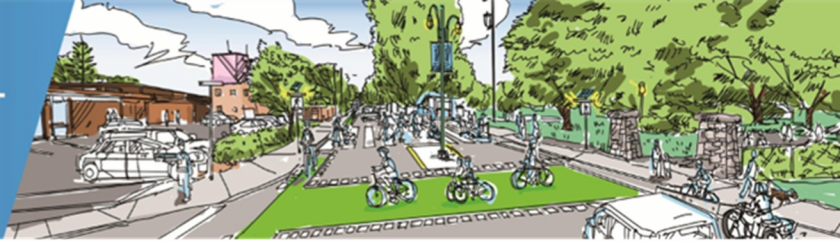
Landscaping and streetscaping generated varied feedback, including:

- Appreciation for greening and aesthetic improvements in principle
- Concerns about sightline obstruction at intersections and crossings
- Maintenance and long-term upkeep considerations
- Interest in balancing visual enhancements with safety and functionality

Cost

Cost and affordability were raised by some participants:

- Concerns about project costs and property tax impacts
- Desire to focus spending on core infrastructure needs
- Questions about value for money and prioritization
- Interest in aligning investments with broader community needs



Construction

A smaller number of participants commented on construction impacts:

- Cumulative effects of overlapping construction and road projects
- Disruption associated with ongoing development
- Interest in improved coordination and phasing to reduce impacts

Location-specific feedback

Participants referenced several locations along and near the corridor—most notably the segment between Fraser Street and Admirals Road, as well as key intersections at Admirals, Nelson, and Lampson Streets, when describing safety, access, traffic flow, and implementation considerations.

Fraser Street ↔ Admirals Road

This segment was the most consistently referenced location in Q11 responses.

- Identified as a key gap in the corridor where improvements are deferred to a future phase
- Described as challenging or uncomfortable for people walking and cycling
- Raised as a priority for continuity, connectivity, and safety
- Frequently discussed in relation to project phasing and implementation timing

Admirals Road and Esquimalt Road (Intersection)

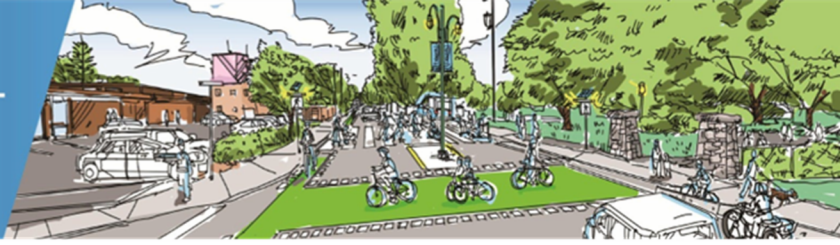
Participants frequently referenced this intersection.

- Visibility and turning-movement concerns
- Safety for pedestrians and cyclists, particularly during peak traffic periods
- Interest in signal timing, crossing treatments, and improved clarity for all users
- Consideration of traffic volumes associated with base access

Nelson Street and Esquimalt Road

This location was raised in relation to both traffic operations and neighbourhood impacts.

- Access and sightline concerns when entering or exiting Nelson Street
- Consideration of traffic signals, calming measures, and residential street impacts
- Parking spillover and neighbourhood parking management were also noted nearby



Lampson Street / Tillicum Road / Craigflower Road Corridor

Several participants referenced this broader area as part of their travel experience.

- Congestion and delays during peak travel times
- Interaction between recent roadway changes and traffic flow
- Concerns about cumulative impacts from multiple corridor projects
- Implications for travel to and from Esquimalt, including emergency access

West of Admirals Road (Including Canteen Street and Sturdee Street)

Feedback referenced this area in the context of parking, bike lane design, and safety.

- Parking availability for businesses, churches, and community destinations
- Discussion of whether protected or buffered bike lanes are appropriate given traffic volumes
- Emergency and service vehicle access considerations

Country Grocer / Esquimalt Plaza Area

This location was frequently cited due to high activity levels.

- Driveway access and turning movements
- Pedestrian and cyclist interactions near commercial entrances
- Parking and loading activity
- Requests for clearer movement patterns and safety treatments

Lyall Street

Mentioned primarily in relation to corridor impacts and alternatives.

- Identified as a potential alternative cycling route
- Concerns about parking spillover and increased traffic
- Discussion of residential street impacts resulting from changes on Esquimalt Road

Constance Avenue Crossings

Referenced in relation to pedestrian and cyclist safety.

