

Esquimalt Road Phase II

SURVEY RESPONSE REPORT

21 March 2021 - 23 March 2025

PROJECT NAME:

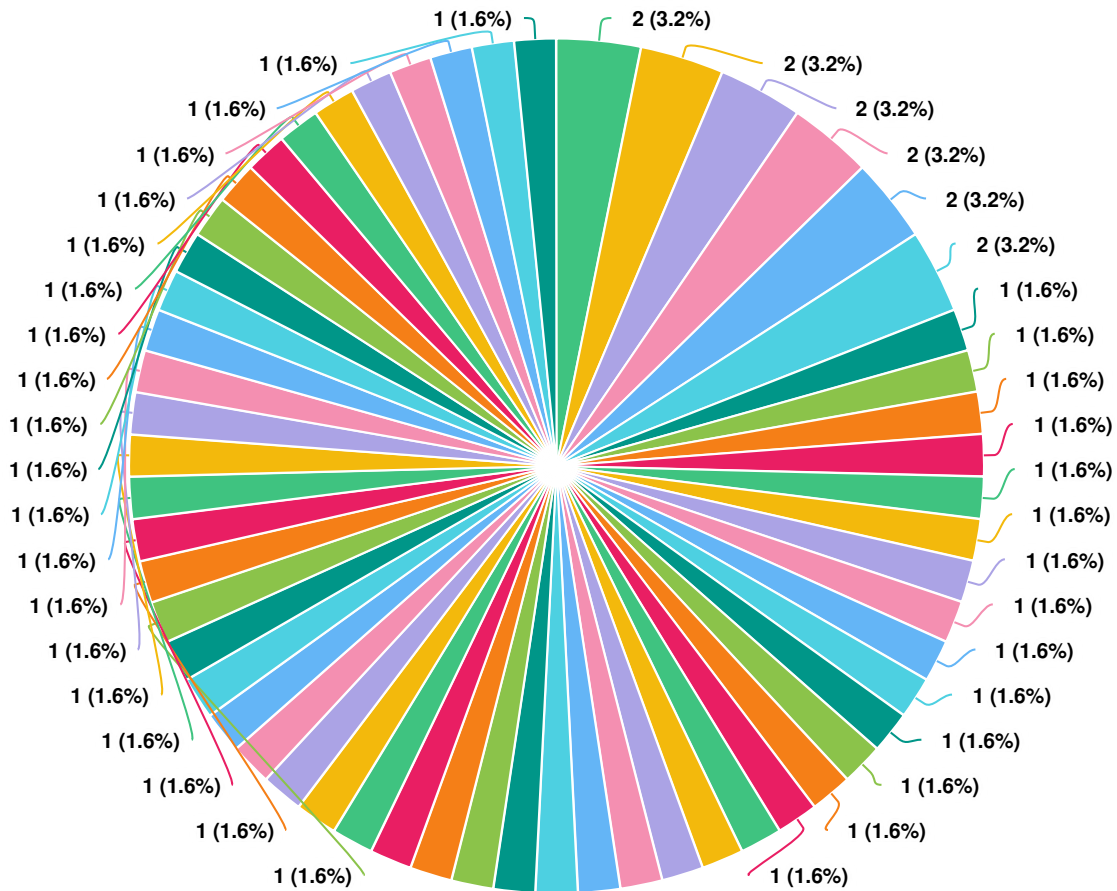
**Phase II: Esquimalt Road Active Transportation Improvements &
Underground Utility Renewals Project**



Appendix 1

REGISTRATION QUESTIONS

Q1 | Postal Code



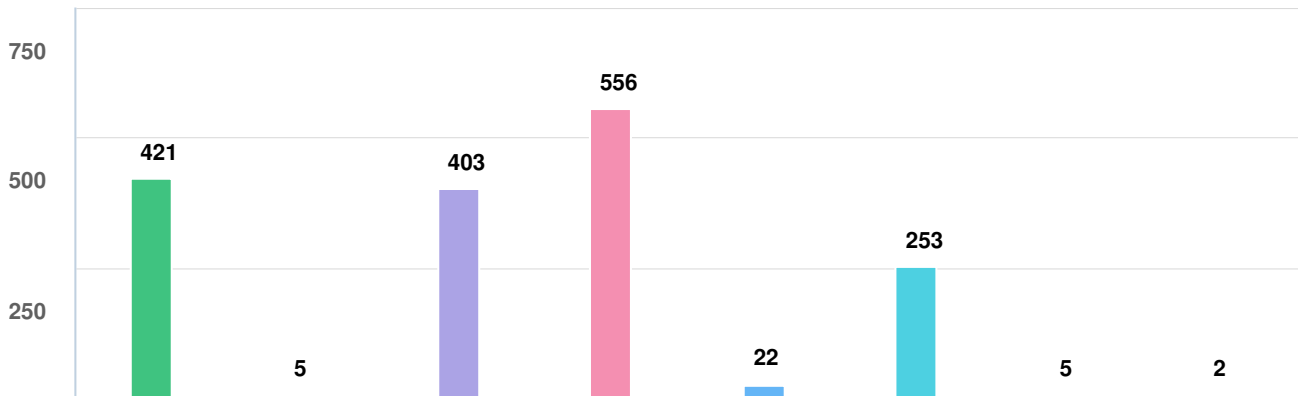
Question options

- Victoria, BC, V8R3V9
- Esquimalt, BC, V9A4R2
- Victoria, BC, V9A4B7
- Victoria, BC, V8V0C6
- Esquimalt, BC, V9A5B7
- Victoria, BC, V9A0B3
- Esquimalt, BC, V9A5L6
- Esquimalt, BC, V9A5K8
- Esquimalt, BC, V9A3R1
- Victoria, BC, V9A2N1
- Victoria, BC, V9A0B4
- Esquimalt, BC, V9A5T7
- Victoria, BC, V9A4A6
- Victoria, BC, V8T1L8
- Esquimalt, BC, V9A2N9
- Esquimalt, BC, V9A5J7
- Esquimalt, BC, V9A5C3
- Esquimalt, BC, V9A5G8
- Esquimalt, BC, V9A4M3
- Esquimalt, BC, V9A4N7
- Esquimalt, BC, V9A2N6
- Victoria, BC, V8T5H6
- Esquimalt, BC, V9A5E2
- Esquimalt, BC, V9A7L6
- Esquimalt, BC, V9A4S7
- Esquimalt, BC, V9A3M4
- Victoria, BC, V9A0A4
- Victoria, BC, V9A0A4
- Victoria, BC, V8P4T2
- Esquimalt, BC, V9A5H6
- Esquimalt, BC, V9A5M1
- Victoria, BC, V9A6W9
- Victoria, BC, V9A7R3
- Esquimalt, BC, V9A4R3
- Esquimalt, BC, V9A0H4
- Esquimalt, BC, V9A6R2
- Esquimalt, BC, V9A3P3
- Esquimalt, BC, V9A5B8
- Esquimalt, BC, V9A6P6
- Esquimalt, BC, V9A5V3
- Esquimalt, BC, V9A4Z4
- Esquimalt, BC, V9A5L9
- Victoria, BC, V8X2Y3
- Victoria, BC, V9A3P5
- Victoria, BC, V8T0A6
- Esquimalt, BC, V9A6B6
- Esquimalt, BC, V9A6P3
- Esquimalt, BC, V9A4W2
- Esquimalt, BC, V9A6L8
- Esquimalt, BC, V9A6H2
- Esquimalt, BC, V9A6C5
- Victoria, BC, V9A3C3
- Victoria, BC, V9A4X7
- Victoria, BC, V8X5L1
- Victoria, BC, V9A1P2
- Victoria, BC, V9A7G7
- Victoria, BC, V8P4H9

Mandatory Question (63 response(s))
 Question type: Region Question

SURVEY QUESTIONS

Q1 When you travel through the Esquimalt corridor, how do you travel by? (Select all that apply)

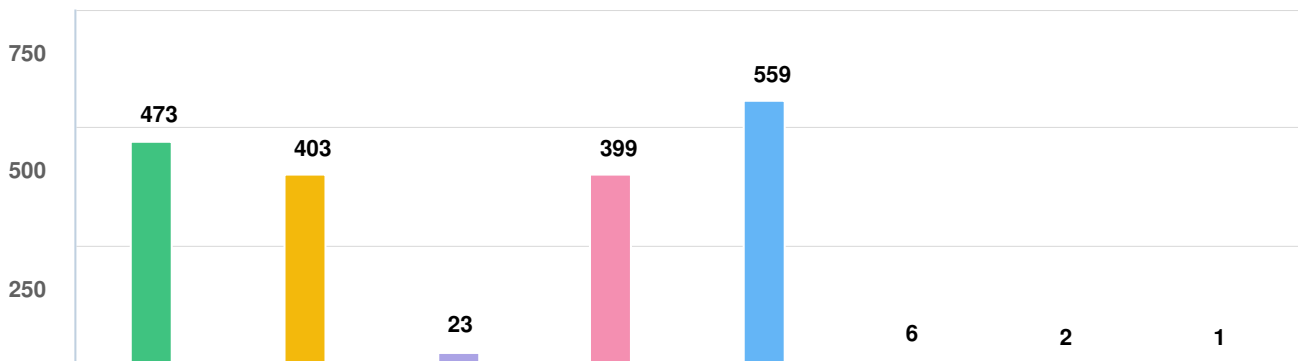


Question options

- I walk
- I use an accessible mobility device (e.g., wheelchair)
- I ride a bicycle or other rolling device (e.g., skateboard, scooter)
- I drive (includes car sharing, taxi, uber)
- I drive a commercial vehicle
- I take public transportation
- I don't travel along Esquimalt Road
- None of the above

Optional question (656 response(s), 1 skipped)
 Question type: Checkbox Question

Q2 Why do you use Esquimalt Road? (Select all that apply)

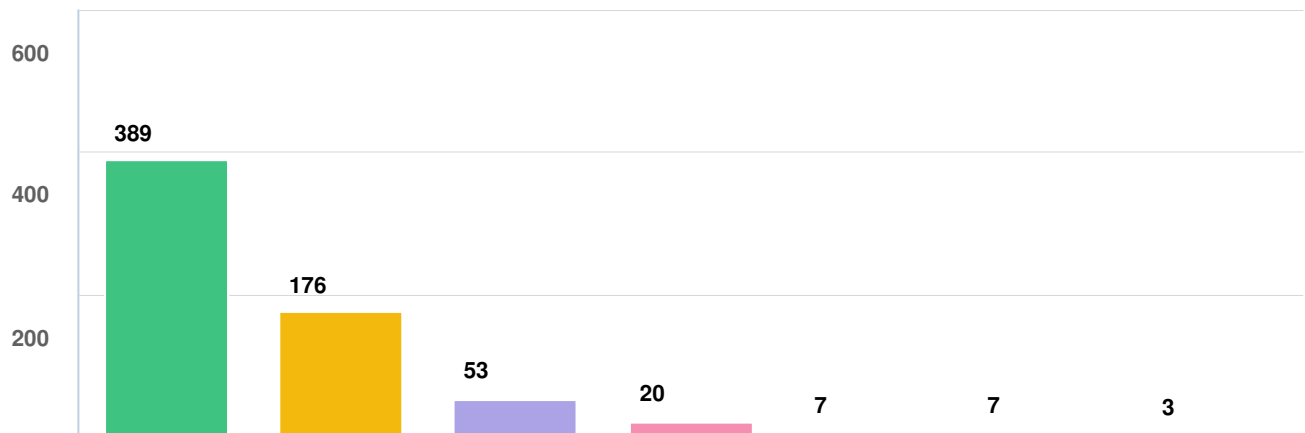


Question options

- To get to locations within Greater Victoria
- I live on or near Esquimalt Road
- I own a business on Esquimalt Road
- I use Esquimalt Road to commute to work, school and/or activities
- To access downtown Esquimalt businesses, recreation or services
- I don't use Esquimalt Road
- None of the above
- Prefer not to answer

Optional question (656 response(s), 1 skipped)
 Question type: Checkbox Question

Q3 How often do you travel along Esquimalt Road?



Question options

- Daily
- Weekly
- Monthly
- During the week
- On the weekends
- I don't travel along Esquimalt Road
- Prefer not to answer

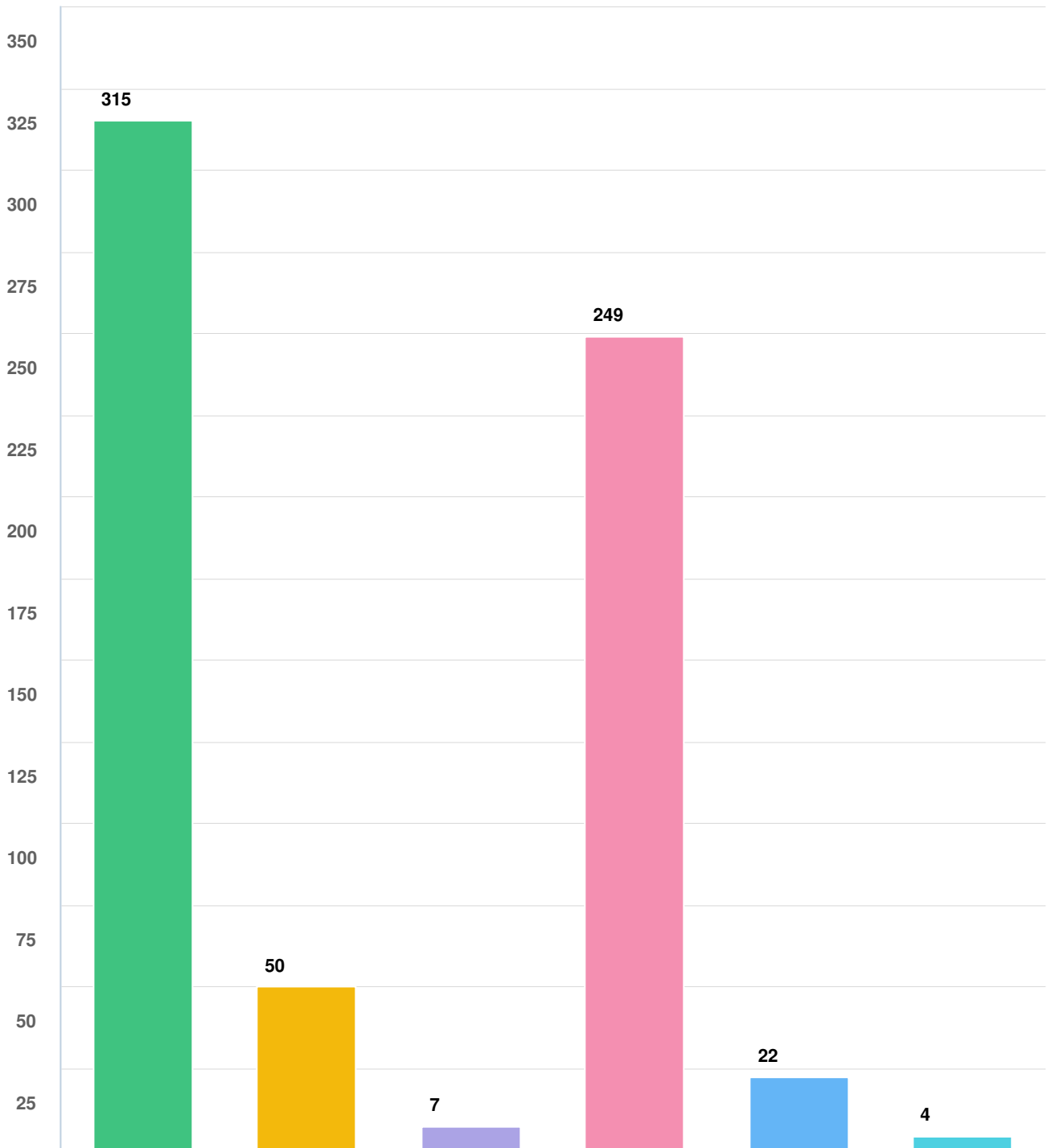
Optional question (655 response(s), 2 skipped)
Question type: Checkbox Question

Q4 Please rank the following elements from most important to least important for your needs on Esquimalt Road. Assign a unique...

OPTIONS	AVG. RANK
Easy access to destinations	3.76
Access for all transportation modes (biking, walking, transit, etc.)	4.33
Connectivity to active transportation corridors (e.g., Lampson North-South corridor, City of Victoria)	4.73
Improved pedestrian and cyclist crossings	4.81
Minimizing vehicle traffic delays	4.96
Physical separation from motor vehicles (e.g., barrier separation, sufficient bike lane width, etc.)	5.07
Green spaces and environmental sustainability features (e.g., green canopy, planted medians)	5.30
Parking availability	5.44
Multi-use crossings (e.g., signalized crossings)	5.71

Optional question (656 response(s), 1 skipped)
Question type: Ranking Question

Q5 Does this route option on Esquimalt Road provide safe and convenient access to your intended destination?

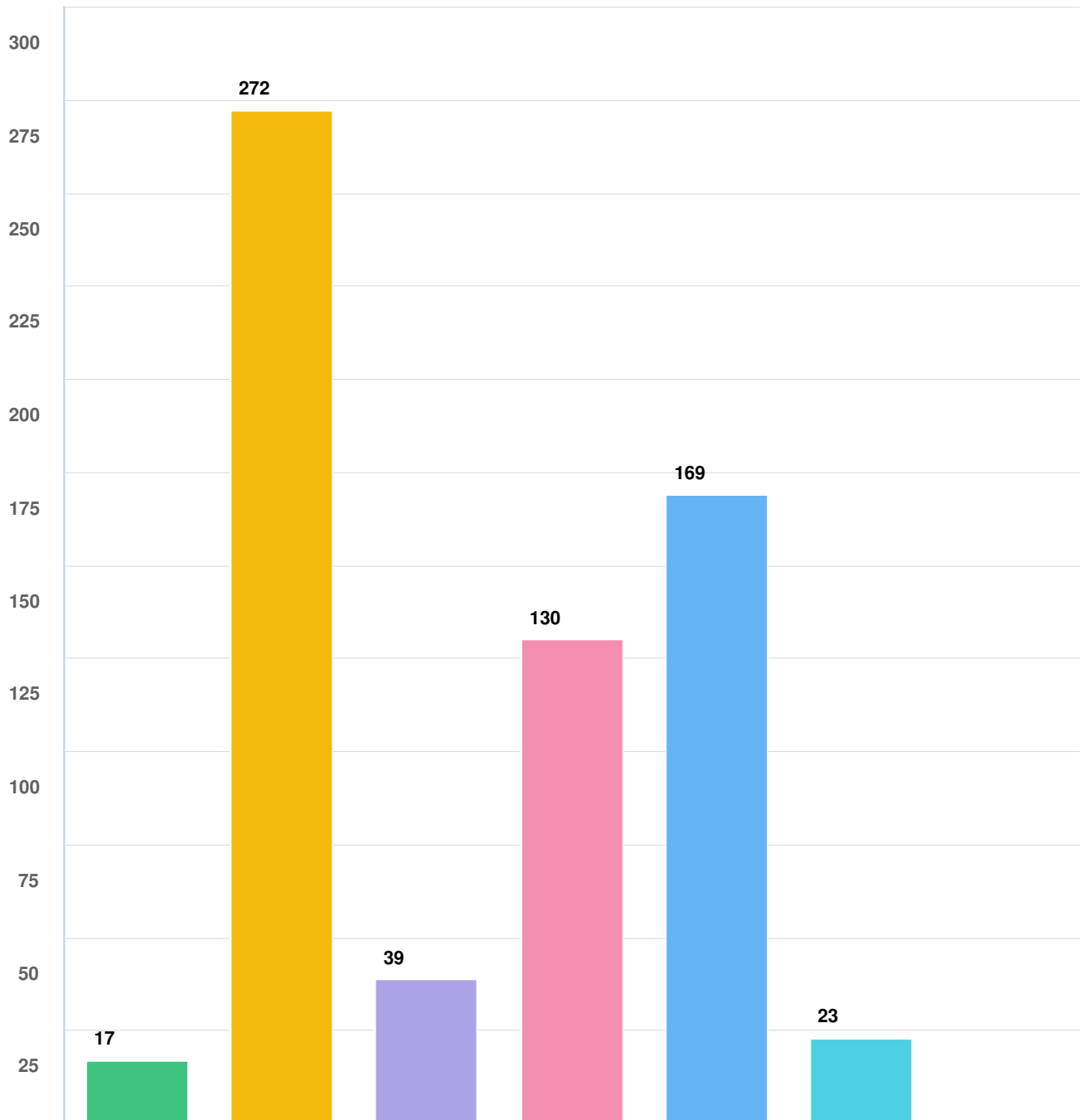


Question options

- Yes, it feels safe and convenient
- Somewhat, but improvements are needed
- Somewhat, but doesn't connect directly
- No, it doesn't meet my needs
- I'm not sure
- I don't use this route

*Optional question (647 response(s), 10 skipped)
Question type: Checkbox Question*

Q6 After the Option 1 proposed improvements are completed how would your (e.g., bike, walking, rolling) trips change on Esquimalt Road?

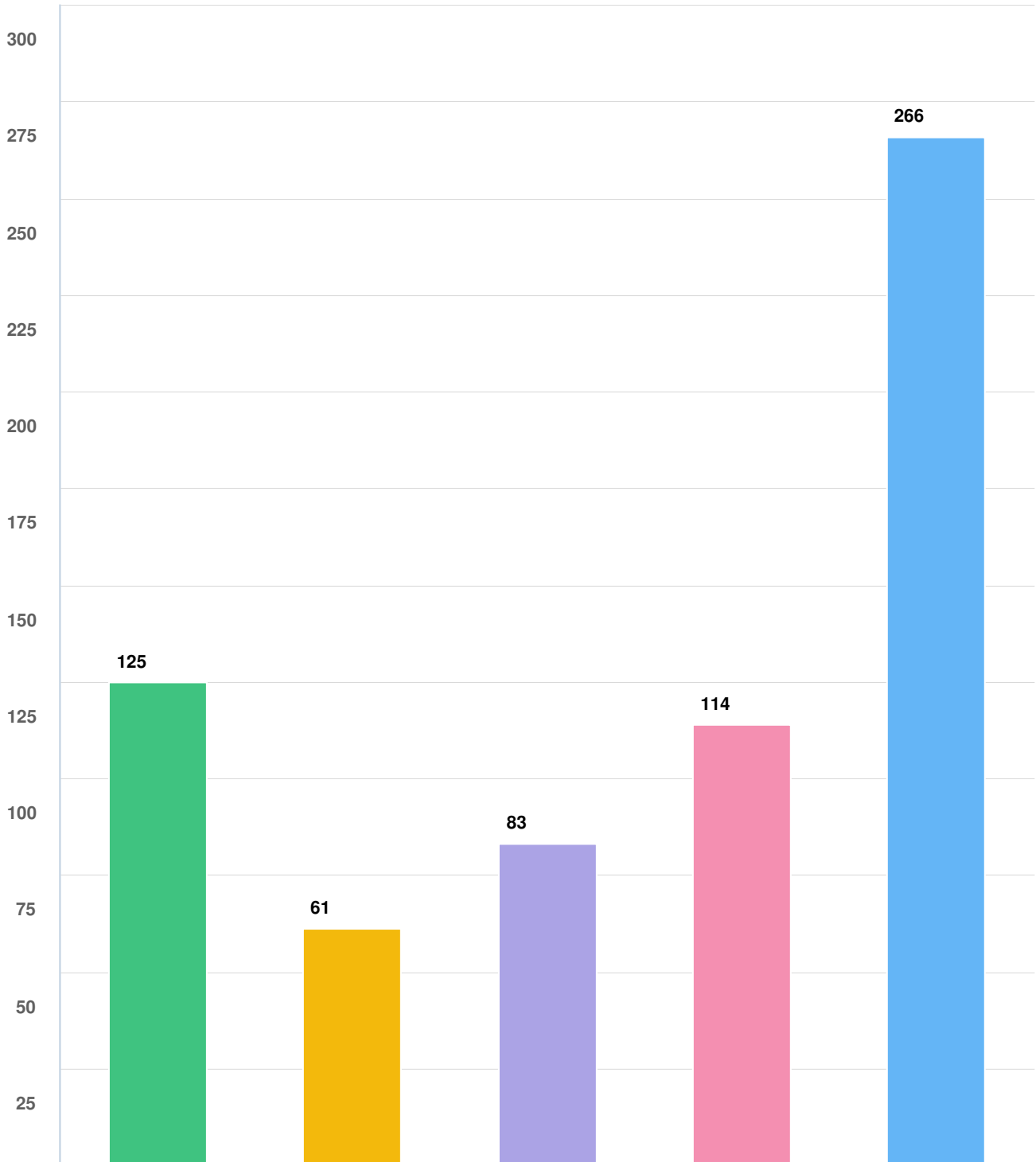


Question options

- I would be more likely to walk or use a mobility device if these changes were made
- I would be more likely to bicycle / roll
- I would be more likely to drive
- I don't think my use of Esquimalt Road would change
- I would avoid using Esquimalt Road
- None of the above
- I would be more likely to use my mobility device (e.g. wheelchair, scooter)

Optional question (650 response(s), 7 skipped)
 Question type: *Checkbox Question*

Q7 To retain some parking (about nine stalls) on Esquimalt Road between Park Place and Admirals Road, there is an option to remove landscaped median islands with trees. How comfortable are you with removing these landscaped areas to create additional ...