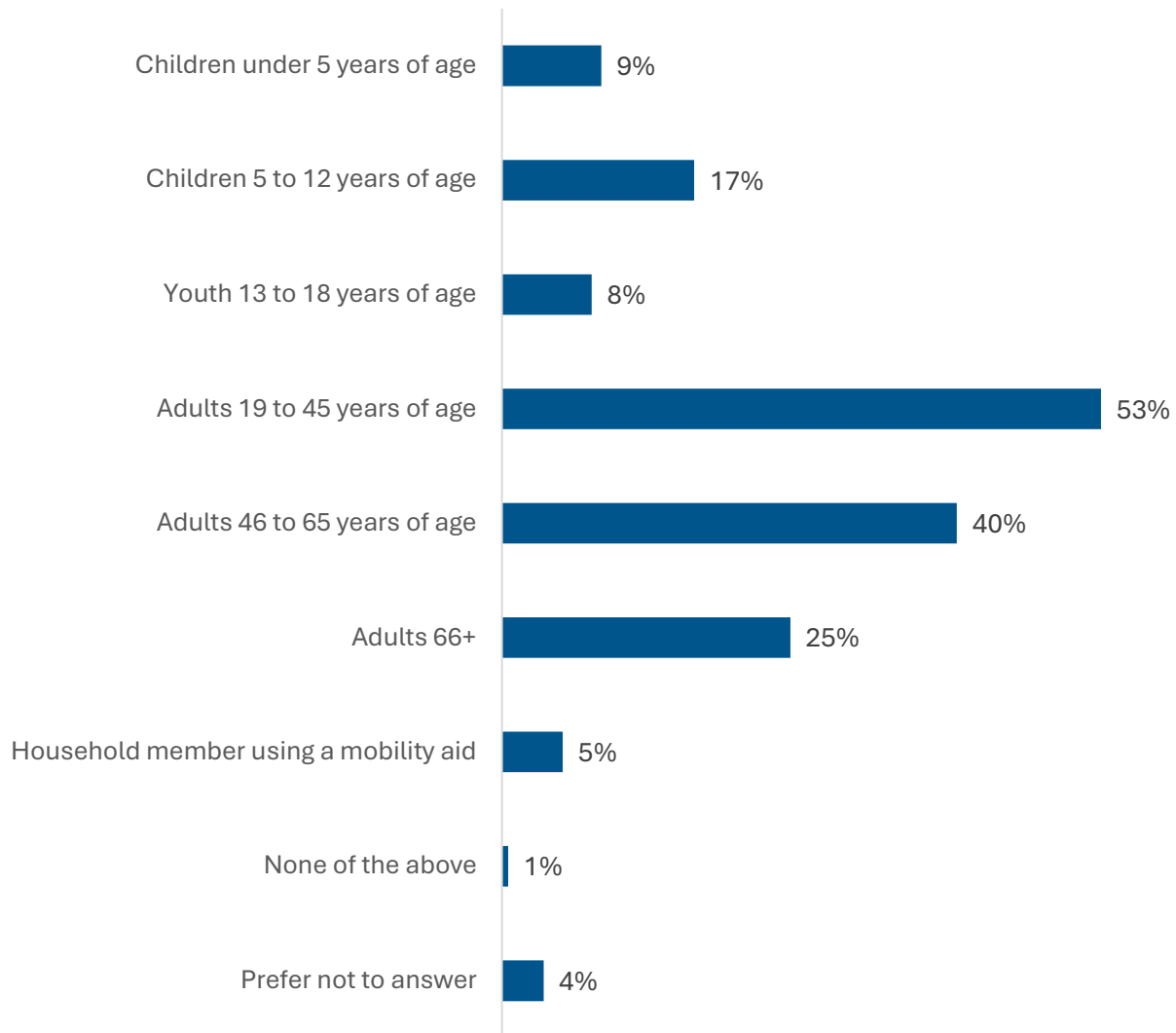
- Visibility concerns near landscaped medians
- Crossing comfort for people with mobility challenges
- Potential upgrades such as lighting or enhanced crossings



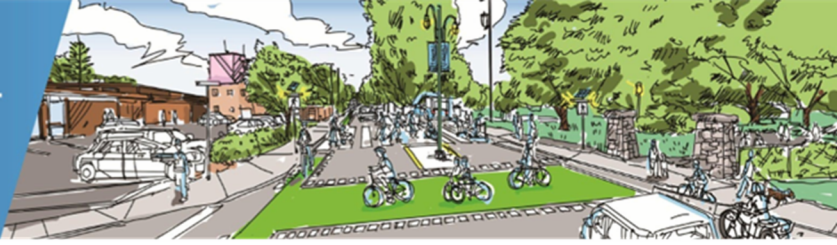
Question #12 - Who we heard from

Please indicate how many people in your household, including yourself, fall into each of the following age groups and may use this corridor.