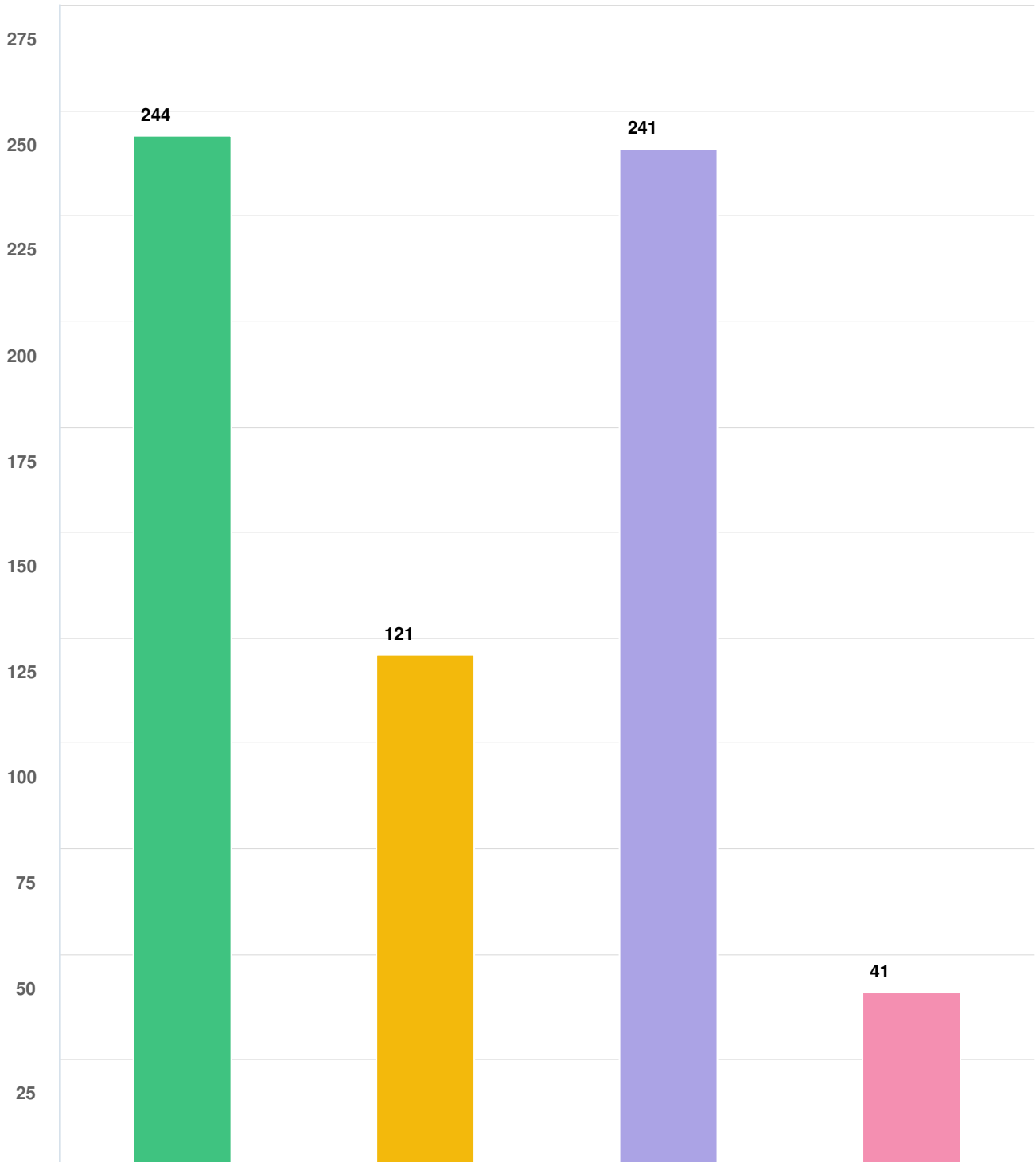


Question options

- Very comfortable
- Somewhat comfortable
- Neutral
- Somewhat uncomfortable
- Very uncomfortable

Optional question (649 response(s), 8 skipped)
Question type: Checkbox Question

Q8 To maintain parking around Esquimalt’s downtown core, there are proposed mitigations on the immediate side roads within a 5-minute walk. Do you feel these changes address the on-corridor impacts? Please review information boards 7 and 11 to respond...



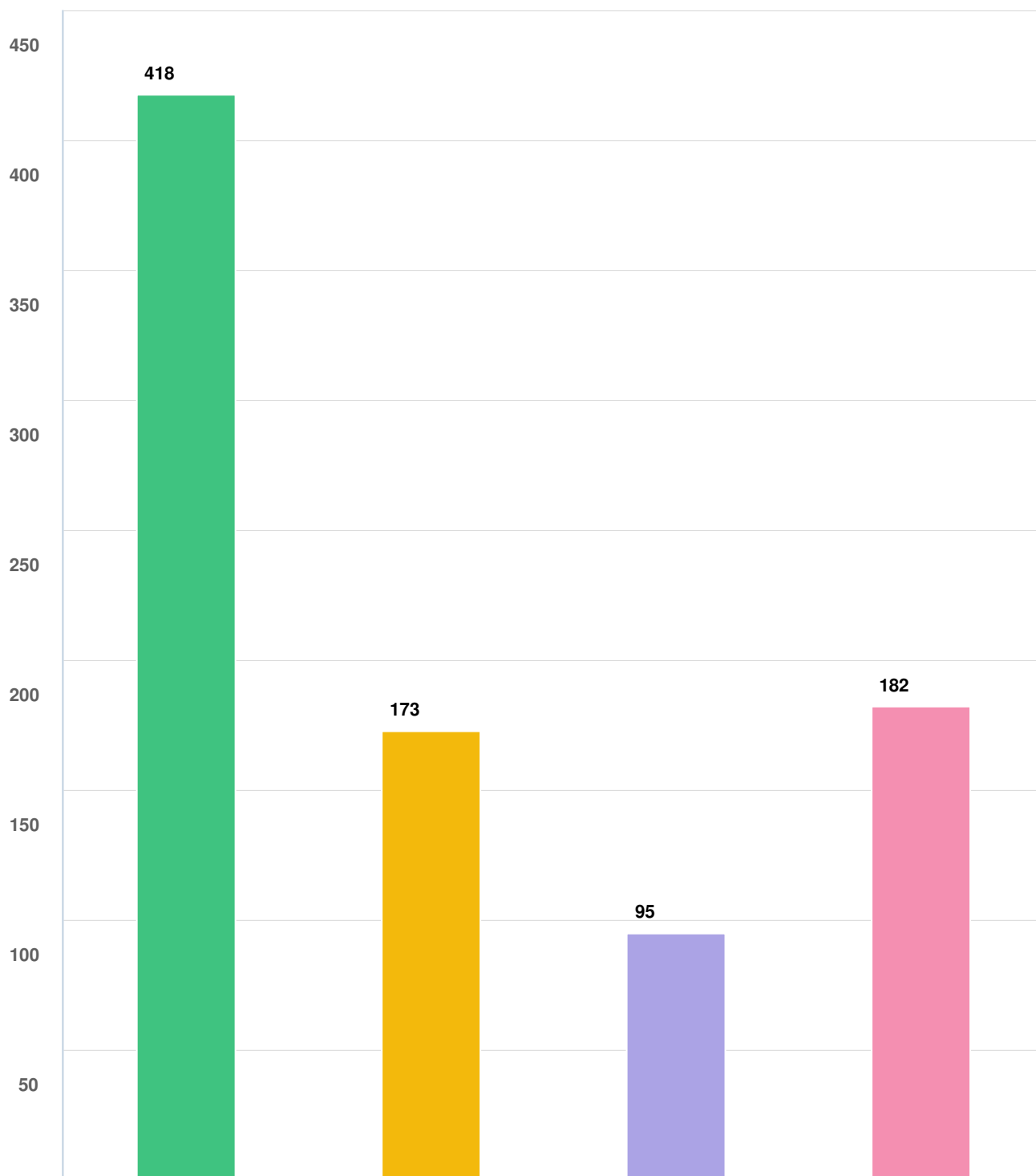
Question options

- Yes, it should help
- Somewhat, it might help
- No, it doesn't meet my needs
- I'm not sure

Optional question (647 response(s), 10 skipped)

Question type: Checkbox Question

Q9 | What types of parking restrictions would you like to see on nearby streets ? Please review board 11 to respond to this question. [View Board 11](#)



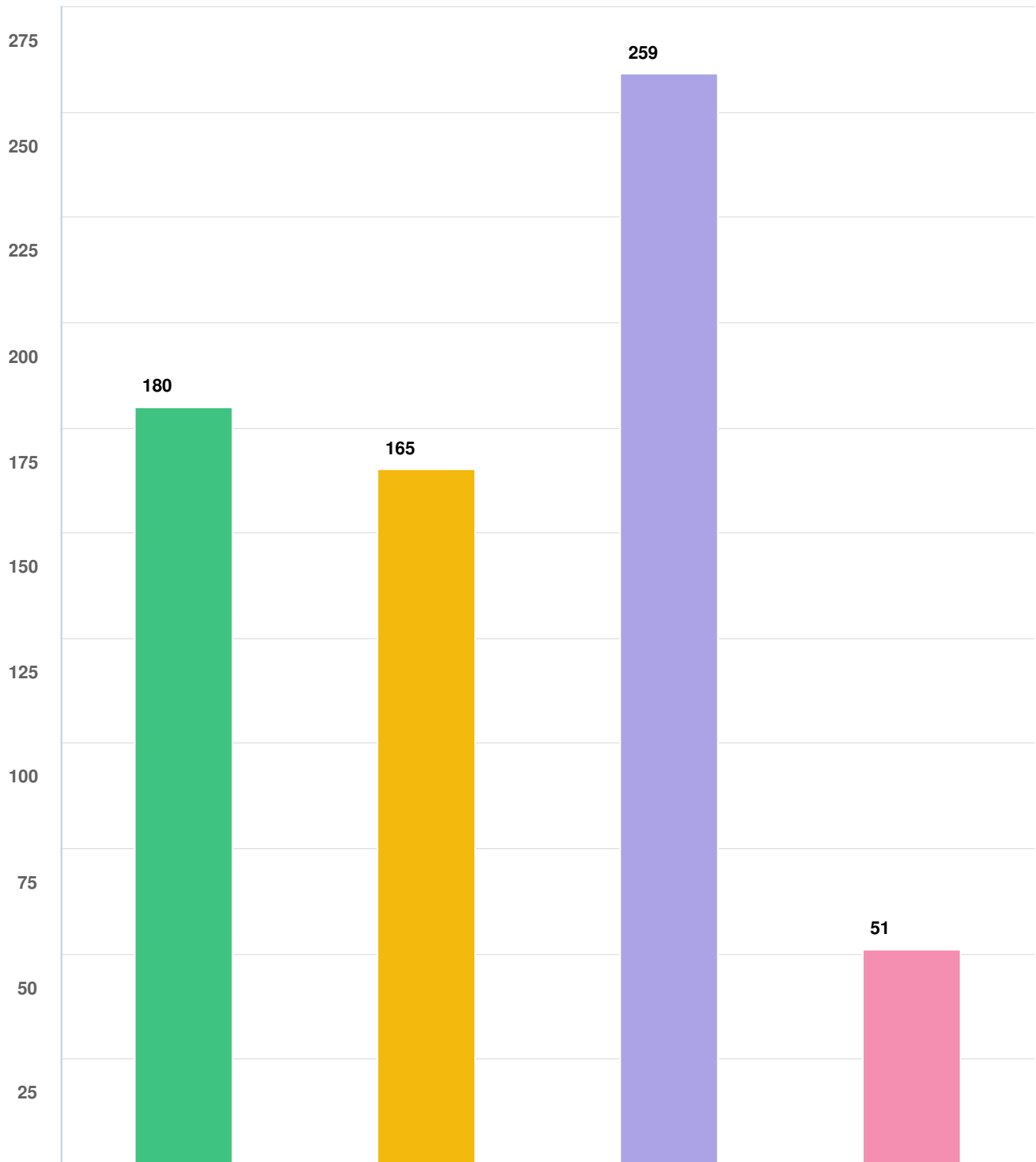
Question options

- 2 hour parking
- 1 hour parking
- 15 minute general loading zones
- Accessible parking spaces

Optional question (623 response(s), 34 skipped)

Question type: Checkbox Question

Q10 | Do you feel the proposed off-corridor parking opportunities will meet the needs of the community?

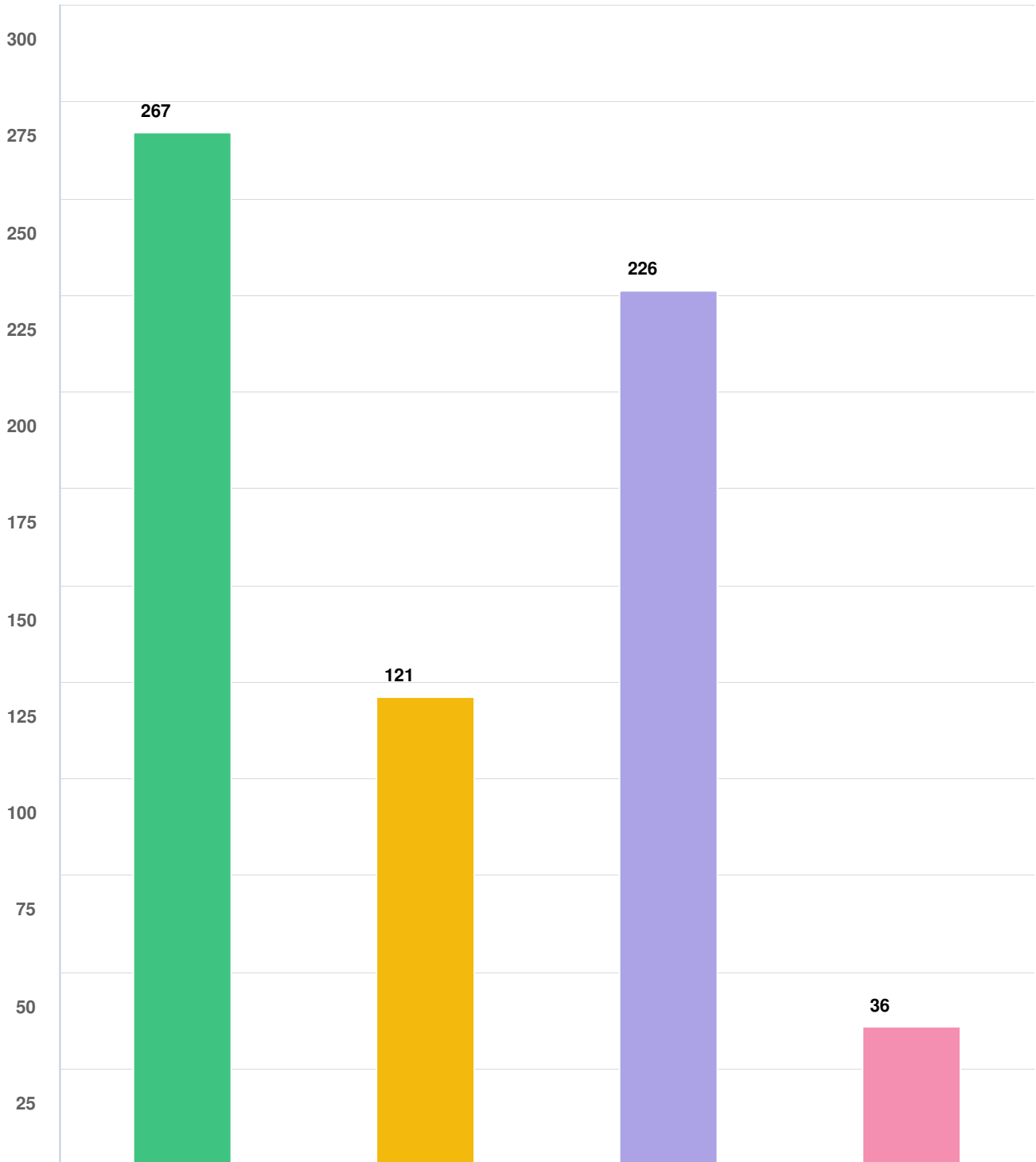


Question options

- Fully meets the needs
- Partially meets the needs
- Does not meet the needs
- Unsure

*Optional question (650 response(s), 7 skipped)
Question type: Checkbox Question*

Q11 To what extent do you think Option 1 meets the active transportation needs of the community and the goals of the Active Transportation Network Plan? Goals: More protection from Motor Vehicles Reduce Climate Impact Better Active Transportation Faciliti...

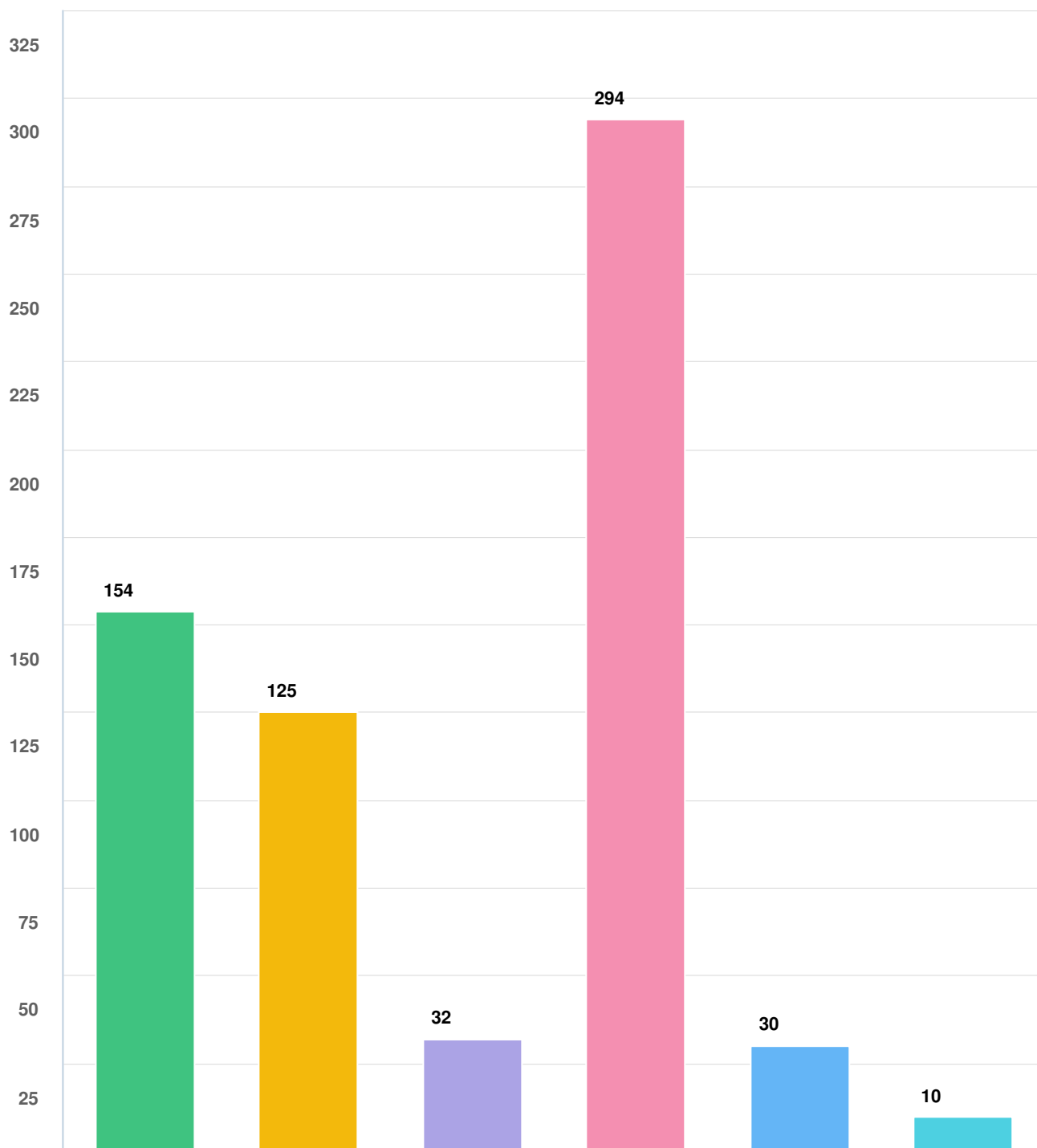


Question options

- Fully meets
- Partially meets
- Does not meet
- Unsure

Optional question (650 response(s), 7 skipped)
Question type: Checkbox Question

Q12 | Does Option 1A route on Esquimalt Road provide safe and convenient access to your intended destination?

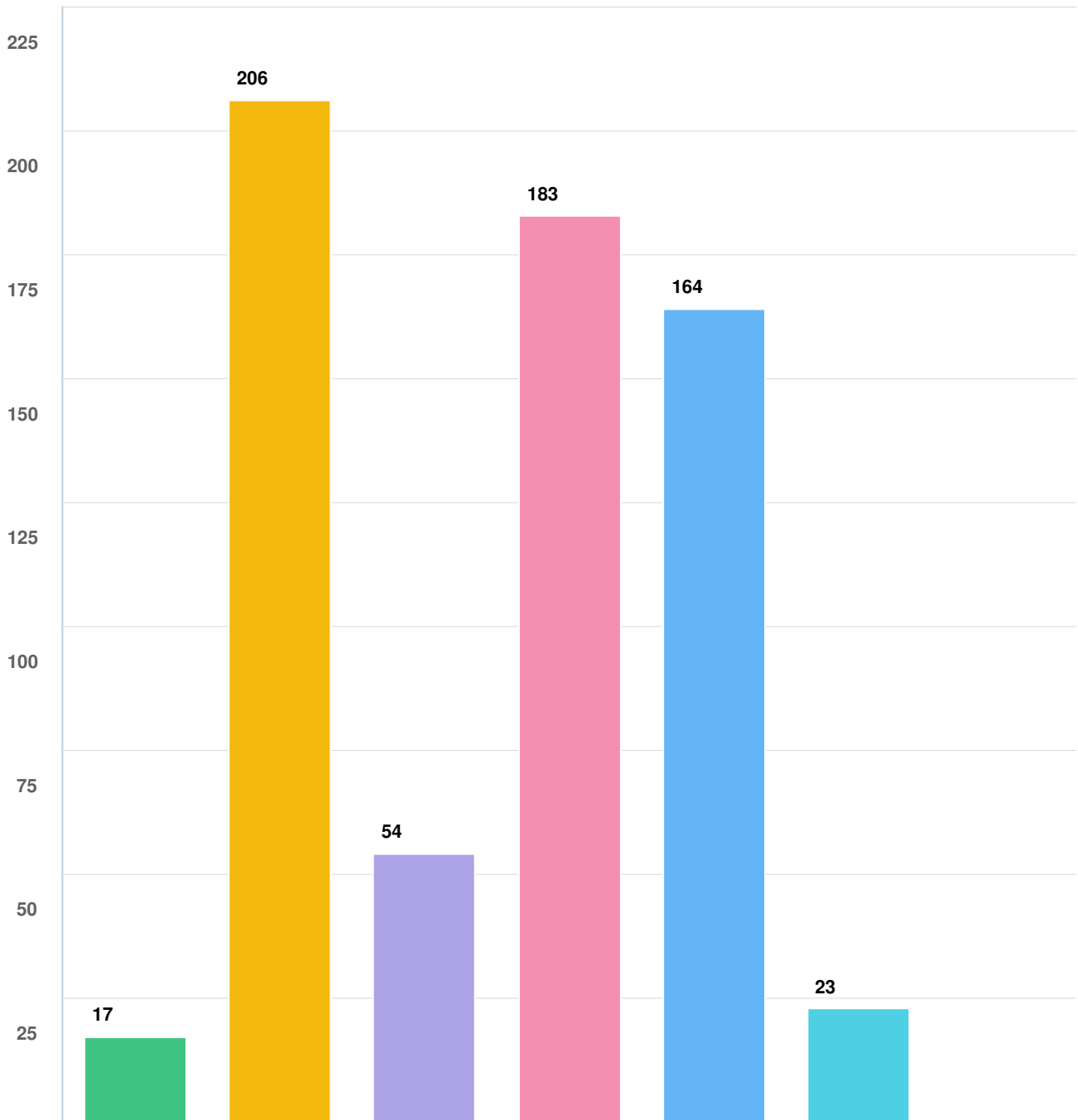


Question options

- Yes, it feels safe and convenient
- Somewhat, but improvements are needed
- Somewhat, but doesn't connect directly
- No, it doesn't meet my needs
- I'm not sure
- I don't use this route

Optional question (645 response(s), 12 skipped)
 Question type: *Checkbox Question*

Q13 After the Option 1A proposed improvements are completed how would your (e.g., bike, walking, rolling) trips change on Esquimalt Road?

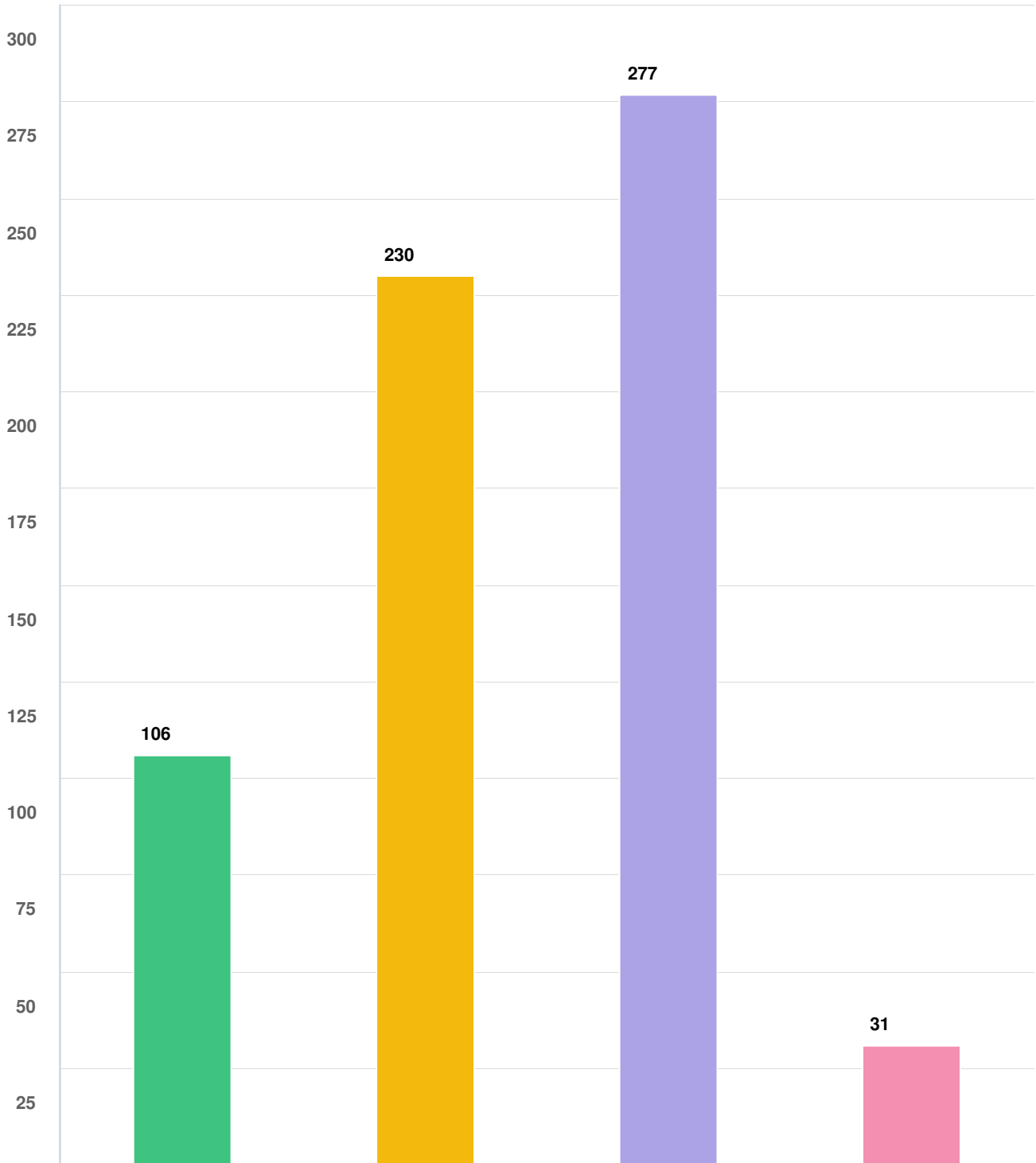


Question options

- I would be more likely to walk or use a mobility device if these changes were made
- I would be more likely to bicycle / roll
- I would be more likely to drive
- I don't think my use of Esquimalt Road would change
- I would avoid using Esquimalt Road
- None of the above
- I would be more likely to use my mobility device (e.g. wheelchair, scooter)

*Optional question (647 response(s), 10 skipped)
Question type: Checkbox Question*

Q14 To what extent do you think Option 1A meets the active transportation needs of the community and the goals of the Active Transportation Network Plan? Goals: More protection from Motor Vehicles Reduce Climate Impact Better Active Transportation Facili...



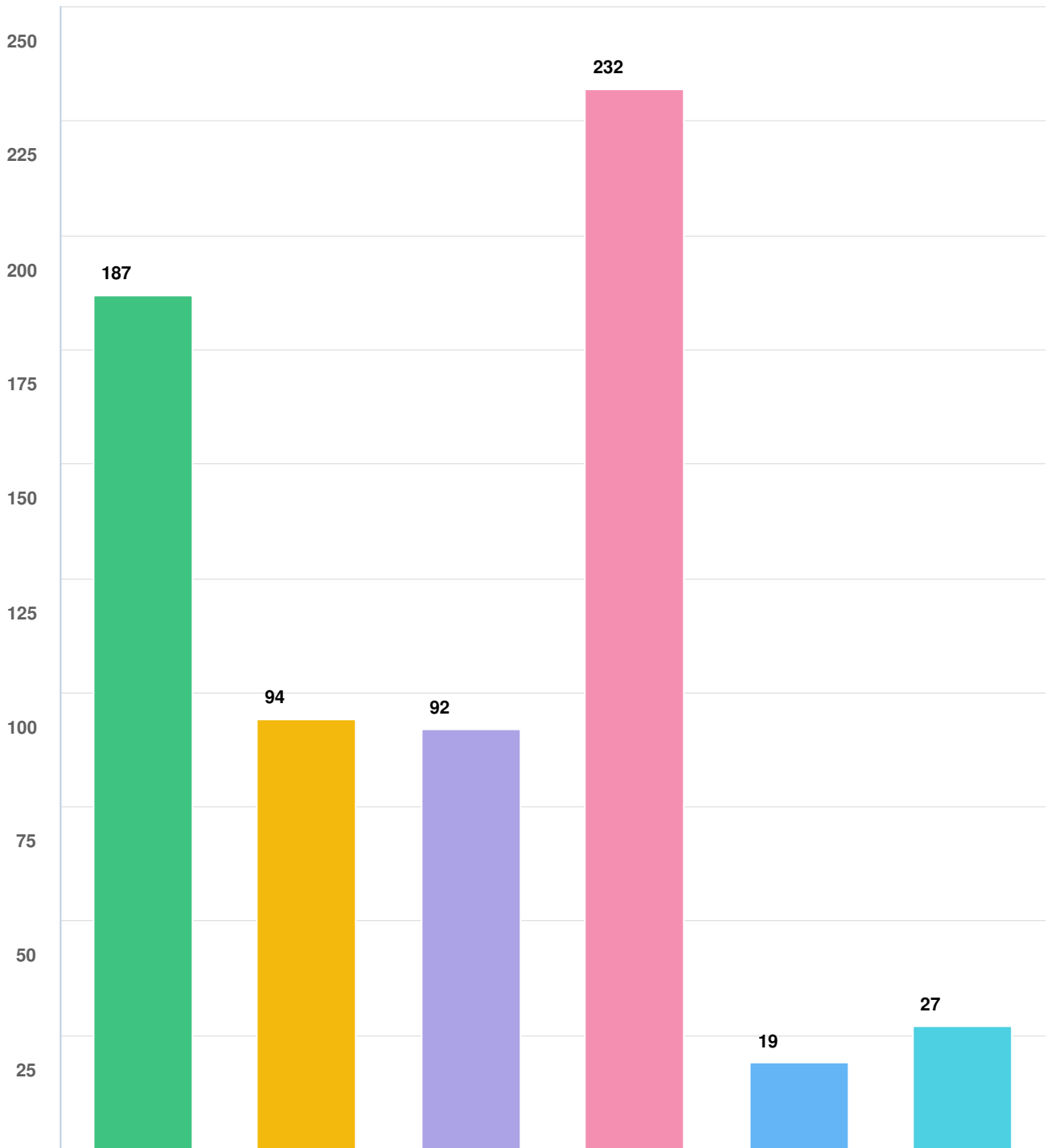
Question options

- Fully meets
- Partially meets
- Does not meet
- Unsure

Optional question (644 response(s), 13 skipped)

Question type: Checkbox Question

Q15 | Does this bike route option on the Lyall Neighbourhood Bikeways Connector provide safe and convenient access to your intended destination?

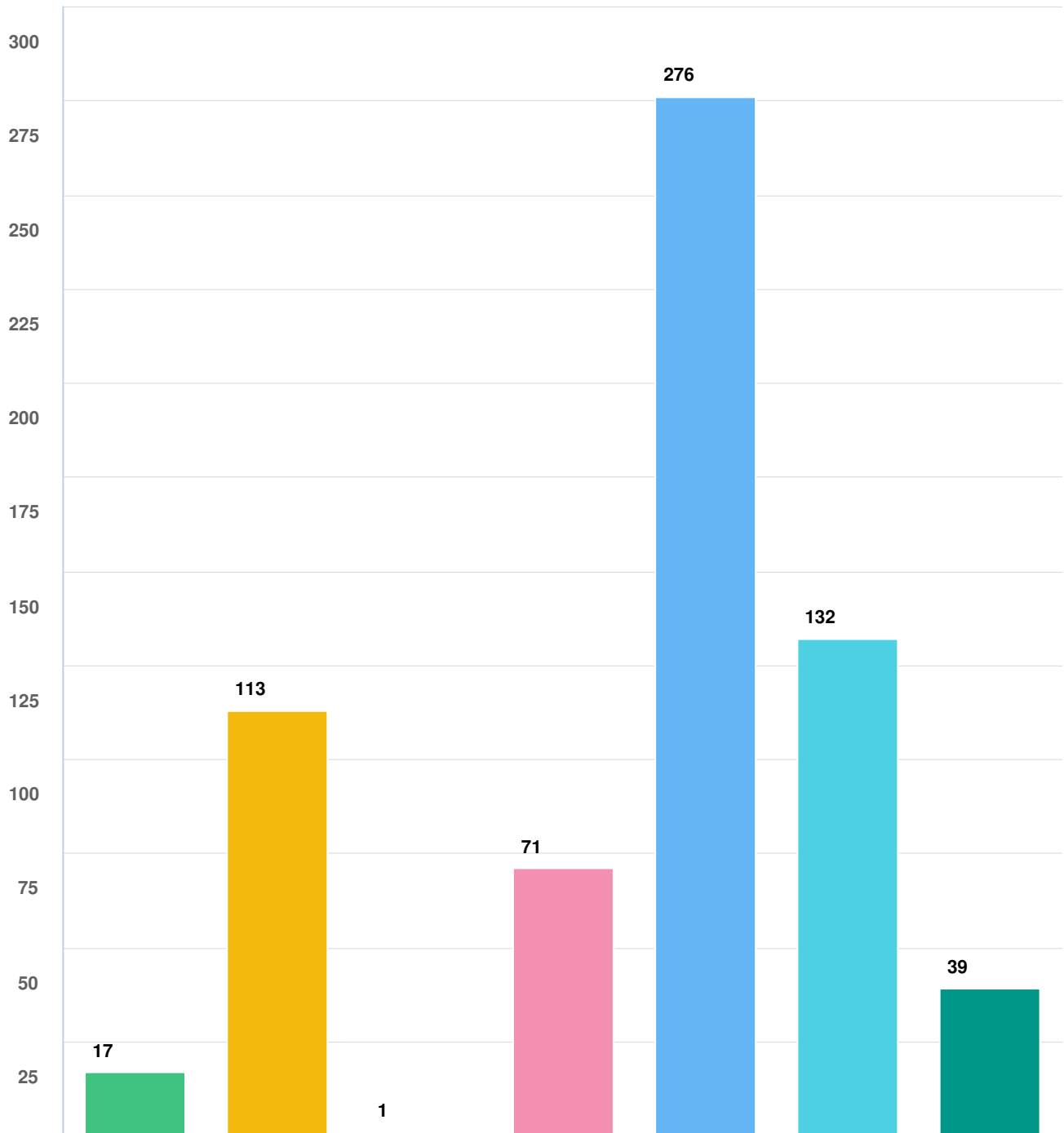


Question options

- Yes, it feels safe and convenient
- Somewhat, but improvements are needed
- Somewhat, but doesn't connect directly
- No, it doesn't meet my needs
- I'm not sure
- I don't use this route

*Optional question (651 response(s), 6 skipped)
Question type: Checkbox Question*

Q16 After the Option 2 proposed improvements are completed how would your (e.g., bike, walking, rolling) trips change along the Option 2 corridor?

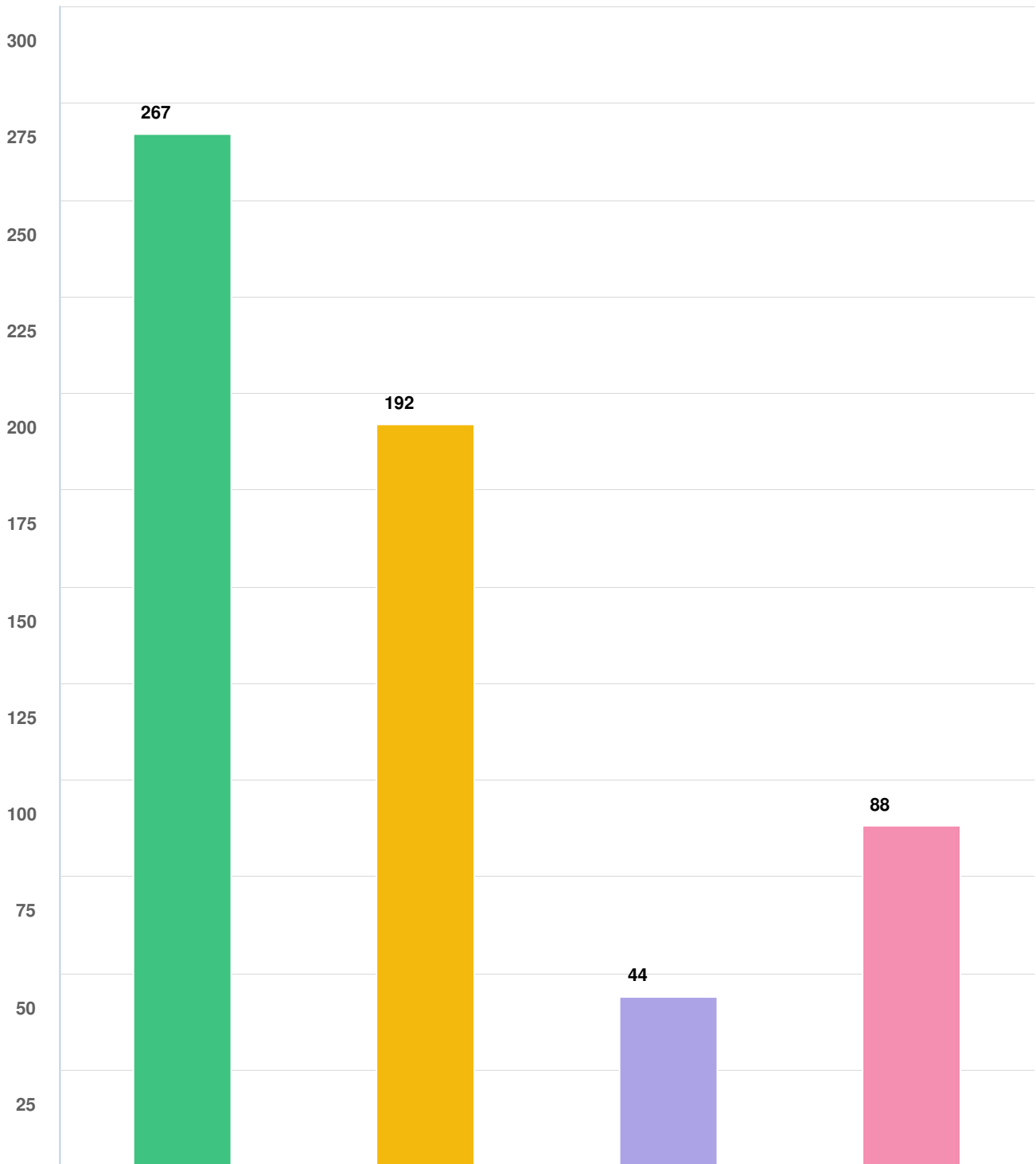


Question options

- I would be more likely to walk or use a mobility device if these changes were made
- I would be more likely to bicycle / roll
- I would be more likely to use my mobility device (e.g. wheelchair, scooter)
- I would be more likely to drive
- I don't think my use along the corridor would change
- I would avoid using this corridor
- None of the above

Optional question (649 response(s), 8 skipped)
 Question type: *Checkbox Question*

Q17 We've proposed Constance Avenue as the connection up to Esquimalt Road. Do you see any other possible routes that could be considered? (Select all that apply)



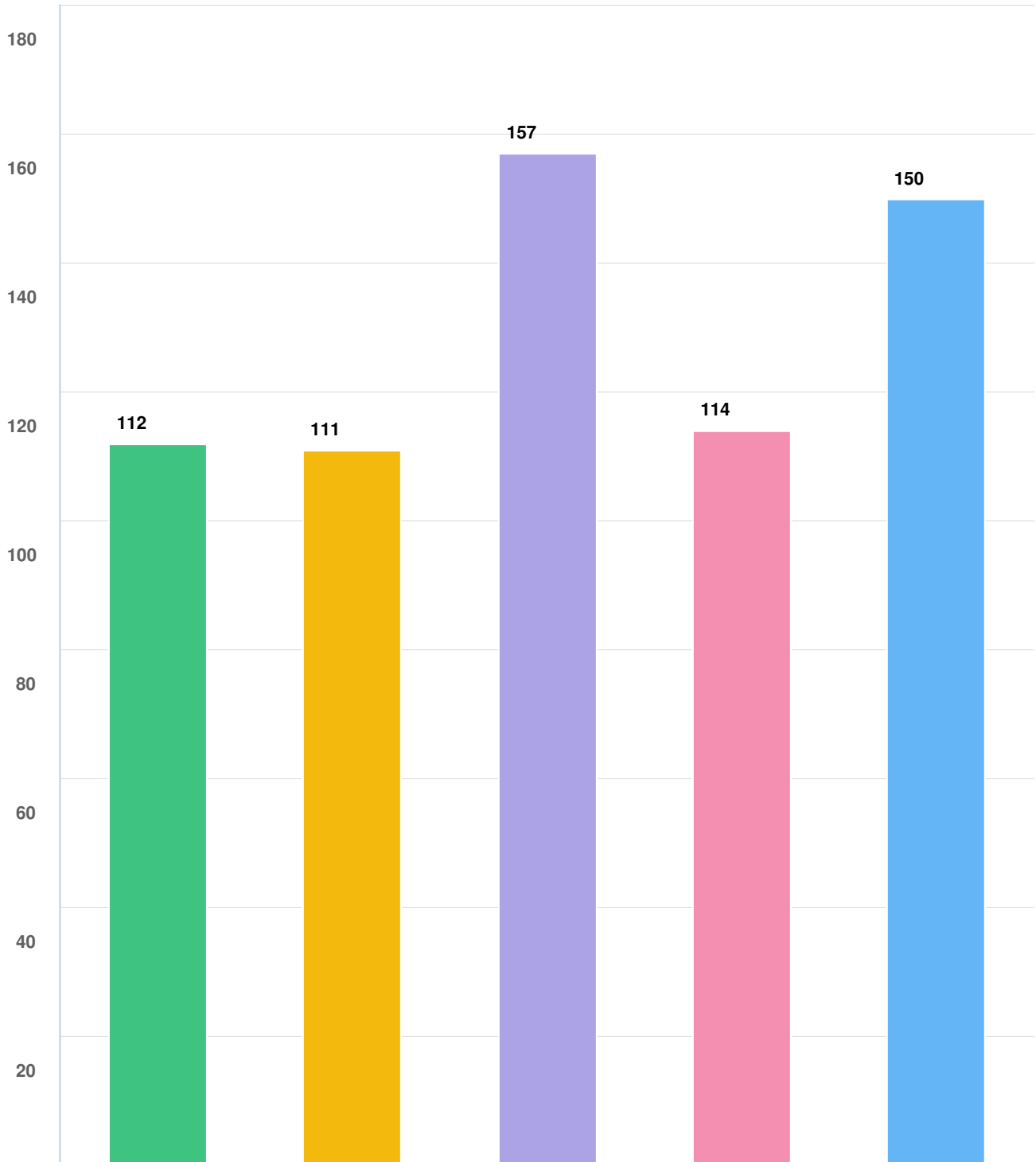
Question options

- Constance is preferred
- Admirals Road
- Nelson Street
- Other

Optional question (539 response(s), 118 skipped)

Question type: Checkbox Question

Q18 | If Option 2 is selected, there will be some traffic impact to Esquimalt Road. How comfortable are you with a possible increase in traffic congestion and volume on Esquimalt Road (to reduce traffic on Lyall)?