Over half (53%) of participants had adults 19-45 years of age in their household. Also, many said they have adults 45 - 65 years of age in their household.

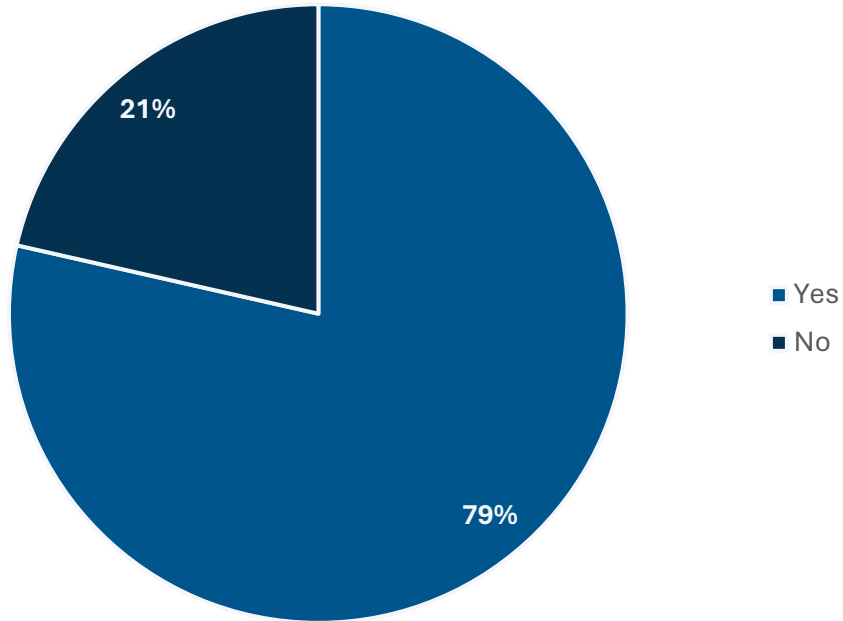


353 responses

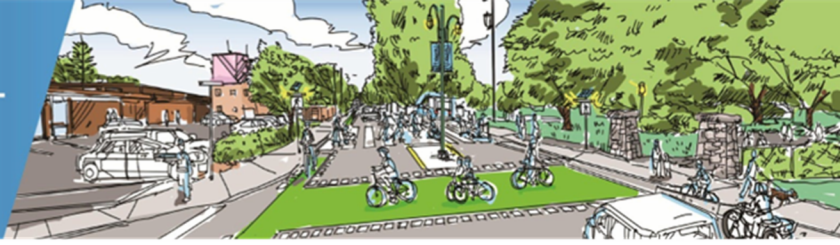


Question #13 - Are you a resident of Esquimalt?

Over 79% of participants said they live in the township.