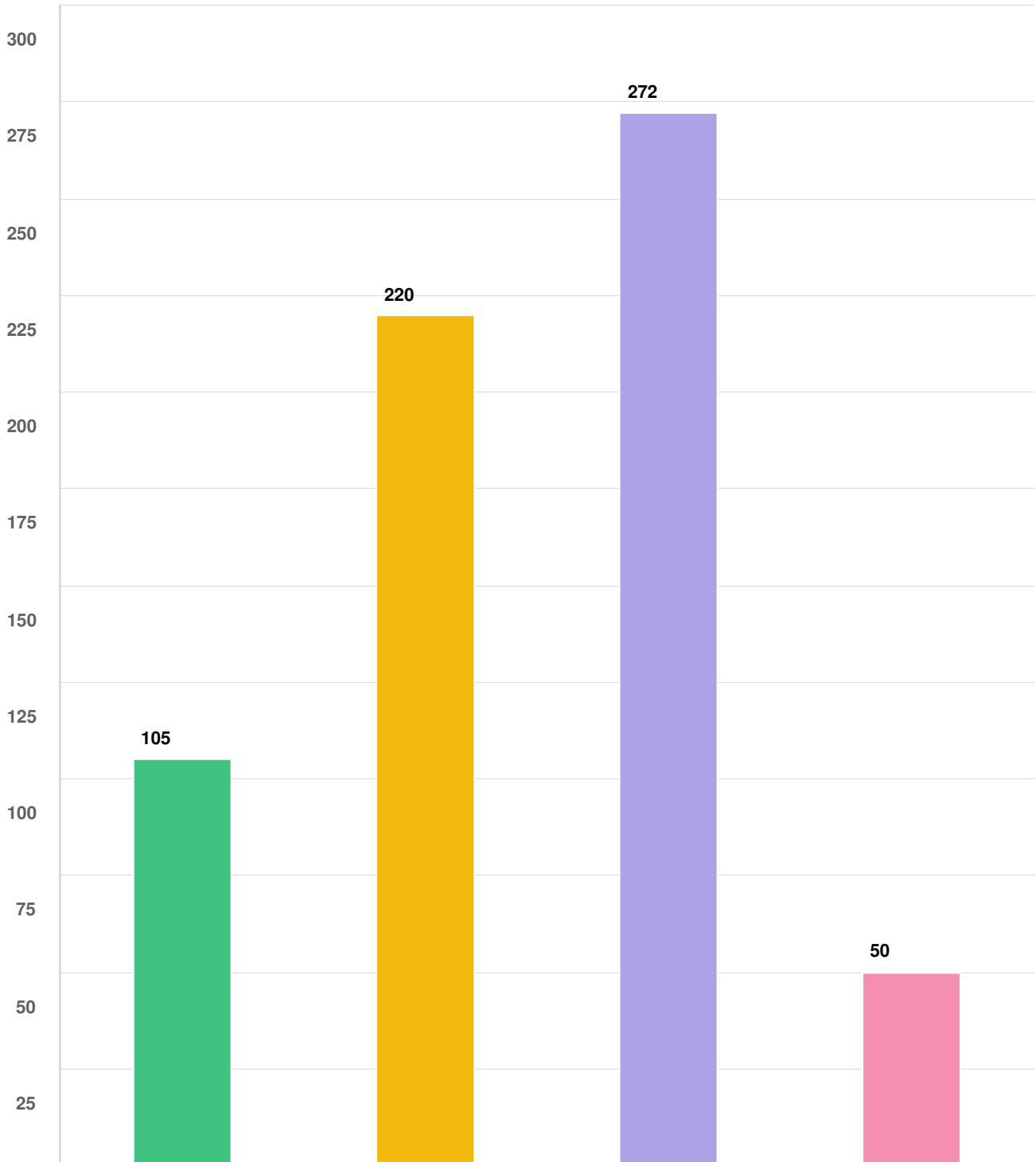


Question options

- Very comfortable
- Somewhat comfortable
- Neutral
- Somewhat uncomfortable
- Very uncomfortable

Optional question (644 response(s), 13 skipped)
Question type: Checkbox Question

Q19 To what extent do you think Option 2 meets the active transportation needs of the community and the goals of the Active Transportation Network Plan? Goals: More protection from Motor Vehicles Reduce Climate Impact Better Active Transportation Facilitie...



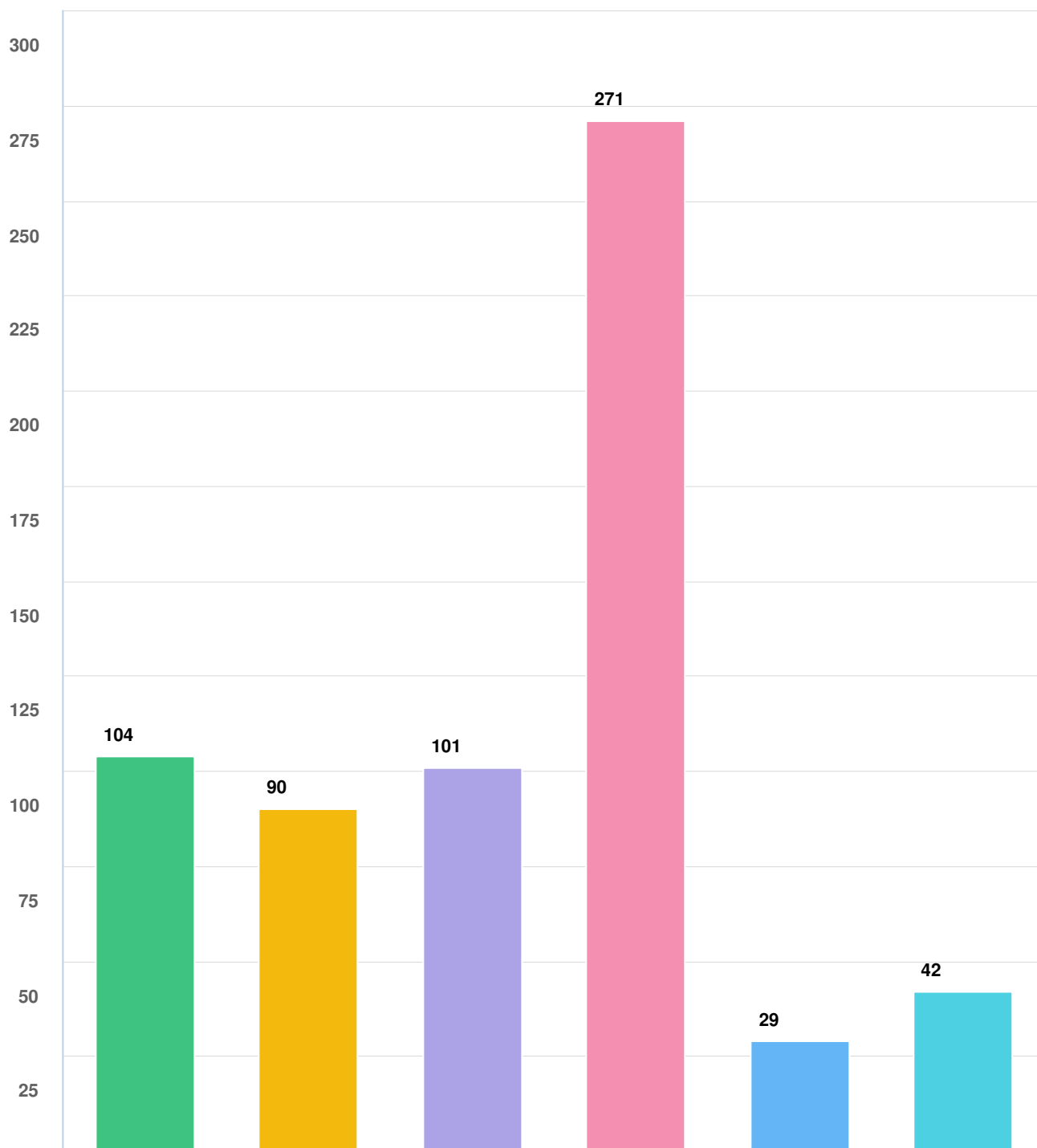
Question options

- Fully meets
- Partially meets
- Does not meet the goals
- Unsure

Optional question (647 response(s), 10 skipped)

Question type: Checkbox Question

Q20 | Does this bike route option using Fraser protected bike lane and neighbourhood bikeways provide safe and convenient access to your intended destination?

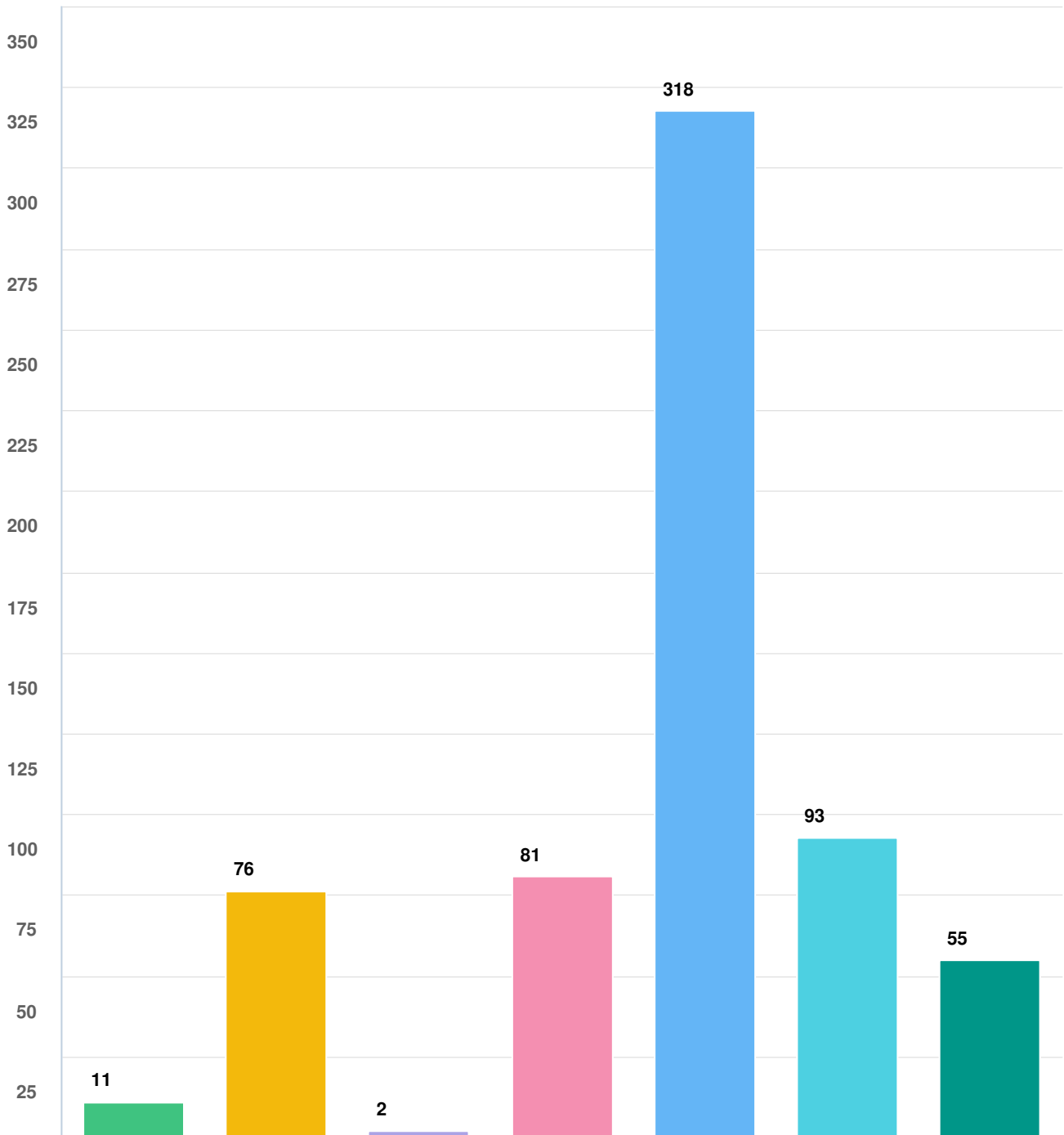


Question options

- Yes, it feels safe and convenient
- Somewhat, but improvements are needed
- Somewhat, but doesn't connect directly
- No, it doesn't meet my needs
- I'm not sure
- I don't use this route

*Optional question (637 response(s), 20 skipped)
Question type: Checkbox Question*

Q21 After the Option 3 proposed improvements are completed how would your (e.g., bike, walking, rolling) trips change along the corridor?

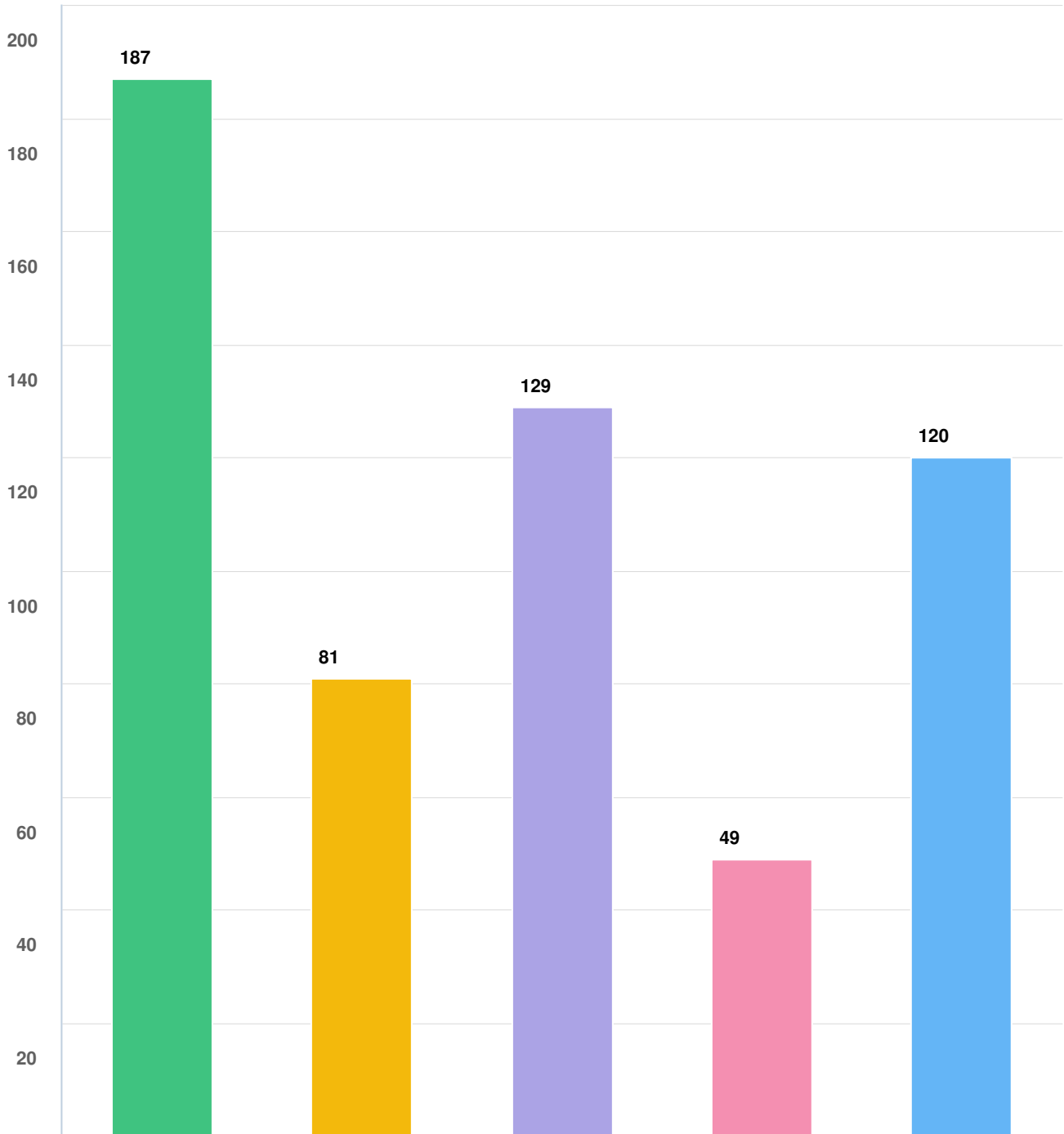


Question options

- I would be more likely to walk or use a mobility device if these changes were made
- I would be more likely to bicycle / roll
- I would be more likely to use my mobility device (e.g. wheelchair, scooter)
- I would be more likely to drive
- I don't think my use of Esquimalt Road would change
- I would avoid using Esquimalt Road
- None of the above

Optional question (636 response(s), 21 skipped)
Question type: Checkbox Question

Q22 We've proposed a route through Carlise Street/Comerford and using Constance Avenue as the connection back up to Esquimalt Road. Do you see any other possible routes that could be considered? (Select all that apply)



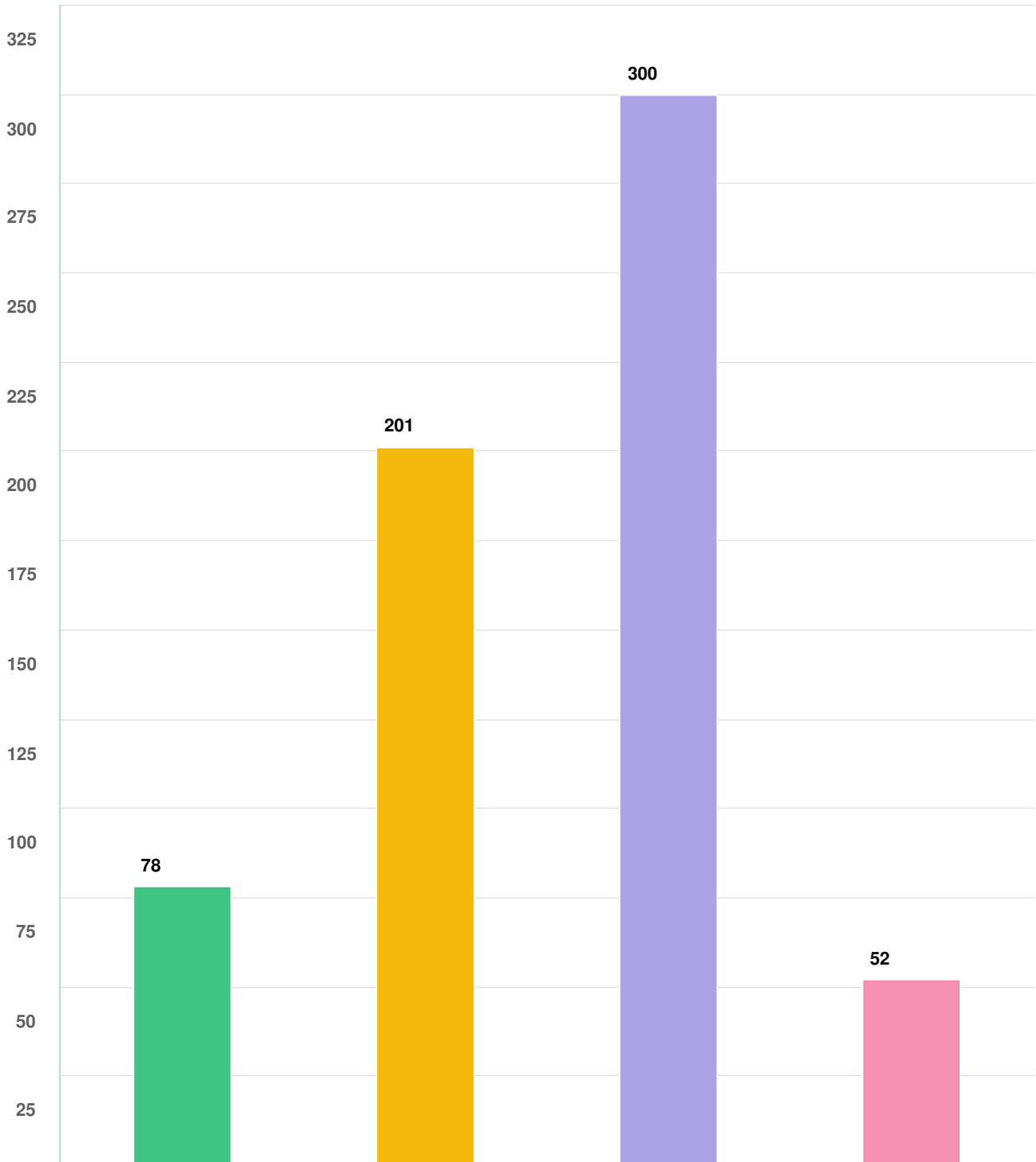
Question options

- The proposed route is preferred
- Continue along Fraser Street to Lyall Street and then use Constance Avenue
- Continue along Fraser Street to Lyall Street and then use Admirals Road
- Continue along Fraser Street to Lyall Street and then use Nelson Street
- Other

Optional question (524 response(s), 133 skipped)

Question type: Checkbox Question

Q23 To what extent do you think Option 3 meets the active transportation needs of the community and the goals of the Active Transportation Network Plan? Goals: More protection from Motor Vehicles Reduce Climate Impact Better Active Transportation Facilities...



Question options

- Fully meets
- Partially meets
- Does not meet the goals
- Unsure

Optional question (631 response(s), 26 skipped)

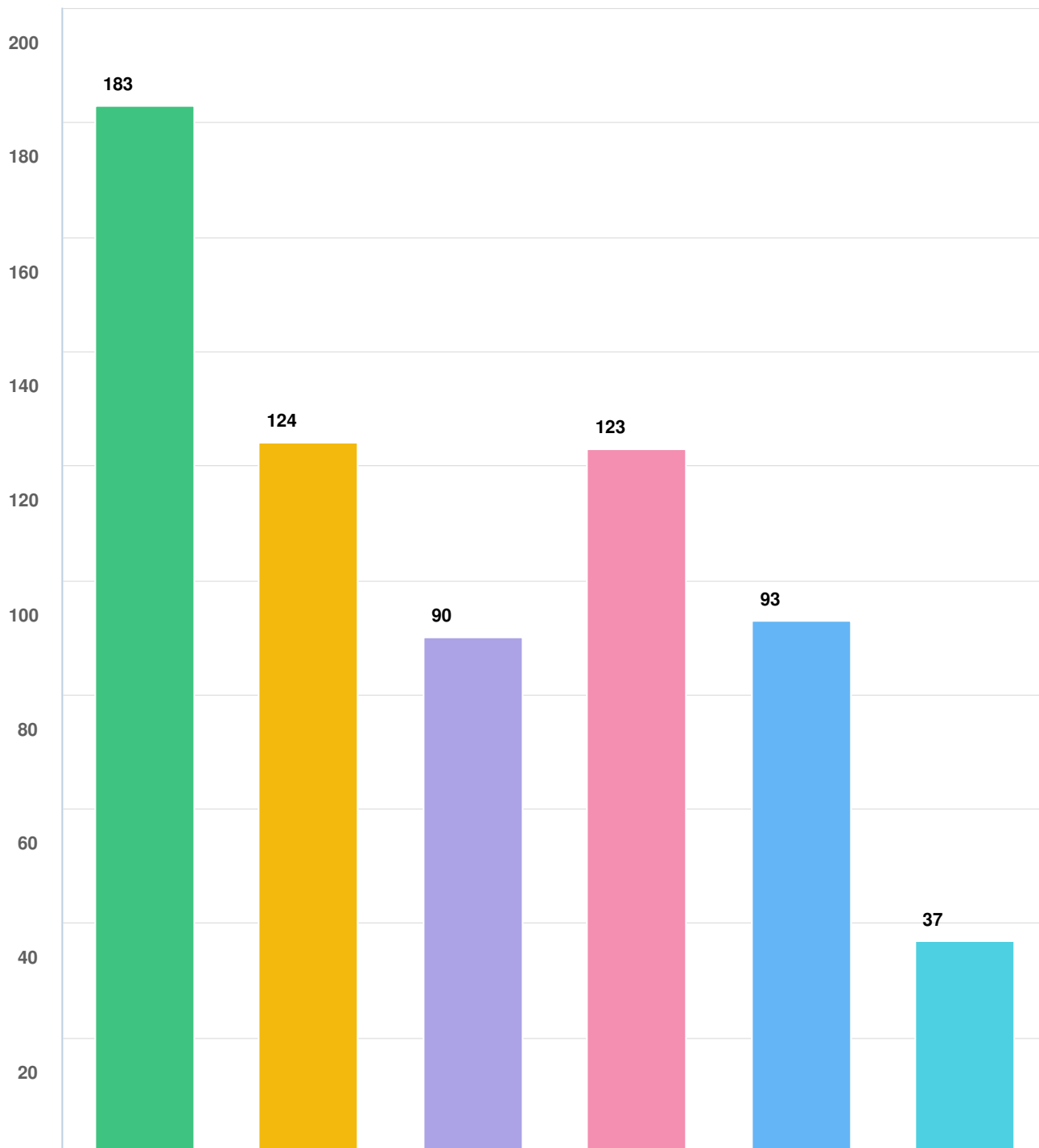
Question type: Checkbox Question

Q24 | Please rank which option do you think best meets the needs of the community? (1 being most preferred, 3 being least preferred)

OPTIONS	AVG. RANK
Option 1 - Protected bike lane on Esquimalt Road	2.24
Option 2 - Lyall neighbourhood bikeways connector	2.29
Option 1a - Median/turn lane removal for partial parking retention	2.55
Option 3 - Fraser protected bikeway with neighbourhood bikeway connector	2.75

*Optional question (622 response(s), 35 skipped)
Question type: Ranking Question*

Q25 How comfortable do you feel walking, riding a bicycle or using other mobility devices (e.g., wheelchair, scooter etc.) near traffic on Esquimalt Road from Joffre Street to Canteen Road in its current state?

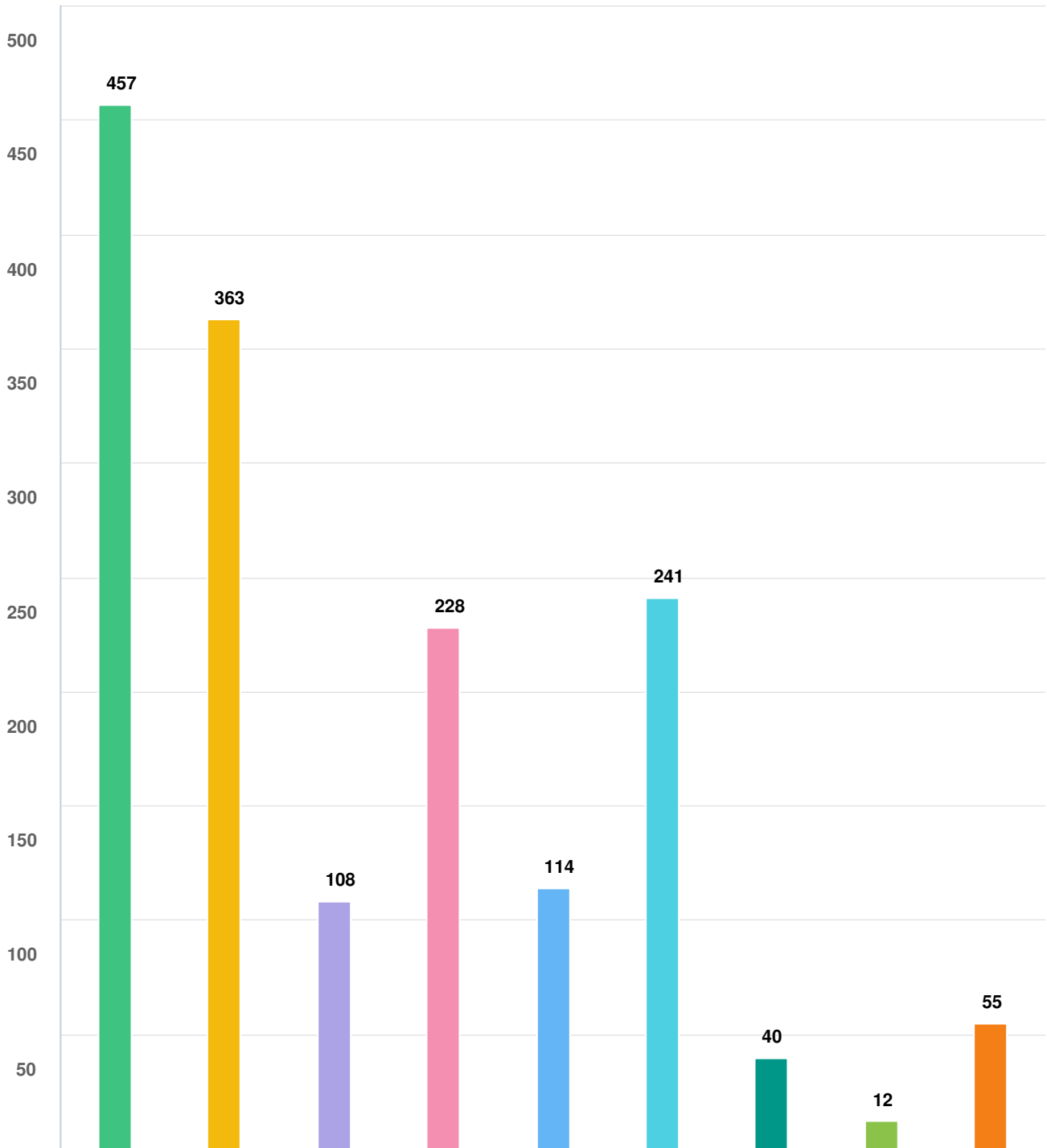


Question options

- I feel very comfortable and confident
- I feel somewhat comfortable and confident
- I feel neutral
- I feel somewhat uncomfortable and concerned
- I feel very uncomfortable and concerned
- None of the above

Optional question (650 response(s), 7 skipped)
 Question type: *Checkbox Question*

Q26 Which of the following describes you? (Select all that apply)

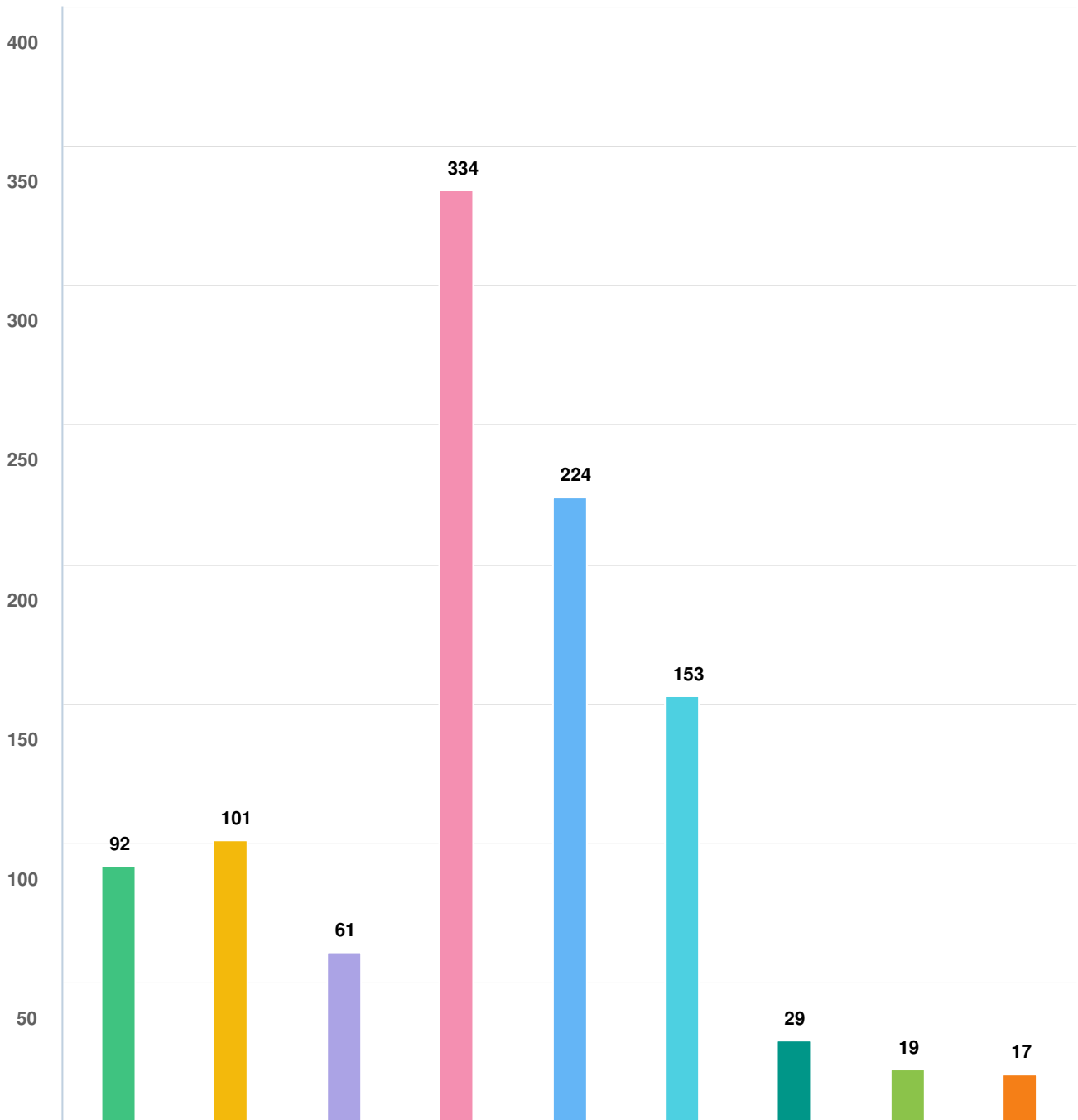


Question options

- Live in the Township
 ● Own property
 ● Rent property
 ● Work
 ● Attend school/take children to school
- Visit the Township at least once per week
 ● Operate a business in Esquimalt
 ● Prefer not to answer
 ● Other

*Optional question (651 response(s), 6 skipped)
Question type: Checkbox Question*

Q27 Please describe who in your household will be using this corridor by selecting which age groups are represented in your household.

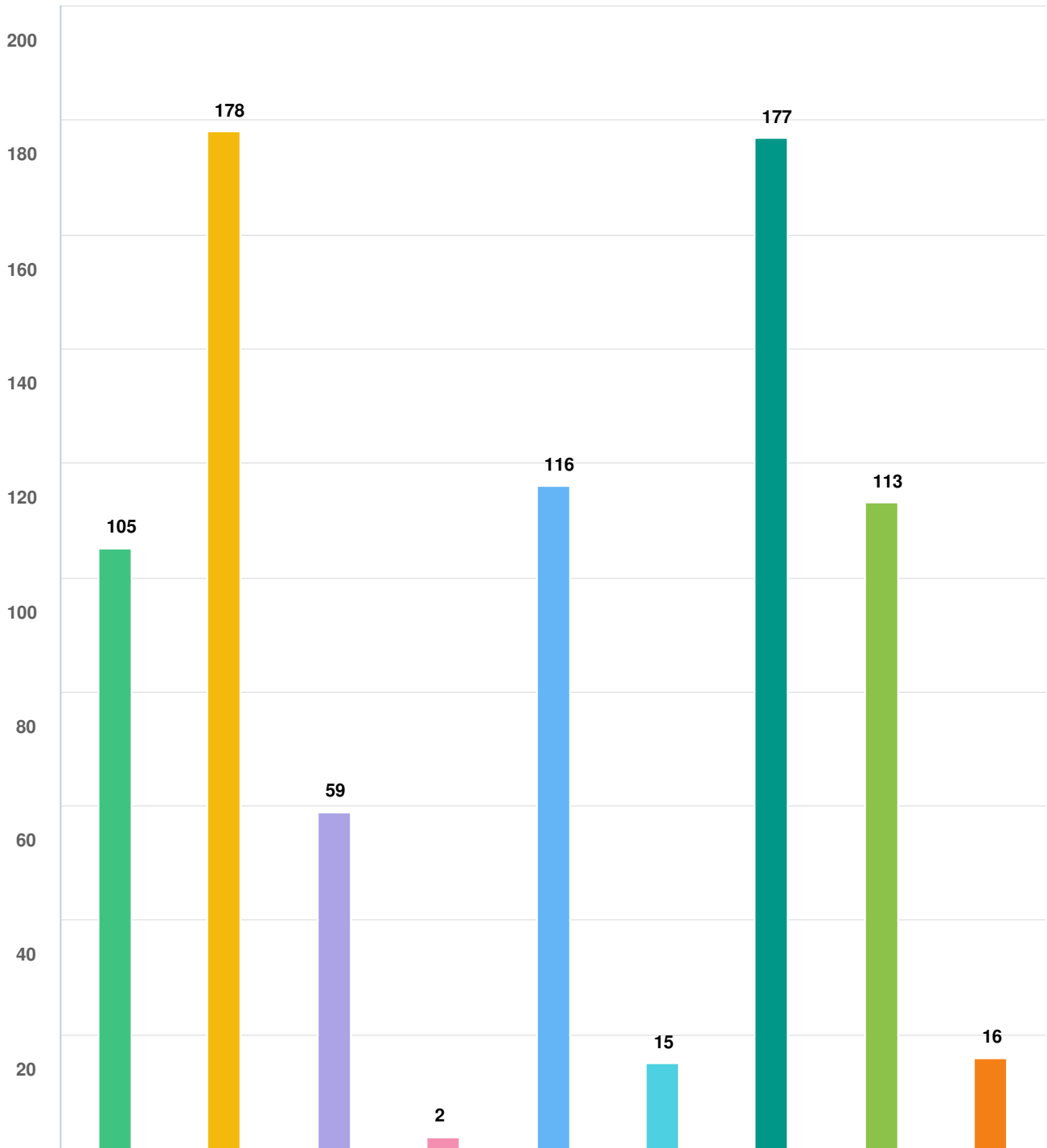


Question options

- 1 or more children under 5 years of age ● 1 or more children from 5 and 12 years of age
- 1 or more children from 13 and 18 years of age ● 1 or more adults from 19 – 45 years of age
- 1 or more adults from 46 - 65 years of age ● 1 or more adults from 66+ years of age
- 1 or members needing mobility aids ● None of the above ● Prefer not to answer

*Optional question (649 response(s), 8 skipped)
Question type: Checkbox Question*

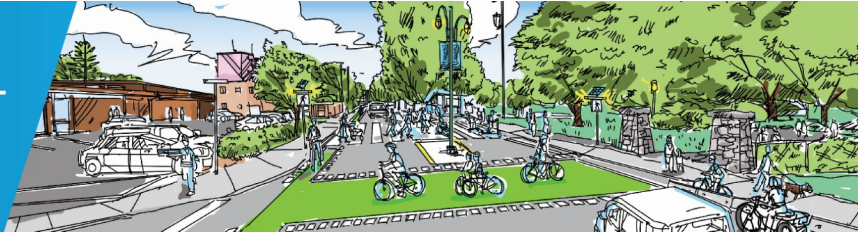
Q28 How did you hear about the survey? (Select all that apply)



Question options

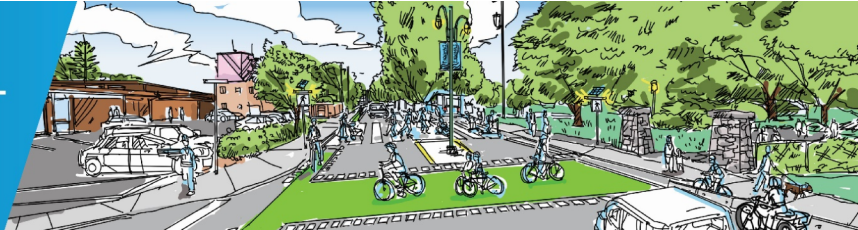
- Project website ● Postcard in the mail ● Poster ● Township X (Twitter) ● Township Facebook
- Township Instagram ● Other social media ● None of the above ● Prefer not to answer

*Optional question (649 response(s), 8 skipped)
Question type: Checkbox Question*



Appendix 1: Survey Comments

Question 12	2
What do you like about Option 1? What could we do to make it better? What's missing?	2
Question 16	44
What do you like about Option 1A? What could we do to make it better? What's missing?.....	44
Question 20	50
We've proposed Constance Avenue as the connection up to Esquimalt Road. Do you see any other possible routes that could be considered? If you chose "other in the question above, please specify:	50
Question 23	55
What do you like about Option 2? What could we do to make it better? What's missing?	55
Question 27	85
We've proposed a route through Carlise Street/Comerford and using Constance Avenue as the connection back up to Esquimalt Road. Do you see any other possible routes that could be considered? If you chose "other" to the question above, please specify:.....	85
Question 29	90
What do you like about Option 3? What could we do to make it better? What's missing?	90
Question 32	110
Do you have other comments about the route options?.....	110
Question 34	124
Which of the following describes you? Live, own/rent property, work, school, visit, business owner, other. If you chose "other in the question above, please specify:.....	124



Question 12

What do you like about Option 1? What could we do to make it better? What's missing?

Improve crossings for cyclists. It's difficult and often very unsafe to turn left as a cyclist.

This is the best option by far.

I like that the bike lanes are fully separated and on the street with amenities. I earlier answered that I do not travel along Esquimalt Rd - I don't do that because like driving along that street or trying to find parking. I would be much more likely to go there if there were protect lanes connected to the rest of the network in the CRD.

Continuous sidewalks to improve intersections onto side streets from Esquimalt Rd.

The bikes have a path on the EnR - why do we need to disrupt driving where it is already very congested - if people are going to take other modes of travel to avoid the congestion not to be a part of it.

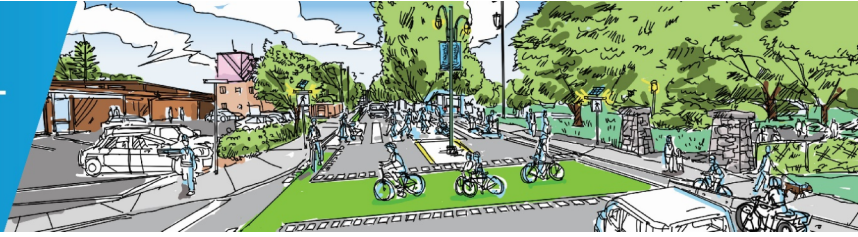
I am happy with option one and as a part time cycle commuter it would open up Esquimalt road to safer bike commuting - from a parking perspective as a resident - residential parking limits should be placed on all surrounding streets and enforced aside from designated parking noted above.

Removing the medians and trees is unacceptable, it would be a step in the wrong direction to remove trees for bike lanes and parking, please remove this option.

This is the best option to increase the safety and volume of people using active transport. To ameliorate parking issues, long term planning and development of underground lots such as the one under Esquimalt Town Square should be encouraged, and advertised as the primary option. This way we are not taking up valuable right-of-way with stationary cars.

Option 1 is the most suitable and efficient use of the transit corridor along esquimalt road. As a main thoroughfare of vehicle traffic that road should not have parking on it anyway. There are plenty of car parking lots within walking distance to those areas (under library, memorial park, rec. centre, bullen park, tudor house liquor store) this is ample for the area. I strongly disagree with removing the turning lanes, this is the only element that keeps vehicle traffic flowing. I would recommend adding dual directional turning lanes down the centre to maintain traffic flow and keep the nature medians. Be sure to allow sufficient space for buses to pull over at stops, again, another key element to maintain traffic flow (happy drivers = happier bikers = less complaints)

I also do not feel the necessity to add a flashing crossing from fernhill rd across esquimalt road. There are already numerous crossings in that area within 50metres walking distance, in fact I would remove 1 or 2 of the crossings along the stretch near Fraser street as there are about 4 in a 100m stretch, why? pedestrians can walk a little to cross the road, lets not over do the crossings or it will snarl traffic horribly.



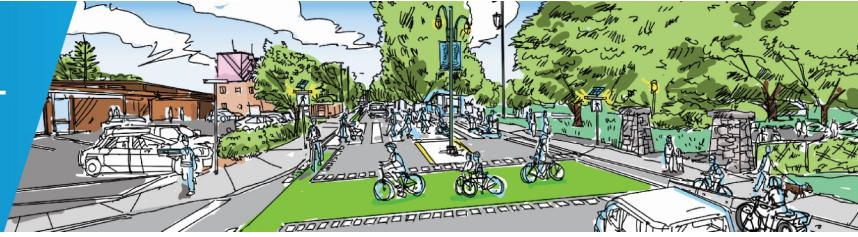
The current road is safe for walking, riding and driving and does not need to be altered in any way. This is the worst of all of the options and should not be implemented. When we speak of safety, I feel safe with just marked lanes when I ride. I feel much less safe with protected bike lanes at each driveway as cars need to enter the bike lane to see other vehicles. As a driver protected bike lanes increase anxiety and complicate emergency vehicle movement as well as it does not permit delivery and construction services vehicles from short term stops without blocking all traffic (auto and bikes). I do not like this option. FYI-when all cars are electric then we reduce climate impact. Cement is one of the biggest contributors of carbon.

I like that this maintains continuity for the protected lanes planned to Joffre Street. I like that the lanes are protected, which I believe will encourage more cycling and improve safety for cyclists. I like that it the most direct route, which means cyclists crossing fewer intersections, thereby reducing likelihood of accidents or occurrence of delays that could come along with Options 2 or 3. However, I think that Option 1a is superior because it preserves some parking on Esquimalt Road, which is likely to land best with other community members for several reasons. I think Option 1 needs to be revised to avoid significant traffic delays caused by vehicle turns without a dedicated turn lane. The Esquimalt corridor, particularly as it approaches Admirals during peak traffic times, is a very heavily used area and will only increase in usage as our municipality expands. I am seriously concerned that vehicles turning north or south off of Esquimalt between Fraser Street and Admirals Road will cause significant traffic delays. In my experience, traffic delays lead to impatience, which can lead to unsafe actions from both drivers and cyclists. I am not an expert at traffic planning, but some potential ideas that could address this would be: (1) limiting turns that cross traffic turns off of Esquimalt Road during peak hours (e.g., no turn signs combined with enforcement); (2) closing some side streets and only permitting access via other streets (e.g., closing off Comerford Street from Esquimalt Road and permitting access through Lyall via Admirals). Another mitigating option would be to consider bi-directional protected lanes between Joffre and Nelson, which would allow for uninterrupted turns during peak traffic hours, albeit only in one direction. I am strongly in favor of Option 1 as it is protected and direct, but the potential for traffic delays leads to more delays, which could lead to grater density of motor vehicles on the road, creating a risky environment for cyclists and higher concentration of pollution on the active transportation corridor. As a motor vehicle user that frequently travels along Esquimalt Road, I would also be very frustrated to experience such delays, especially when larger arterials combined with backstreets could get people to their off-street destinations.

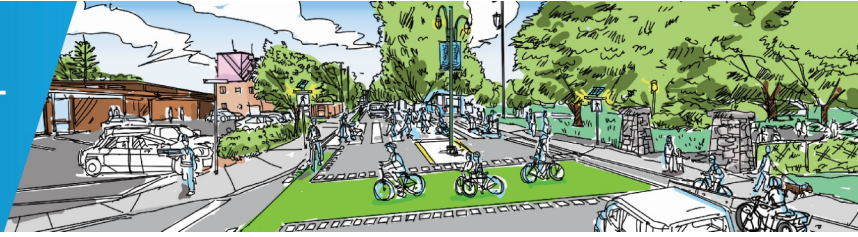
Get rid of it.

I think the compromise of removing medians to retain some on-street parking, along with the improved parking on side streets strikes the right balance between serving business parking needs and meeting active transportation and climate change goals. Not to mention, this will make Esquimalt road a much improved and calmer experience for walking and cycling, and turn the west end of Esq into an attractive destination. Currently, it feels constricted and a little "on the way to nowhere". Now that there's a good pub, a coffee shop, plaza, etc, this area could have some real destination "gravity". Opportunity to approach Tudor house liquor to lease their enormous parking lot as public parking?