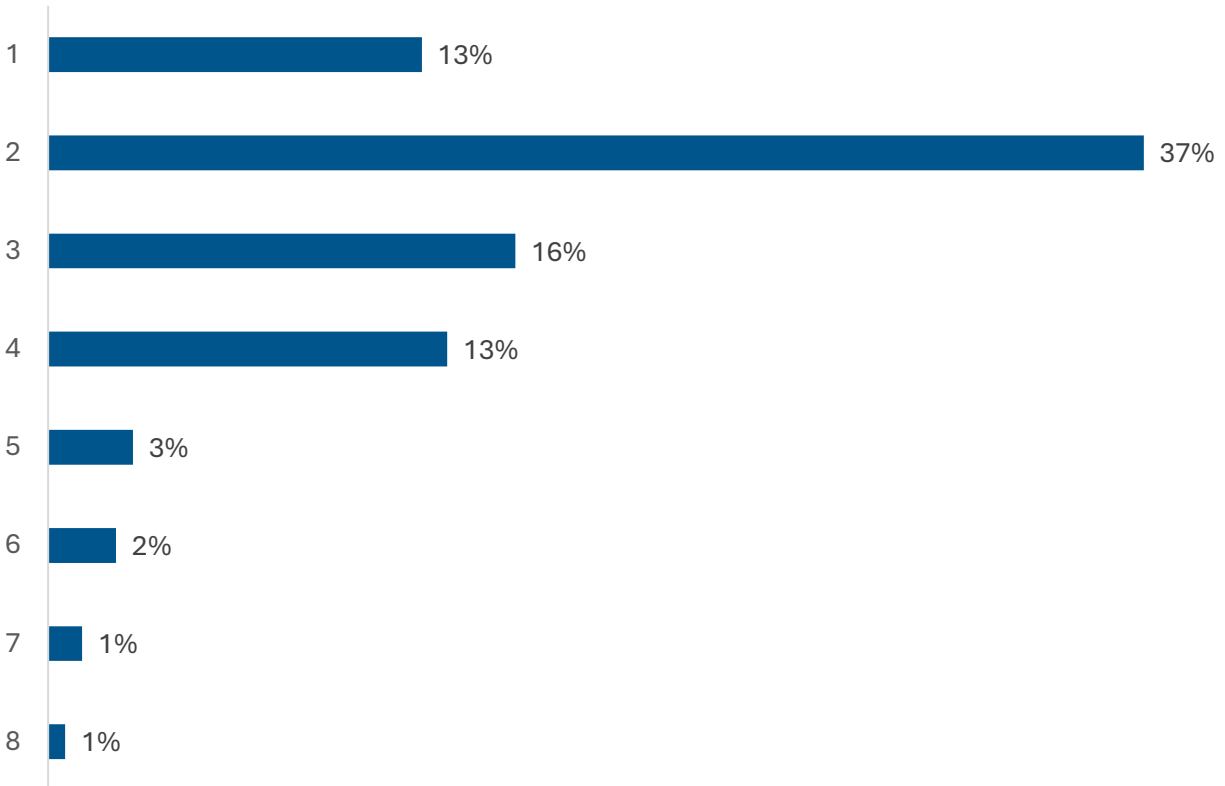


359 responses



Question #14 - How many people total are in your household?

Some participants (37%) had 2 people in their household. While others (a total of 43%) had 3-4 participants in their household.

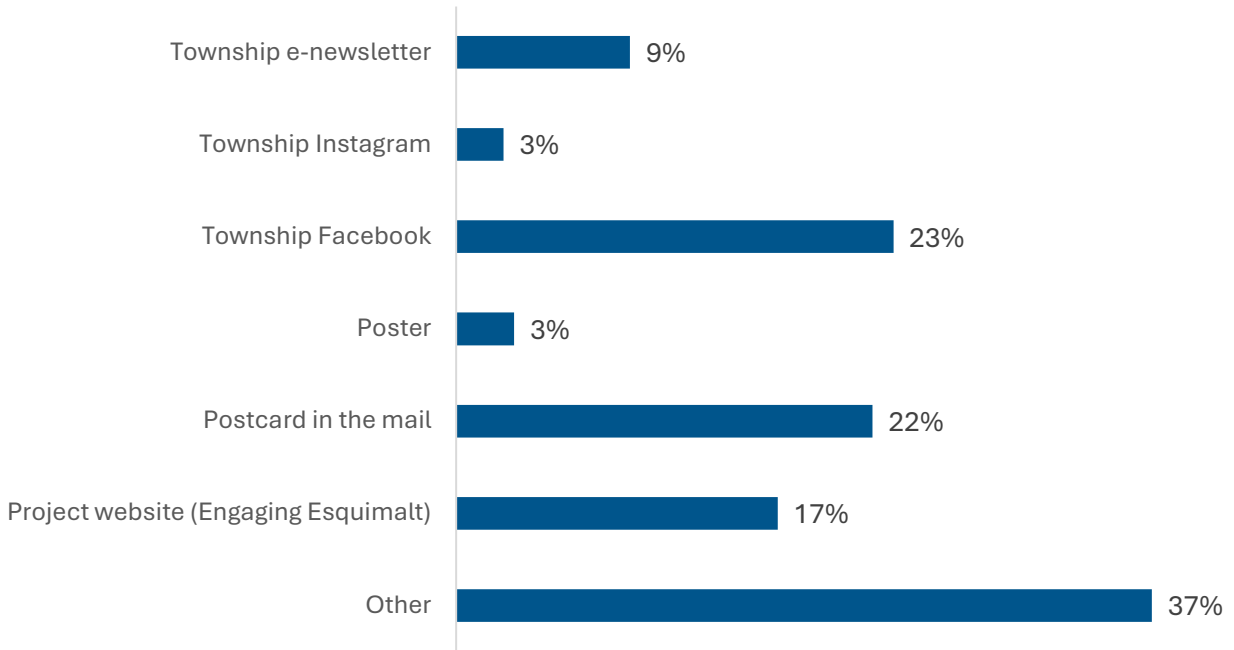


351 responses



Question #15 - How did you hear about the survey?

Participants heard about the survey and project in various ways.



362 responses

How your feedback will be used

Thank you for your participation. We have now completed engagement for Phase 2 of the Esquimalt Active Transportation Improvements. The Project Team will review all the feedback to inform their technical analysis and develop the final design that will be brought to council before proceeding with construction.