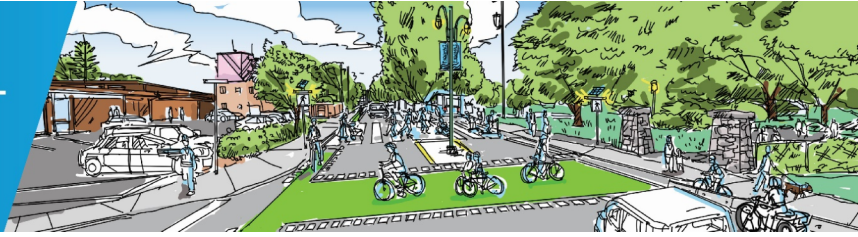
I like that it provides uninterrupted bike lanes from the City of Victoria (where I live) to downtown Esquimalt where I spend a lot of time particularly in the summer (Esquimalt market,



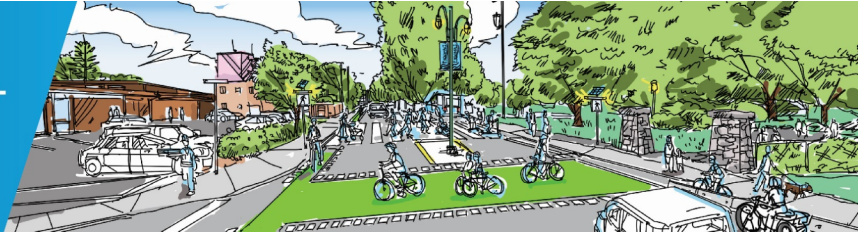
<p>Esquimalt restaurants in that area, Bullen fields,...). I believe it will encourage me to spend more time in Esquimalt at other times of the year including taking programs at the Esquimalt rec centre.</p>
<p>I like that it's right on Esquimalt road. I don't think I would cycle out of my way to use a bike lane on a different street for the short duration of the options. I think removing parking on Esquimalt road will also help build a more beautiful "downtown" area as it densifies.</p>
<p>It makes sense. It's logical. The other routes are less likely to be used.</p>
<p>I like the protected bike lanes, I appreciate the off street parking, I absolutely support keeping the trees in the central boulevard. remove parking and not replacing it encourages active transportation and is forward thinking.</p>
<p>I think all these people will come and park on Lyall street and there is already people parking here who don't live here.</p>
<p>Concerned about the negative impacts on local businesses and concerned about the removal of median trees. I prefer the alternative options as being least disruptive to Esquimalt Road.</p>
<p>This is by far the best option. It will create a direct connection that's safe to bike/roll to the Country Grocer area, city hall and the library, and on to Red Barn and the military base, which will include some large developments.</p>
<p>Start by making the road exclusively for vehicle and keep bicycle out of the road, they have a bike lane next to the railway already. Having bicycles on the road makes it extremely dangerous, who always gets in trouble? The vehicle, who always gets hurt? The bicyclists. Having bicyclist insured would probably make them think twice before crossing on a red light....cutting a vehicle off etc...all the same things motorists do, but they don't get in trouble. Making vehicles rev longer on the roads because bike lanes are build and emptied most of the time creates more pollution. What if a child is sick at school and you work 30 min drive away? But you're on a bicycle? With the cost of living I have to work 2 jobs, having to drive from Esquimalt to Langford is now taking even longer for me because of traffic, bike lanes and bus lanes and constructions are taking the road. Taking the bus of riding a bike is not an option for me unfortunately. The rise of homelessness is making it even more scary to wait for a bus or ride a bike. And please let the public know what should we do when an emergency vehicle comes riding the back of your vehicle because you can't move anymore because of protected bike lane? Has it been thought how hard it is for transports to drive in the road now? How about the poor garbage pickers? I watched them struggle and not being able to pull thru a road because of bike lanes. Taking away parking spots that we already desperately need? The roads are in shambles in Esquimalt. How about the festivals, the parades, the business. I truly believe the city needs to take care of those things before mentioning bike lanes. Traffic is out of control, bring a ferry for the military traffic, make another road to use. Please stop focusing only on bike lanes. Genuinely tired of hearing about this when other pressing issues should be taking care of. This survey will probably do nothing because the group of people designing and wanting to make this change won't care because they are bike users. My opinion and a lot of other people all think the same, bike lanes on Tillicum and Gorge are empty all the time, what a waste of construction pollution for nothing.</p>
<p>Woke lane</p>
<p>I like the bike lanes and option 1A with retention of the median, to keep the road safer for vehicles and keep green space</p>



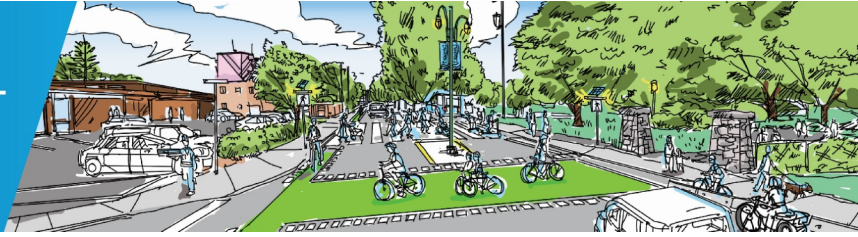
<p>Ample bike parking with lighting. I don't like the spirally round kind of bike storage. My bike flops over in them and it puts unneeded weight on my front tire.</p>
<p>I feel that protected bike lanes are key in order for my kids and myself to be able to bike safely. There are several parking lots off of Esquimalt Rd and I have never used on street parking in Esquimalt in my 10+ years of living here so besides the need for accessible parking, I don't see any need to prioritize parking along Esquimalt Rd. The road leads right downtown making it a very important road for a biking lane.</p>
<p>Option 1 is sufficient as long as it doesn't slow traffic on esquimalt road down further. Vehicle traffic can be extremely slow around peak times, I'd advocate for keeping this in mind to ensure these improvements don't increase the severity of this problem.</p>
<p>I think this option will have the most pushback from drivers, but has the best chance to increase cycling / walking / micromobility mode share. It makes accessing Esquimalt Town Square so much faster and safer feeling - I would definitely go there more often. It also offers great opportunities to activate the street for people and transit instead as a throughfare for vehicle traffic. This option also makes me envision events that could spill over from Bullen Park where part of the road could be closed to car traffic (Montreal style) and make it a great center and heart for Esquimalt.</p>
<p>Forced obedience for cyclists who still use the sidewalks even when there are bike lanes.</p>
<p>Do not like it at all</p>
<p>Esquimalt Road is where the vast majority of the actual destinations are - most businesses, the rec centre, city hall, library, etc. It is the ONLY sensible choice for protected AAA bike infrastructure. The other options are a distraction and will not be fit for purpose.</p>
<p>Looks great! Retain the median.</p>
<p>It's going to be very inconvenient for drivers and it is going to impact businesses. This is a bad idea.</p>
<p>Removing trees and green space is a terrible idea. Why on earth would you want to make our community less green?! And removing the left turn lanes will cause the most insane traffic back ups especially at peak times. Not much to like about this option other than easier access for bikes.</p>
<p>I do not like option one as I do not think this is a good compromise for cars, bicycles or pedestrians. The pedestrian routes are just fine the way they are. This is about bicycles and cars and in my opinion is highly swayed towards bicycles and the presentation and survey thus far is also heavily swayed towards bicycles. There are better compromises.</p>
<p>Hate the idea of losing the beautiful flowers and trees, or parking. As it is, if I drive to Saxe pt public house, I can't ever find parking. It's hurting their business!</p>
<p>I think 1a is a better middle ground</p>
<p>It appears to be the most inclusive option.</p>
<p>I don't like it, bad for small businesses who need parking spaces for their customers. There are already bike routes elsewhere.</p>
<p>I like that this is fully supporting the environment. We need to take climate change seriously. And this change will promote more use of bicycles. As long as it will also support handicap people so that they can also get around I am very happy with this plan!</p>



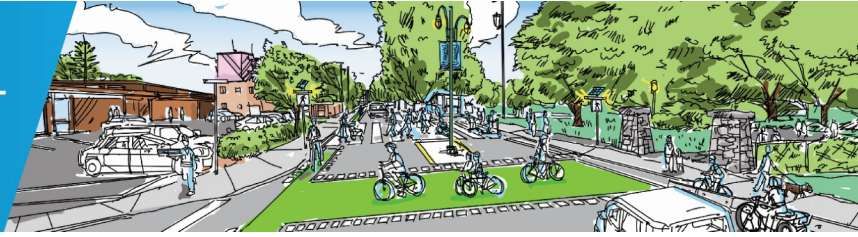
<p>Specific recommendation to not put physical bike/vehicle barriers on Esquimalt road, but instead put a painted buffer as has been done on Admirals Road. Increase road markings around busy entrances. Transition from a park/walk to stores for this area, and for our "culture" will take time, but improved signage and access to parking behind Archie Browning and any other municipal parking area might encourage this change - easy to take out a sign or two if it doesn't do anything. One point, please do not remove the planted medians. Gosh, they finally have grown into something, be a shame to rip them out to save parking.</p>
<p>Main corridor parking is essential to allow customers to visit local businesses in Esquimalt. Older customers that are shunted further away from these businesses creates stress within the community.</p>
<p>Dislike the bike lanes 100%!!</p>
<p>Esquimalt road is the main vein for Military personnel and all fleet maintenance employees. Disrupting the flow of traffic for thousands of people who travel to the base and are unable to bike ride, to appease the few that will use the bike lanes, seems like the most illogical plan for the township.</p>
<p>Seems like a great idea. Pay parking could be an option to further incentivize using alternative modes.</p>
<p>I am very excited that my kids could bike more</p>
<p>This is my preferred option. I want to bike and walk more often. But I'm also aware that many people rely on vehicles and accessible parking. Please ensure we offer as much accessible parking as possible for those who are limited by mobility issues</p>
<p>I'm a big fan of being able to get all the way through Esquimalt on protected lanes. That said, I would prefer the green, treed median to be between the vehicles and vulnerable road users, as opposed to in the middle of the street.</p>
<p>nothing, don't do any of it, don't remove trees and planted areas. I am handicapped and need to be able to park immediately near where I am going</p>
<p>Thank you for this excellent design work. As I am primarily a cyclist, I currently try to avoid Esquimalt road due to car traffic and speeding. I believe the protected bike lanes WITH the retention of the green space/medians would reduce speeding and dangerous driving on this part of Esquimalt Road. I do not like the option to remove the trees/green space not from a climate perspective, but from a traffic calming one.</p> <p>I am also in favor of removing parking for safety purposes and to create better sight-lines, but I do not have strong opinions on this since I realize that some folks need to drive/park nearby to business for accessibility reasons. Also I know the local businesses feel very strongly about this and I'm somewhat sympathetic to them, but believe there can be a middle ground solution with nearby off-street parking that's reserved for handicap parking.</p>
<p>much more parking is needed, more pedestrian pathways not near roads as opposed to dangerous crosswalks, bike and scooter paths separated from the roads, more trees, less on street parking, increasing local business density, making it safer for children to move around as that is a high density household area. I hate cramping our roads with bike lanes, it's tasteless and doesn't work to make things safer in the least.</p>
<p>It looks like some stretches have no protected barrier between bikes and motor vehicles, just paint.</p>



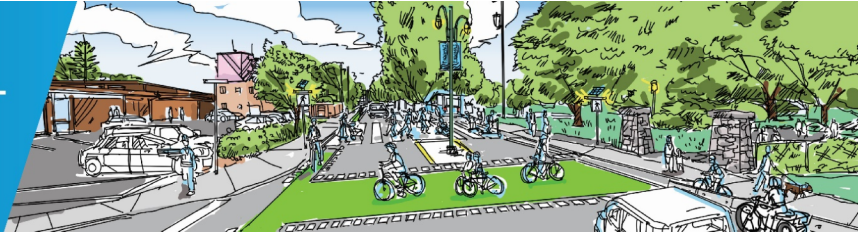
<p>It's hard enough to get parking on the street on this road. Removing the vegetation from the Center of the street removes the charm. This should not be a bike route, it's horrible for local businesses</p>
<p>Missing questions about the impact to businesses on Esquimalt Rd</p>
<p>As a cyclist, i prefer to bike on less busy roads with fewer cars- esquimalt is our main road & thus one of the busiest so I avoid it by bike & prefer to use lyall. If im driving, i like to be able to park close to my destination. By getting rid of 41 parking spaces, parking in Esquimalt will be nearly impossible. Taking away street parking for neighbouring residents, isn't right. Plus, with the narrowed roads of admirals & lampson leaving esquimalt, i am unable to leave Esquimalt during rush hour which used to not be a problem (ex to go to the hardware store for large items or to drive for a hike in another municipality). Another bike centric road is unnecessary as most people take the E&N which runs parallel to Esquimalt.</p>
<p>Keep the bike lanes off the main thorough fairs. slowing cars down does 2 things. 1. congestion increases and 2 more polution from cars being on the road longer due to point #1</p>
<p>Remove bike lanes and dividers</p>
<p>I don't like option 1.</p>
<p>Stop forcing bike lanes down peoples throats, the majority doesn't want to bike everywhere . Get you heads out of that hole in the ground. What safety improvement is needed here? None! What data is stating that the road is so unsafe that it needs anything done at all?? There is none. Stop this stupidity before people really start hurting each other.</p>
<p>Have a protected bike lane along all esquimalt Rd not just a section. Everyone has the right to safe transportation not just cars?</p>
<p>Raised crossings</p>
<p>Parking changes should not impact businesses, don't eliminate turn lanes as traffic on Esquimalt is already terrible.</p>
<p>Option 1 seems like the clearest choice.</p>
<p>The large concrete barriers are not great for bikes, cars, or pedestrians.</p>
<p>It does not take into consideration the impact it will have on local businesses, as well as for people with accessibility needs.</p>
<p>I like that it doesn't direct more traffic to Lyall Street. But putting accessible parking a 5 minute walk from Esquimalt Rd does not meet my accessibility needs. I think there will be more cars circling side streets looking for parking so i don't think it meets the goals of the ATNP. I also think this is terrible for businesses on Esquimalt Rd at a time when they are all struggling. If people are able bodied and choose to bike, I think they are better equipped to ride on shared side streets than my partner and I are with limited mobility and the need for accessible parking places very close to where we need to go.</p>
<p>If it comes out like lampson it would be a great waste</p>
<p>I bike with my children daily through and around Esquimalt, as do a growing number of families Esquimalt road is my most dangerous road for my children, and I bike from esquimalt all the way to James Bay and then UVic every day. We need to step up. Lyall and esquimalt road make me feel like I'm gambling with our lives on bicycles. Planning should be for PEOPLE not businesses.</p>
<p>Protect bike lanes.</p>



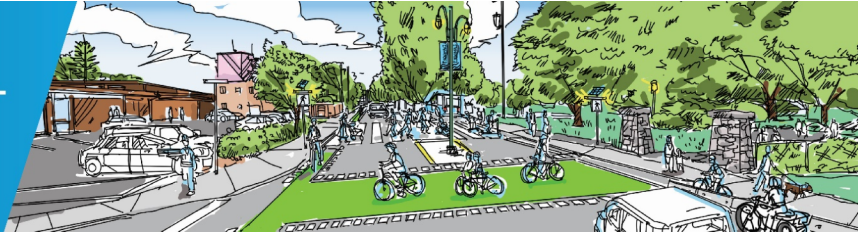
<p>NO PHYSICAL BIKE LANE BARRIERS Keep accesible parking on esquimalt road and loading zones.</p>
<p>I like that the lanes are protected but I hope the median with landscaping can also stay!</p>
<p>Go with Option 1, 1A where you get rid of the left turn lanes at Esquimalt and Admirals would cause huge delays in the afternoon.</p>
<p>Separates lane to feel safer biking with kids</p>
<p>I don't like the idea of removing parking spaces that would make City Hall and core businesses less accessible for people with mobility challenges.</p>
<p>I like option one as both a cyclist and a car user. I think protected bike lanes are important in keeping cyclists safe especially younger cyclists</p>
<p>I like nothing about option one</p>
<p>I selected that my use of Esquimalt Rd would not change, because I already bike along it frequently - but what would change with Option 1 is my increased sense of safety from vehicles, on a narrow street that already has many distractions for drivers (frequent pedestrian crossings, people pulling into/out of the shopping centre).</p>
<p>Protected bike lanes is very important to me</p>
<p>I don't want the parking spots to change. Keep the parking spots!</p>
<p>Parking spots and accessibility to Esquimalt business and transit</p>
<p>I love it with the trees and protected bike lanes, it looks amazing. I think parking would just slow down traffic even more as people pull in out of those spots, and removal of the trees looks ugly.</p>
<p>Route efficiency, safety, and meeting needs of those requiring parking but implementing parking restrictions. Would support removal of planter median assuming crossing can still be safe.</p>
<p>Safety for our citizens Greenest and most sustainable option</p>
<p>I don't like Option 1 as I feel Esquimalt rd will be more difficult to navigate for most people- bike lanes make the streets more congested / I have high concern about high levels of vehicle traffic to and from the Base and how it clears Esq. I also feel that local businesses in the area need parking in the proximity of their business - so many residents drive due to mobility issues- I'm concerned small businesses in the vicinity will close.</p>
<p>This is extremely awful for anyone with mobility issues or disabilities and the businesses in the area. There is nothing to like.</p>
<p>Can you make bike lanes on the street over that follow Esquimalt road or take away the amount of residential parking spots for those spaces that have driveways. There needs to be more parking available in Esquimalt. While also bike lanes are great</p>
<p>I love that it makes driving a less convenient option and nudges users toward active transportation options. Driving should be the least-accommodated choice.</p>
<p>Traffic is already backed up and slowing traffic down will cause further congestion. Keeping cars on the road for longer is worse for the environment than letting traffic flow.</p>
<p>I really like it and think that it is the best option. I often feel unsafe biking on Esquimalt so actively avoid it, this would make me choose active transportation methods.</p>
<p>Please keep the parking spots on Esquimalt Road. They are very needed.</p>



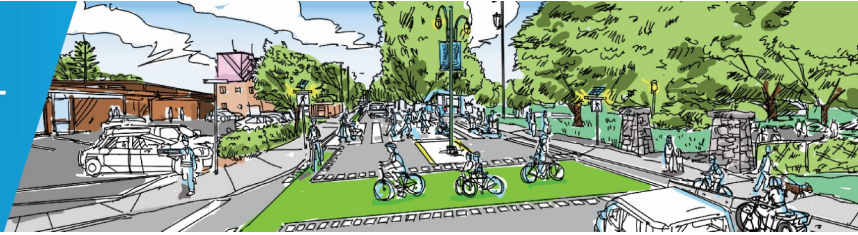
I am not in favour of option 1
More safety
Yes! Would be sad to lose some landscaping but worth it to have centrally located, convenient protected bike lanes. Parking impacts seem a worthwhile trade off.
Love it
I dont like the the removal of the median east of grenville but am okay with the removal of the one on front of the tutor house/syriana
As a cyclist I do not use main roads, and prefer to ride on side streets, they're less busy, wider with more room for cars and bikes, and have fewer exhaust fumes from diesel buses and delivery trucks.
Expanding the network of connected bike lanes is always a good thing. Convenience for drivers should not be a priority over safety for pedestrians and cyclists.
As a cyclist, with my kids, I appreciate the barriers. As a delivery driver, and first responder, theyarre terrible. have the bike lanes, without the barriers, need to keep parking spaces
Nothing. I have mobility issues and cashier walk far at ask and with these changes should I need to access a business I would have to park further away and walk. That is not doable for me so these changes are discriminatory to people with disabilities
Stop putting bike lanes on main thru fairs. Bike lane in not only Esquimalt but all of CRD are ridiculous and is impeding vehicle traffic. Resulting in more time cars are idling and frustrating drivers. Cycling is a secondary mode of transportation. Cyclists are not held accountable for not following traffic rules and laws.
Nothing. IDIOTIC bike lanes
Keep bike lanes off Esquimalt road to maintain safety, parking, access to businesses. The proposed long straight stretches of bike lane with Option 1 lead to excessive speeds in the bike lanes by riders resulting in unsafe conditions.
It makes sense
Generally I like option 1 and it will improve access to all residents in Esquimalt. Ensuring adaquete parking in convenient places will make or break this proposal as large community pushback can cancel the project if there is a change in political leadership. Be thoughtful in parking design but move forward with option 1. The flow of buses should be considered. Having buses stuck in traffic or be continually passed to have to rejoin traffic later seems unequitable. I would consider bus bulges so they can retain their place in traffic and not get put behind, this will frustrate bus users. Consider the design of St. Denis street in Montreal which seems to meet an optimal mix of cycling, bus use, landscaped planters, etc. https://www.browardmpo.org/images/WhatWeDo/completestreetsinitiative/safe_streets_summit/10_55_Quentin_SSS2023-EC_REV_presentation_v1.0_1.pdf
You are all out of touch and don't care about the people you serve.
Do not remove parking on Esquimalt Road find another bike route
I do not like option one. Too much. As a cyclist and driver I do not agree with the removsl if parking nor the use if Esquimalt road for this purpose



<p>Please stop putting bike lanes where the majority of cars drive. In other cities the bike lanes are on side streets in order to be safe and remove cyclists from major (narrow) roads. This keeps them safe and doesn't interfere with cars or parking.</p>
<p>nothing. drive down esquimalt rd at any time and look at how much parking is used everyday. the speed limit is already 30, this makes it very easy for bikes to get down this road. if you removed 99 parking spots, now there will be 99 more cars moving through side streets looking for parking that does not exist. please do not remove parking along esquimalt rd. small business are thriving currently this will only hurt them.</p>
<p>I feel this plan lacks consideration of the impact to businesses with a front to Esquimalt road and only street parking available. It will directly drive business down and lead to several small operations closure</p>
<p>Nothing... Esquimalt road should be the main vehicle route. Bike routes should be secondary streets. The bike route should be continued down Lampson to Lyall, then to Admirals</p>
<p>Would like to see Lampson though downtown connected too!</p>
<p>Option 1 is a great improvement from what we have today and would bring Esquimalt inline with other municipalities. However, I feel that unless this option is taken further towards a no or minimal car solution with the majority of traffic only being busses, delivery and active transportation then a different option is best for the active transportation users.</p>
<p>Option 1 makes sure all users of the road are protected: walkers, cyclists and drivers. It is the most reasonable option that prioritizes people and would help maintain safety and activity in the downtown Esquimalt core.</p>
<p>I don't.</p>
<p>Does not address misuse of rec centre parking. Because it is free, those at Saxe Point Pub/Esquimalt Square use it. More use will likely be made of Country Grocer plaza parking, likely resulting in parking enforcement there. Need to encourage via 'carrots' - maybe bike rebates, subsidized/free transit?</p>
<p>We dont need bike lanes. I live [REDACTED] and they put in 30 mph signs in the middle of the road which we do not need. What is wrong with putting the miles per hour sign on the sidewalk. We dont need any of this.</p>
<p>It's good but IMO will need more mixed use crossings to be the most useful.</p>
<p>Allows all ages and abilities the ability to get around on a bicycle.</p>
<p>I do not like Option 1 at all - Esquimalt Road should not have bike lanes. Leaving street parking on Esquimalt Road and detouring bicycles to bike lanes on Lyall Street</p>
<p>Parking is missing and already a problem</p>
<p>Driver education on what to do at intersections</p>
<p>Nothing</p>
<p>I like that there are protected bike lanes. Cars often drift into the bike lanes on Esquimalt Road and so having a portion be protected would be helpful and improve my biking experience.</p>
<p>Retains the medians which will moderate vehicle speed and provide shade in the summer and better aesthetics.</p>
<p>We need more parking space and less bike lanes</p>



<p>Why are you not focusing on electric vehicles rather than bicycles. The bike lanes already in place are a massive failure, widely under-used and, tremendously expensive. People are moving to electric vehicles rather than bicycles. The spatial geography of Greater Victoria fails to support cycling as a realistic choice for the overwhelming population. Consider the economic impact of bike lanes, it slows commerce and creates traffic delays.</p>
<p>Moving parking to residential only areas will create even more problems for those areas. Joffre near esq road is already full of construction parking and non residents, and not enforced. It will only be worse when people move in to the proxima. Only benefit very near business areas without their own parking, such as near admirals. Only provide short loading and accessible 30 min spots off esq road</p>
<p>Nothing. Removing almost all parking will KILL almost every business and ruin the livelihood's and services for many in Esquimalt.</p>
<p>The majority of commuter traffic would be through ESQ RD I would think, so the changes need to be made there. The other options are mostly irrelevant, unless they are additional implements. Option 1 and 1a are both fine, Option 1 does maintain the beauty of Esquimalt and also help maintain the existing traffic calming measures.. but as a cyclist I would be more than happy with either.</p>
<p>I like that it provides bike access to businesses. If there is a bike lane I am more likely to shop there, reducing the need for parking there. I like that the median is retained as it provides a mid street refuge for active users crossing the street, and trees to beautify and provide shade. option 1a feels bare in comparison. I like that there is no parking, parallel parking is bad for transit as people pulling in and out of spaces block traffic flow. Time and time again it has been proven that improving active transportation options on a street boosts commercial activity, and there is lots of nearby parking for those that insist on driving. delivery vehicle loading zones should be provided at the nearest parking spaces to Esquimalt road. I think option 1 is the way to go.</p>
<p>Don't forget to review intersections to improve safety. For example, curb radius at Fraser/Esquimalt is way too much.</p>
<p>I don't think that there should be bike lanes on Esquimalt Rd.</p>
<p>This is the best option. Like the protected bike lanes and direct access on Esquimalt road</p>
<p>Do not use Esquimalt Road. That is silly. Use Lyall.</p>
<p>Cyclists cycle on the most direct route, to the places they want to go. They will cycle on Esquimalt road, because it is the artery, and has the places they want to go.</p>
<p>I normally cycle on major roads like Esquimalt road. I wouldn't want to veer off to a side street to find a bike lane</p>
<p>Alternative to biking on Esquimalt - use Lyall.</p>



Significant improval of cycling infrastructure (I live on Admirals and use E&N regularly, but find Esquimalt Rd too chaotic to cycle on due to the combination of traffic and street parking.) I also like that the medians/green space is preserved as I feel that Esquimalt town centre is one of the nicest in all of greater victoria and the loss of the medians would majorly impact the community experience.

Lastly, I very much hate street parking and think it should be removed whenever possible. It is dangerous, subsidizes drivers at the cost of usable community spaces, and looks ugly and uninviting. Option 1 removes street parking and I would choose that even if it actively made cycling worse (a blow for sure as a cyclist, but a price I am willing to pay to remove street parking).

One of the main reasons my clients come to my business in Esquimalt is that I am not located downtown. People actively avoid downtown because it is hard to find parking. Therefore, in order to have thriving comerce in the heart of Esquimalt, we need to preserve parking and make it comfortable for people to walk on the sidewalks.

Nothing, sick of the war on cars, we're seniors with an electric vehicle. There's no reason to destroy the parking and the businesses which rely on it. There's no reason are other options for bikes than taking up Esquimalt Road, Lyall for example.

It offers the most direct access to downtown and Greater Victoria for bikes, pedestrians and other human powered vehicles. It will appeal to the greatest number of ecologically-minded commuters. This is the healthiest option for the community in the long-term. I think the greenspace needs to be retained. Parking spaces should be prioritized for handicapped/disabled.

Do not implement active transportation plan on Esquimalt Road. Leave a road as is.

I find that the bike and pedestrian intersections in Victoria (and the ones proposed in this plan) are dangerous for individuals who aren't in a motorized vehicle.

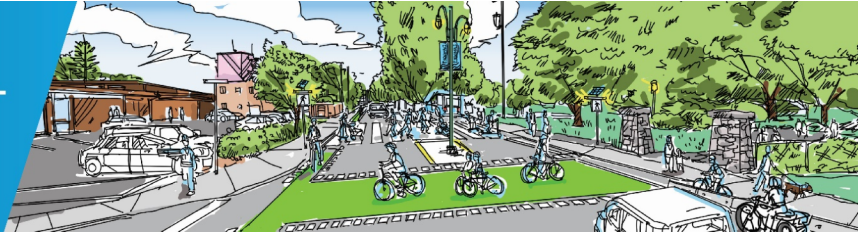
It would be best to have roundabouts where pedestrians and cyclists have priority. This would make it more intuitive for cyclists turning left who would follow the bike path provided instead of having to join car traffic. It would also avoid 90° intersections where pedestrians and cyclists are more at risk of serious harm if a car fails to yield

In a roundabout, cars would slow down before engaging in it, and any potential collisions wouldn't be head-on, but at an angle, which would minimize the strength of the collision

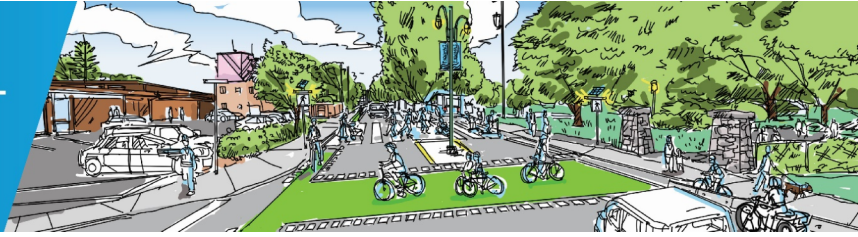
Its what I would hope for

I think there is a lot of controversy about the street parking. As someone who almost never needs to street park on Esquimalt road these changes will have minimal impact on my driving habits. However as someone who rides my bike to work almost daily along Esquimalt road to downtown Victoria. a protected bike lane would make me feel so much safer. It would give me peace of mind in the night time especially.

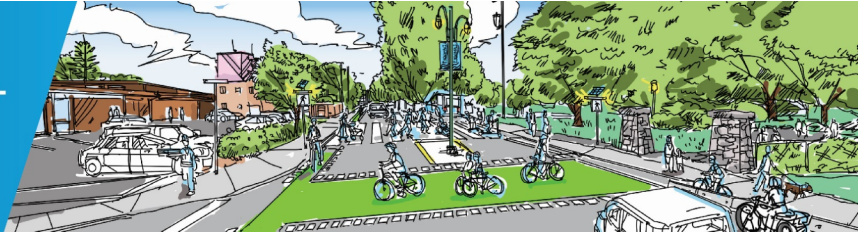
Prioritizing safety of pedestrians, cyclists, and other vulnerable road users takes priority over convenience of cars - I like this. However, we should add signage emphasizing the available public parking e.g. at Park place and the library, so drivers on Esquimalt road are aware.



<p>Option 1 suits the needs of the cyclists in the community which is a fraction of the residents and visitors of and to Esquimalt. I do not think it will have a dramatic positive affect on the environment as traffic will be slower and more congested causing possibly an increase in harmful emmisions. Additionally, I feel for the business owners. They will definitely lose business as they will be less accessible. Put the bike lanes on Lyall not Esquimalt Rd!</p>
<p>Safer for cyclists, ESPECIALLY CHILDREN, with better traffic management. Motorists will whine until the end of time, especially about losing any parking spaces. Making it better: parking garage?</p>
<p>Like- protected bike lanes. Dislike- loss of trees, parking and turn lanes.</p>
<p>Not much. If you want to improve safety, development of an education program for all users. Too many ignore the basic rules and suffer zero accountability</p>
<p>As a cyclist for years myself and a resident of Esquimalt I think the cement barriers on bike lanes are unnecessary. They reduce so much space for vehicles turning and traffic, it also scares me if a m emergency vehicle needed to pass while we have cement barriers on each side of the main Esquimalt Road while a fire truck or ambulance needs to pass. There is already horrendous traffic daily on Esquimalt Road and this would make it even worse. PLEASE do not consider this option, cyclists can use side roads to get to where they need to go. Please please please do not do this. Also, those with accessibility needs should be able to park on the side of the street, close to amenities and these lanes reduce parking even more - in a neighbourhood where population is booming. There's better ways for money to be invested in Esquimalt. Relax on the hike lanes, or have routes on adjacent/quieter streets.</p>
<p>Not much</p>
<p>No more bike lanes!</p>
<p>enough bike lanes. stop putting in more</p>
<p>Get rid of the bike lanes all together. This is ridiculous, we are catering to small amount of people who bike, they can use side streets if they are so concerned about cars. This will be very difficult for small businesses on Esquimalt Road. Just look at Downtown Victoria, small businesses there are struggling because of the bike lanes and removing parking stalls.</p>
<p>Ensure adequate bike racks and bike parking (including for e-bikes and oversized cargo bikes) is implemented with the plan.</p>
<p>Loss of business parking will close businesses</p>
<p>Leave it as it is... it isn't broken. Biking and walking is easy in Esquimalt.</p>
<p>Option 1 requires a dedicated parking facility. Not on street parking. Remove all parking from Esquimalt Road, leave off corridor parking for residents only. A multi-storey parking facility, made from carbon-sink concrete will give us Option 1, with its beautiful trees and flower beds, and the cycling lanes, and plenty of parking for people from outside of Esquimalt, which will be a boon for local businesses.</p>
<p>Tree canopies and protected bike lines! I always feel safer using protected bike lanes than unprotected ones, and am more likely to take my bike if there is a protected corridor available. But, I do think the city should build a couple of small public underground parking garages for car users, just as we have in downtown Victoria.</p>
<p>Bike lanes unnecessary and dangerous considering the ratio of car users vs bike users.</p>



<p>I'm unclear on whether the bike lanes stay protected right up to the intersection. I feel most endangered on my bike when I'm approaching an intersection, with vehicles turning across my path, so I'd appreciate the maximum protection there.</p>
<p>I don't like anything about option 1. I would like to see street parking left along Esquimalt Road as there are lots of condos and apartments where people come to visit and bring their cars and need street parking. Use Lyall street for bike lanes as it parallels Esquimalt Rd.</p>
<p>increase bike traffic and reduce cars - important to connect to other bike lanes and bike roads (galloping goose, E&N trail) and limit stops for bikes</p>
<p>Nothing! This option does nothing to consider the huge and detrimental impact it will have on small and medium sized local businesses by having protected bike lanes and very little parking in the area of Esquimalt Road that has some of our best and most vibrant local shops, restaurants and businesses!</p>
<p>I like that there is reduced parking and increased protection for cyclists and pedestrians. I like that the trees are kept. I would want slower traffic for safety</p>
<p>Separation of pedestrians and bike lanes from vehicle traffic; increased walkability needed along Esquimalt Road.</p>
<p>I am in favour of active transportation ideas, but this misses the mark because it makes parking even more difficult for people who wish to access businesses, but also those who wish to use the Esquimalt Rec Centre. By removing parking on Esquimalt Road you are going to put more pressure for parking on the side roads which are often used by Esquimalt Rec users as their parking lot is often full. You are talking about a lot of people who have disabilities or mobility issues and also young families who are already experiencing parking challenges in that area suddenly having to walk further in winter weather or the heat of summer.</p>
<p>Nothing. I frequently cycle Esquimalt Road, and it is excellent as it is, don't change it.</p>
<p>Option 1 will create a multi modal transportation corridor. This will improve the sense of community in the area as well as bring people to the area due to safe well thought out design. Studies have shown that when changes like this occur businesses see a 8-10% increase in sales so to mitigate the negativity that is being pushed against for the removal of parking from what I have read this will be a positive result for businesses in the area. Thank you for the thoughtful design.</p>
<p>Fully protected bike lanes is absolutely the way to go. This meets the mark and from what I see is there is plenty of available parking on side streets that are within 1 min of Esquimalt Rd. It is crucial to maintain the green space and not remove it to make additional parking. There is plenty of capacity close by but I would like to see some accessible parking spaces closer to the intersection of Esquimalt on side streets.</p>
<p>Option one is the best solution for continuing direct connections along the main transit corridor of the community and maintains consistency of the multi-modal transportation network. Highest priority should be given to making it a safe route for all users, not just cars, that connects Admirals Rd all the way to Dominion Rd. Esquimalt Rd should not be thought of as a bypass for neighbouring communities to use for vehicle commuting nor should it be treated like a parking lot for private businesses or residences. Compromise to meet that those goals should not be entertained.</p>



I think your view of community needs and the goals for the plan do not accurately fit the views of most working people. Most people don't want bike lanes slowing down traffic and making the streets as narrow as possible. The new changes to tillicum have made the road feel narrow and claustrophobic compared to the old 2 lane per side system. This along with with extended construction have caused considerable delays during multiple days of the week. Councilors need to take into account the large majority of constituents and taxpayers who have no want need or use for bike lanes that are inconvenienced daily to cater to a the overly vocal minority of bike riders. On another note, there as a \$32.5 million dollar bike route planned pre covid that ended up costing over \$64 million by completion. I know esquimalt isn't victoria but this kind of spending on bike lanes should be classified as criminal negligence for spending so much taxpayers money that barely anyone wants let along use daily. Take not on your own personal morning commutes and see how many people actually use your bike lanes compared to how many cars are on the road.

First of all don't use those stupid concrete barriers like you did and screwed up Lampson already. It is very unsafe with those when there are emergency vehicles because we now have no way to get out of their way. Unless you want to pay for damage if I have to drive over a barrier.

I like that Option 1 is very safe for cyclists and retains some greenery. It's a direct route that is convenient and will bring more business to the area through active transportation. There is already ample parking elsewhere in the neighborhood, so I think this option is a huge win.

It's great, no notes.

I like that we can maintain the green space while increasing incentive and safety for cycling. I hope that the balance can be struck between parking for residents and convenient options for those who have to drive to Esquimalt Rd businesses.

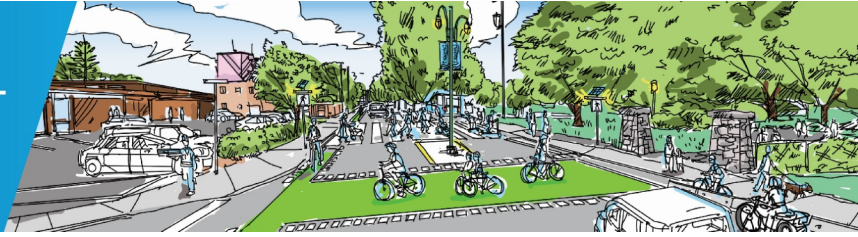
This is the safest option for bikes as there is no left turns through traffic required when going west on Esquimalt Road.

This option does not work because it removes street parking in front of Esquimalt's businesses. The idea of removing planted trees is a terrible idea.

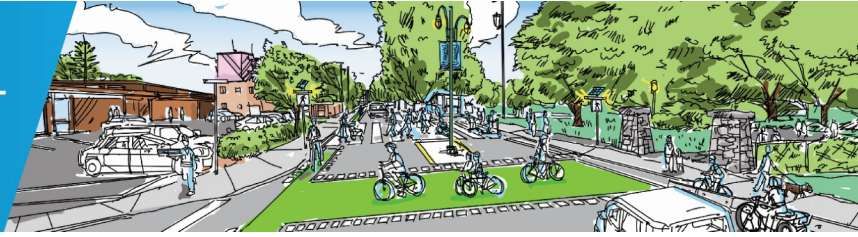
As a family of 4 who frequently needs to attend to the area in our cargo bike running our kids to sports, and general errands shopping etc option 1 really highlights the township committing to equitable transport options for everyone and prioritizing vision zero road safety goals. Ultimately we also own a family car but understand that it should not be the default priority for every transport decision and especially when the choice is citizen safety over the tax subsidized free parking of private automobiles it should go without saying that safety trumps parking.

Safety! This seems like the safest option. I have an e bike and hate riding when there is no protected bike lanes. I live in esquimalt but do my shopping on my bike elsewhere for now.

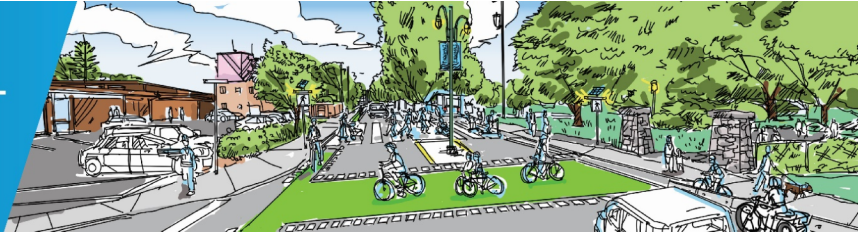
Tudor House parking lot has about 50 parking spaces. They more than offset those to be removed with Option 1.
Currently Tudor House does not make those available for public parking - if they are truly business-minded to help their fellow Chamber of Commerce members, they should allow public parking there, or perhaps the Township should purchase their parking lot? It's unlikely they're going to develop any building on the land in the immediate future.



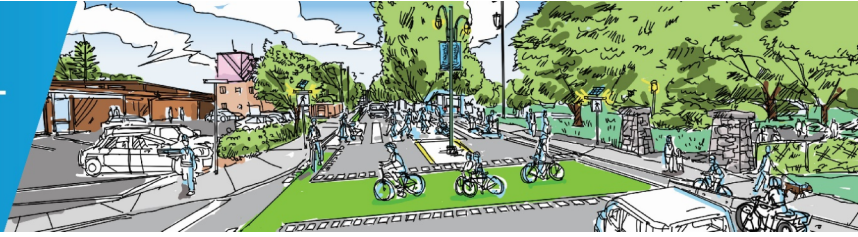
<p>Like the protected bike lanes and that I could ride my bike from Vic West to my hair salon in Esquimalt. I might also be able to ride my bike to Fraser St Community Centre from Vic West. I would like protected lanes extended from Bay St to Esquimalt shopping mall!!</p>
<p>Parking is missing. Cars still matter. Off corridor bike lanes are the superior option</p>
<p>I ride my bike down Esquimalt road very regularly whether it's to get to work, run errands, or see friends. The existing bike lane meets my needs, and the only improvement would be to move the parked cars elsewhere. Those are the only areas where cyclists are forced into the lane, and drivers simply aren't looking half the time. That's the main danger. Bright paint would help. As someone whose main mode of transportation is my bike I oppose the concrete barriers. It confines us between them and the curb, not offering an easy exit, and prevents cars from being able to pull over for emergency vehicles. The concrete barriers are what everyone hates, not the idea of bike lanes. Look on Cook Street just east of Quadra - the bike lanes are wide, painted, and only raised slightly above the grade of the road allowing cars to pull over and cyclists to exit if needed.</p> <p>The route of Option 1 makes the most sense. No one trying to get to their destination in the Esquimalt core is going to want to make a convoluted detour. Esquimalt road is a public thoroughfare and should be treated as such. Safe and efficient movement of people should be prioritized over storage for very few parked cars.</p>
<p>I like that Option 1 retains the medians/trees. If a bike lane were to go in per Option 1, I like that there are clear dividers (quick build barriers). However, I DO NOT support Option 1. I fully support Option 2 (Lyal), but I think that needs to be revisited as well.</p>
<p>DO NOT remove median and trees, this will greatly detract from the community feel of the Avenue. I bike the Avenue daily, without a protected lane, it's fine as long as cyclists are alert and mindful.</p>
<p>This minimizes the need for turning off and on to Esquimalt road when biking to or from CFB Esquimalt.</p>
<p>Do not remove residential parking on Carlisle you're building a multi million dollar public safety building and already there is no parking. Additionally a giant apartment complex will put additional strain on Carlisle. Move the parking somewhere else</p>
<p>I like that the green spaces are kept, Esquimalt doesn't need to be sterilized and stripped of its nature. The lack of parking is a major concern, moving parking to side streets only displaces residents and will create hostility with people competing for parking spaces.</p>
<p>Nothing</p>
<p>Protections for vulnerable road users are good. I don't think it's a good option though given impacts to parking and businesses. And I think cycling is better to be diverted to lower use streets parallel to adjacent to Esquimalt Rd. There are still issues/challenges for cyclist safety on Esquimalt Rd. with the number of entrances/driveways, e.g., to Esquimalt Plaza.</p>
<p>Option 1 ignores the fact that vehicles are with us and will be for many years to come. Vehicles need parking space.</p>
<p>There is too much traffic on Esquimalt Rd to go to option 1. Unless other options for people to get to places like HMC Dockyard this won't work.</p>
<p>Just get it done! We need this important corridor to be safe and fully protected.</p>



<p>Removing the median islands would be a horrible idea. As it is now the parking spots and abrupt end to the bike lanes eg by town hall office / motorcycle store are absolutely brutal. I don't feel comfortable parking there anyways or safe exciting a vehicle when i drive. The only thing I truly worry about regarding parking in Esquimalt is at the rec center where it is already impossible to get a spot these days and with all the new buildings coming only going to get worse in the future. The rec center needs to find a way to expand parking stat.</p>
<p>Love option 1, hate option 1a. Trees make humans happy, cars do not. If sidewalks are wide and "ramps" or flat parts are well designed, community could access the stores easily. Consider changing Robin's parking lot by police station to 1h free parking. More pedestrians means more business for shop owners. Accessibility should not mean door to door using a car. Option just makes sense for bikers to commute on a straight line while being safe on the road.</p>
<p>Leave the roads alone</p>
<p>Bike lanes along our roads are absolutely unnecessary.</p>
<p>I really like option 1, mostly because it promotes biking and rolling on the main thruway in Esquimalt making it easier for bikers (and everyone else on low-carbon wheels) to get to important local spots, like the post office and the library.</p>
<p>Partially, I like Option 1 best because it's more hostile to cars. Being more hostile to cars and drivers, while frustrating for them in the short terms, is a proven way to get more people moved into public and low-carbon transportation (biking, walking, skateboarding, etc).</p>
<p>Keep the parking</p>
<p>This option absolutely does not meet the needs of the community. The parking on and around Esquimalt road is already at capacity every day and reducing it would be detrimental to the community. There are already bike lanes on Esquimalt road, they do not have a physical barrier but are more than adequate to meet the needs of cyclists in Esquimalt.</p>
<p>Protected bike lane along all of Esquimalt Road to the bridge would be amazing! Currently have a hard time traveling to Esquimalt for family extracurriculars because we don't want to drive but currently don't feel super safe biking along Esquimalt Road to get into the area.</p>
<p>While protected bike lanes are nice, I do not see that area requiring them. The addition of such diminishes others use of the roadway, access to businesses, and functionality that prioritizes only one type of road user. We want to make esquimalt a thriving community and not because impact those supporting it.</p> <p>Removing green space is an awful idea. We need to maintain as much green space as possible to do everything possible to limit climate change impacts.</p>
<p>Used raised crossings at side streets to emphasize pedestrians/bikes along the main corridor</p>
<p>It provides a direct connection to places I want to go along the route by bike with my family. The other options do not, which means I will likely either not take the trip due to inconvenience or put myself at risk for the stretches of the ride that aren't safe.</p>
<p>Not much to like in option 1</p>
<p>Single bike route from downtown to Esquimalt with hook-up to regional network via Admirals. Fantastic.</p>
<p>Best for cyclist safety and convenience. However if vehicle traffic is impacted too much drivers may look for alternate routes through residential areas.</p>



<p>Option 1 is by far the best option for Esquimalt to grow and move into a positive and inclusive future. It is an opportunity to join climate goals with safety with better active transportation and it stands to have the most positive impact for the most people. It would be woefully discouraging to see anything other than option 1 moving forward as it would mean that the strong, loud voices of a few business owners would win out over the collective voices of the folks who live in the community.</p>
<p>I do not like any of it. Leave Esquimalt Road the way it is.</p>
<p>I think option 2 makes more sense, leaving Esquimalt road as it is, and using Lyall as the main bike route through Esquimalt. I use Lyall now and it is much less crowded. I can use a side street toward Esquimalt, park my bike and walk to the exact business on Esquimalt from Lyall.</p>
<p>I like option 1 the best (keeping the median/trees and removing on-street parking). If you do decide to instead go with option 1a, one observation from the City of Victoria is that cars are often breaking the black plastic bollards (usually near the ends of a row of bollards) so it may be cheaper in the long run to also use concrete curbs, or metal bollards.</p>
<p>I ride my bike in Esquimalt 3 or 4 times a week. The existing painted bike lanes from the Esquimalt border to Lampson St are totally adequate for me & I feel safe using them. Esquimalt Rd does not have enough traffic to warrant physical separation between cars & bikes - just continue the painted lanes from Lampson to Admirals & paint bike lanes on Lyall St also. I think the Esquimalt business owners concerns about loss of parking are legitimate. However, please note, I am fully supportive of the separated bike lanes in downtown Victoria - there is enough traffic there to warrant them.</p>
<p>N/a</p>
<p>Need to go back to the drawing board. This is terrible! Look at ALL the traffic build up since this all started. This is only going to make it worse!</p>
<p>Leave all the parking. Make more in fact.</p>
<p>The separation from cars. Currently, it feels unsafe riding my bike next to cars. I'm not sure how the bus stops will work though. If the bus stop will be on the outside of the lane there needs to be some signaling for pedestrians crossing the bike lanes.</p>
<p>This option does not take into account all of the condo and apartment buildings that need street parking for deliveries. My building for example needs the street access for people moving in and out. Esquimalt Road is perfect as it is. Lyall Road is a 1000 times better suited for bike lanes. It is slow and peaceful and a great fit for bikes.</p>
<p>Bike parking. Along with separated bike lanes you need safe bike parking</p>
<p>Please make sure the radii for the bike lanes bending in/out of the old parking bays is gradual. It looks like there is minimal physical separation at the actual intersections and kids will be vulnerable as they weave in/out.</p>
<p>i dont want protected bikelanes on esquimalt road and I dont want to lose any parking spaces on esquimalt road!</p>
<p>I want to see what is planned to make the Esquimalt and Admirals intersection safer. This intersection does not feel safe for pedestrians or children. I would like to see a commitment to enforcing parking restrictions and to impose pay parking in more public places. I think the paid parking in the town square has lead more people to want free street parking nearby while they use services and patronize businesses at the town square.</p>



I think the challenge with Option 1 is that the streets are going to continue to narrow. When I look at Lampson's bike lanes and operating a larger commercial vehicle - when another large vehicle such as a bus is coming towards me there is literally no where to go and it feels like inches are separating the two commercial vehicles. Plus, with having protected bike lanes, there is no where for any car to maneuver should any defensive driving need to be done. If you stand at the corner of Esquimalt and Lampson and watch as commercial vehicles or buses attempt the left turn up Lampson, you will see the intersection is far too narrow. If cars heading straight towards the water on Lampson are there, the bus often has to wait, or worse, the car has to reverse. I see it daily.

I'm worried this pattern of narrowing roads will actively make the roads more dangerous defeating the purpose of the protected bike lanes.

What I think would make the most sense, albeit it would require changes to the medians at a larger price tag, would be to make a bi-directional bike lane on one side of the street similar to how all the bike lanes operate downtown. I would imagine it would allow for parking to remain on one side of the street (again like downtown lanes on Fort, Wharf, Pandora etc.). I don't understand needing protected bike lanes on both sides of the streets when you can have one bi-directional lane. I would imagine this would eat up much less of the road. Then, redesign the main intersections such as admirals and lampson to accommodate people joining and leaving the bi-directional lanes. This would be consistent with the rest of the bike network (E&N Trail and the Selkirk section of bike lanes are both single-side bi-directional lanes). It feels like this would be neater and less confusing for drivers who all of a sudden for a small section of Esquimalt rd has protected lanes on both sides and then they end.

This would require changes to the meridians but perhaps the cost savings of not having to put protected bike lanes on two sides of the street and then installing paid parking along Esquimalt rd, would create revenue and budget savings to cover these costs. It seems like a middle-ground of the options.

Ultimately I believe removing parking along Esquimalt rd isn't small business friendly. I think an alternative route with protective lanes is much more ideal.

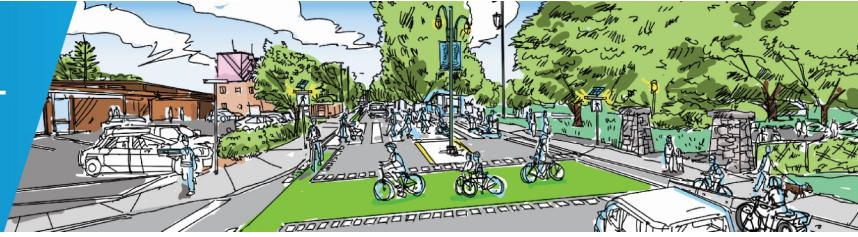
It's a horrible option

Nothing to like

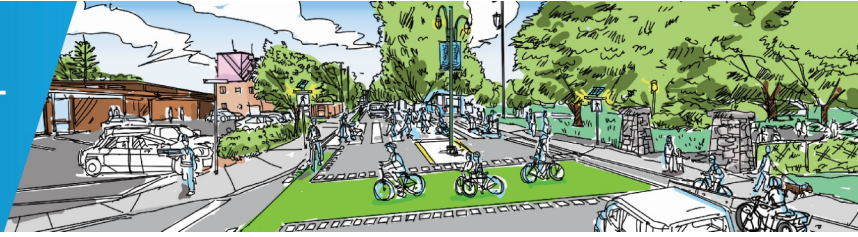
Early in the morning I bike to work using the current lanes (with lights and reflective gear). The largest issue I face frequently is vehicles turning right without looking, causing me to either slam my brakes or swerve into the car lane to avoid being hit. Having a different dedicated route to use could help. Making Lyall Street from Admirals Road to Gore Street, then connecting to Head Street, east onto Dunsmuir Road, and then meeting to Esquimalt Road would be the safest option without removing green spaces and parking for downtown businesses. As it is mostly residential, the streets are wide and could accommodate a bike lane being installed, by shifting over the current lanes and removing some on street residential parking.

Reducing parking by half, even with the additional time restricted zones, will be negative for local businesses. How will the township ensure that only half the spaces are needed?

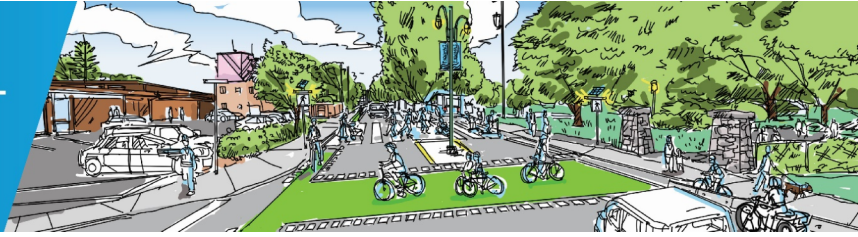
Option 1 will give priority to people over cars. I have travelled the world, and I have seen how transformative (in a very good way) this can be.



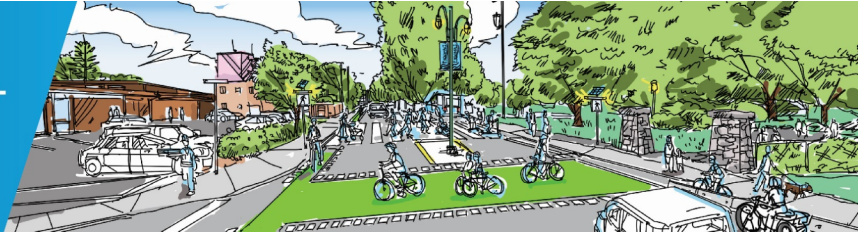
<p>Normally I cycle around Esquimalt. Especially with the reduced speed limits everywhere it's quite safe to commute around town via bike and foot. I fear removing parking will cause people to rush because there is limited parking and now must walk much further. Also when I'm running a quick errand and Drive (most likely during poor winter weather) I enjoy being able to quickly access local shops and appointments. My wife and I just discussed, we've never felt unsafe cycling down Esquimalt road as it is now. Removing parking from our local businesses and removing our beautiful medians which make our Township feel like home seem like lose loser options. I prefer Esquimalt road to remain the way it is. Walking, biking and diving it feels right. I only can't speak to how it would be for someone with mobility issues.</p>
<p>Would like to retain medians with trees and plants.</p>
<p>This option does not meet the needs of the Esquimalt community and businesses by removal of required on street parking spaces. The removal of current infrastructure should not be considered to meet a need of cyclists only.</p>
<p>Protected bike lanes are completely unnecessary and ableist. In addition, the removal of parking is a very bad idea, and very ableist. This will hurt people with disabilities (me) and seniors.</p>
<p>I like that option 1 protects cyclists and maintains the beauty of the neighbourhood. I would be very upset to see the meridians removed. The vegetation on the meridians provides shade in the summer, is good for pollinators, and adds to the charm of the neighbourhood. These factors make the area more walkable and enjoyable.</p>
<p>Parking should not be a priority on a primary commercial corridor. Businesses can pay for storing giant vanity machines. Taxpayers should not be forced to shoulder that burden.</p>
<p>Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.</p>
<p>This is the only option that's AAA. Parking removal is excellent - don't remove the trees. The crossing could be improved - make it a 2-stage crossing or a raised crossing / raised intersection.</p>
<p>Do not take away residents on street parking on side roads. Most have no where else to put their vehicles</p>
<p>Side roads being used for bike lanes</p>
<p>parking is not a priority though people are loud about parking. there needs to be safe transportation for everyone not just vehicles.</p>
<p>Removing all the parking along Esquimalt Road will have a very negative impact on our local businesses. The planted medians are beautiful and it would really be a shame to remove them. I think the best bike lane option would be along Lyall Street where traffic is already slower and less congested. Keep Esquimalt Road as is with parking and transit. The new bike lanes along Tillicum Road have resulted in a congested traffic nightmare due to a single lane all the way from Esquimalt Road to Tillicum Mall. It's torture. I fear this will happen along Esquimalt Road as well. So few people ride bikes and traffic congestion will increase, local businesses will take the hit. We are surrounded by dockyard workers trying to get home in a reasonable time, seniors who need to drive and park close to their destination, and people who aren't able to</p>



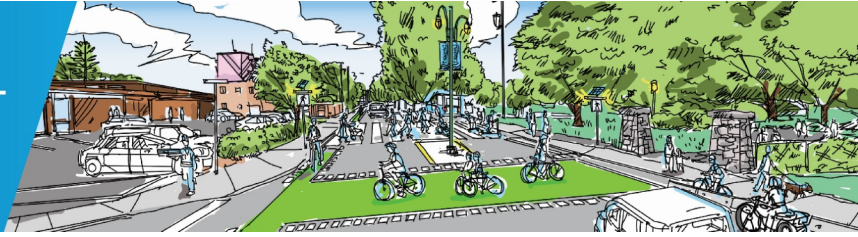
<p>commute by bike - think about all the commercial traffic delivering packages, food deliveries, etc.</p>
<p>We live quite close and just North of Esquimalt Road, I prefer commuting with my toddler on the bike but I am personally not comfortable cycling on a major road without a protected barrier. Right now I have to go all the way up over the Rock Heights Hill to the E&N to connect to the bike lanes heading down, this adds about 10 minutes to our trip, and means I often drive instead because we run out of time. Having a fully protected bike lane along Esquimalt Road would do wonders for our family and make me feel much safer cycling with my children on the bike. I hope this can go forward!</p>
<p>It gives a straightforward route to the actual destinations.</p>
<p>I don't like the proposed median removal. A huge expense for a few bike riders. Decreases disability access. More cars in traffic longer increases emissions that are bad for the environment - and the bike riders. Barriers will increase the cost of paving - should any be done in the future.</p>
<p>No bike lane, please.</p>
<p>Direct access to downtown with fewer risks while biking.</p>
<p>Re Route all bike traffic to less busy street and keep what parking is still available.</p>
<p>You will kill businesses on Esquimalt</p>
<p>A direct commute route for vehicles and bikes to our largest employer the base, needs to be a priority.</p>
<p>The traffic in and out of Esquimalt due to the Base has not gotten better, it's gotten worse and that's largely due to bike lane development. Being an Esquimalt resident, every single person I've spoken to (even those who bike, walk) is angry about these developments due to their impact on driving times. Until we dismantle capitalism and urban sprawl, vehicles will continue to be the predominant method of transportation. I would rather see capital funds dedicated to cross-municipality plans for mass transit being planned for long-term population growth than more bike lanes. Further, parking in Esquimalt is ALREADY a huge problem, with no where for folks to park when there are events in the community (Rib fest, buccaneer days, etc..), plus Lyall is used by many many residents who live on that street, as residential parking. The removal of that many parking spaces on Esquimalt road, in addition to median bike lanes is going to increase vehicle congestion on all residential side streets, create an influx of parking issues and complaints from residents and further contribute to overall frustration and dissatisfaction with how traffic infrastructure is being planned and implemented across all municipalities. I am also concerned with first responder's ability to get through traffic when medians are in place; there's no where for vehicles to pull over to let fire, ambulance and police through. This has been a comment by many of those folks, and has been seen on the famously botched bike "upgrade" on Colville & Tillicum. The population of our GVA communities is growing, and the solution is not more bike lanes - we need to be looking further down the line for sustainable transportation solutions which increase wellbeing, and one which prevents huge traffic congestions. Myself and many many others are utterly confused by how these proposed projects improve the daily lives and precious, already-strained time living in today's society demands of humans. I implore the city of Esquimalt to seriously consider that</p>
<p>I don't like Option 1 at all. When using a business on Esquimalt Rd, which I do regularly, I want to be able to park close.</p>



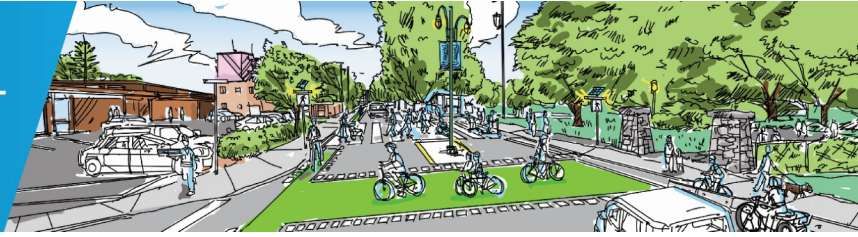
<p>Since I live on Esquimalt Road, and need to drive it daily, I think this will increase traffic and make my commute a bit longer. Would it make more sense to have a bike lane along Lyall street to fully separate the bikes from traffic.</p>
<p>Do not like option 1 prefer 2</p>
<p>It would be a safer route for cycling and hopefully get less cars on the roads therefore less need for parking spaces. Help people get healthier and good for the environment. I don't see any negatives.</p>
<p>I think we still need to consider parking in residential and also the slowing of car traffic. Cars are still needed here with the improvements... all areas to get place by car are SO busy</p>
<p>I don't think that there is any way to make option 1 palatable...</p>
<p>I am adamantly against these bike lanes and the protected bike lane network. In my opinion, it is a complete waste of time, resources, and my tax dollars. No one uses the bike lanes along Lampson or Tullicum, and it has caused nothing but chaos and congestion. On the other hand, the E&N bike lane serves the community quite well.</p>
<p>It's terrible. I don't like anything about it. Traffic along Lampson / Tillicum is now an absolute nightmare and Gorge Road is now the same. It's brutal and you need to get in a vehicle and try to get anywhere. PLEASE DO NOT DO THIS TO ANOTHER MAJOR ROAD. Even if more people are choosing to bike and take transit there will still be more cars on the road because more housing is being built.</p>
<p>Deeper pull out lanes for busses</p>
<p>If you actually cared about the climate instead of just acting like it to impress your friends you would make vehicle traffic as fast and efficient as possible. What you've done on Lampson has INCREASED vehicle emissions by more than 100% because it takes twice as long to get anywhere. Slower vehicle traffic means more time spent with engines running, more emissions, more pollution, it's very simple. This is such an appalling waste of taxpayer money that could go to something worthwhile, like treatment and rehabilitation centers for addiction, encouraging back yard gardening, community programs, or dozens of other things that would support the people you work for ie residents of esquimalt, instead of pandering to out of touch politicians who only care about their ego.</p>
<p>Option 1 is best to maintain the larger existing trees and plantings which make Esquimalt road while providing safe protected bike lanes for families and youth to ask key community services. Parking is a lower priority than safe multimodal streets with street trees</p>
<p>Get rid of the bike lanes more parking for cars! More accessible parking for those of us who have mobility issues. These bike lanes are making it harder to get around Esquimalt, park in esquimalt, and to get to the businesses on Esq road! Toronto is getting RID of bike lanes!!!</p>
<p>It allows me to get around Esquimalt more so by bicycle.</p>
<p>traffic would become worse i think the pollution we would create outweighs anything</p>
<p>This option does not solve the issue of increased vehicle traffic.</p>
<p>The ANTP seems to be operating in isolation from a broader transportation strategy. Esquimalt is growing fast and there are only two ways to really get through: Esquimalt Road and Craigflower Road. The city is actively taking measures to make it harder for people to move through the city by car. Biking is not suitable for everyone and transit uses the same infrastructure as cars do.</p>



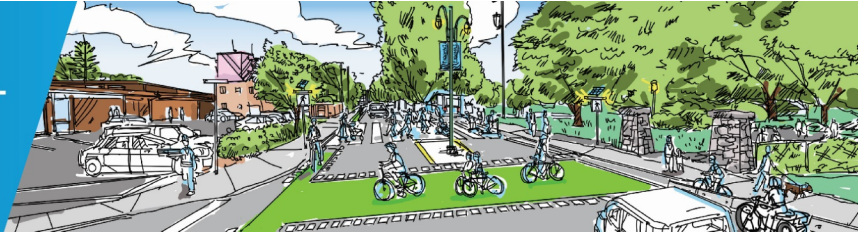
<p>The city needs to take the larger vehicle movements into account, for example by removing the medians along craigflower and making it a drive through route.</p>
<p>No bike lanes would make it better. More parking is missing.</p>
<p>Nothing. Run a bike friendly-safe- maintained bike lane all the way up Craigflower Rd to downtown. Think and plan for bikes first, not cars.</p>
<p>Best option</p>
<p>An unnecessary cost. Should not be done. Will make a mess of traffic.</p>
<p>I like that it is a direct route. Having an indirect route like option 1A would just encourage people to ignore the route and proceed on Esquimalt Rd anyway. What's missing is additional infrastructure for bikes, such as lock-up spots.</p>
<p>the option is crazy stop catering to the minority taking parking off esquimalt road will have negative impact on all the stores. I like esquimalt road the way it is.</p>
<p>Make sure there are no poles that could be struck by a cyclist using the bike lane. Cars should know not to drive down a bike lane...</p>
<p>Although I cycle daily, I find that the physically separated bike lanes in Victoria and Esquimalt tend to be poorly designed and do not meet international standards. They are too narrow, require bikes to be in close proximity to oncoming bikes, include concrete curbs and bollards that pose hazards to cyclists and prevent the ability to escape the bike lane to avoid a hazard, and create confusion for cars and pedestrians.</p>
<p>Esquimalt road already has painted bike lanes that work well for me when I'm cycling. Completing the lanes in areas sphere they are missing would be sufficient and might allow yo retain more parking.</p>
<p>Shrinking the roads to add bike lanes is not the solution to climate change.</p>
<p>To remove all the changes that you have made return the road back to the way it was before make a more vehicle, friendly and able to get around stop restricting traffic for the bike line. You've already put in the usage is negligible. We need to make room for people to get where they're going, and that means cars trucks and large vehicles we're gonna pay dearly for everything we get transported into the community. I know you don't care this is something you really don't believe but you really don't care otherwise you return it back to the way it was that Road Lamson and all the other roads that you've messed with I will be getting more vocal in regards to this not happy at all.</p>
<p>Preserving street parking on Esquimalt road should not be a priority. Street parking itself is already a safety risk where the driver that is parking interacts with moving traffic getting out of their vehicle. Parking off the main road is safer and more efficient for everyone.</p>
<p>Option 1 ignores completely the fact that whether we like it or not, people use cars to get around, and are not likely to stop doing so. We ourselves use our car far more here in Esquimalt than we did in the large city where we formerly lived. This came about partly through moving here during the pandemic, when we were very reluctant to take public transportation, and one thing that is not considered in this survey (at least so far) is how much people actually use public transportation. Removing all or most parking on Esquimalt Road will be very destructive for businesses, and seems very short-sighted.</p>
<p>I like the protected bike lanes, reduced street parking</p>
<p>I don't like option one. Put bike lanes on side streets</p>



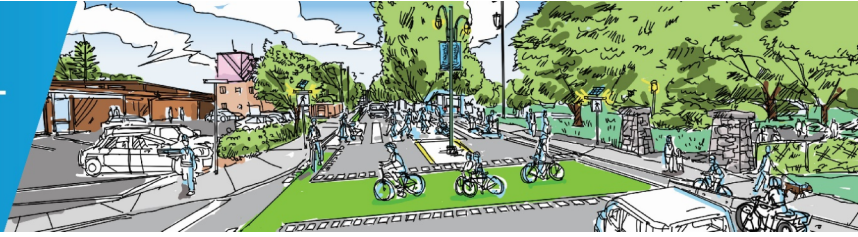
<p>Reviewed the work done on Lampson st, unsafe, will cause more problems then give. It's as if none of you have considered emergency stops, yes the yellow lines means you can't park there, but if you block it with stupid cement slabs everywhere, guess what, you've created a problem. It looks like you & other municipalities are also working in over priced ev stations in some of these random projects & also throwing some random stupid purple street lights everywhere, not sure if it's because you simply follow on command every dumb thing ever created in the EU or some of you really like the song purple rain from prince, I can forgive the latter. cement slabs should start further away from intersections, you should use less to allow for emergency stops, and quickly replace further slabs after the initial ones with say partly curved wooden flower boxes, granted this is only considered because you are running staff all over the municipality to replace flowers seasonally for earlier projects, I'd rather just see real consideration for allowing for emergency stops, whoever designed Lampson St needs review.</p>
<p>None of these changes will entice me to walk or roll... just increase agitation and frustration while travelling in my vehicle. Do better Esquimalt.</p>
<p>As a disabled person with mobility issues using a service dog, any hindrances such as bike lane barriers are yet more obstacles to navigate. Making parking further away from destinations is also a problem.</p>
<p>Extend to Johnston street bridge for a fully accessible experience!</p>
<p>I hate option one. You guys need to stop drinking the woke bike juice and stop ripping up all our roads every year.</p>
<p>please stop building bike lanes they are not used enough, I hardly every see cyclists using the Lampson bike roads / lanes.</p>
<p>Remove bike lanes from esquimalt road and put it on a less congested side route</p>
<p>There are better options, both for bicycles and businesses along Esquimalt road.</p>
<p>I am not opposed to bike lanes but totally uncomfortable with the idea of congestion created on lampson and Tillicum rd likely all the time now. The concrete build it looks unsafe for senior drivers plus dealing with narrow roads. I'm in my late fourties and I'm concern driving around Narrow roads with these concrete separation. Not a friendly project for a growing province.</p>
<p>Do not like Option 1, forget physical separation, use visual separations, where is the evidence, loss of parking is a mistake not an attribute.</p>
<p>Option 1 is great next step. More to come I hope</p>
<p>Purchase land near commercial locations for parking and green space, with small areas for container micro businesses (as that exist in Langford by Floyd's and the bike trail). Rent would be payable to the township and parking would be as per the parking lot at the mall on the intersection of Glanford and Old island hwy (where the London Drugs and new save on foods are).</p>
<p>Direct protected lanes are ideal. The short section from Joffre to Lampson is still sketchy. Truth be known, my preferred option is protected bike lanes from Head to Admirals on Lyall. But no longer an option</p>
<p>It is a very poor choice. Option 2 should go all the way to Canteen Rd. Why have the bike route interfere with a major vehicle artery? How does possibly make sense?</p>
<p>Improved safety, environment and comfort for pedestrians, cyclists and other users, especially for older residents and children</p>



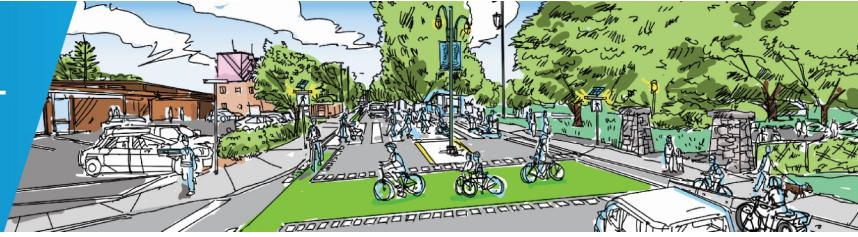
N/A
Esquimalt Rd is a very congested road during rush hours. Many of us who deal with this every day would be happy if cyclists were on an adjacent road altogether. We're so tired of our cars being hit by cyclists or pedestrian crosswalks being ignored by cyclists.
There will be more frustration from vehicle drivers, pedestrians and bicyclist. There is too much traffic coming and going and I feel possibility of increased accidents. I think vehicle drivers will avoid Esquimalt Rd and use parallel streets so the bikes may as well be on the parallel streets. Also, such a decrease in on street parking will frustrate drivers and their habits of going to Esquimalt downtown may change and affect businesses. I do think getting rid of the centre greenways would help to add parking, without using option 1. There is increasing building on Esquimalt road which will bring increased vehicle traffic and need for increased parking
Option 1 makes the most sense. If you go forward with the other options people will still bike on esquimalt road, it will just be less safe for them.
Protected bike lanes do not address the real risks of cycling along a busy, main corridor, which is the need for vehicles to turn off the main road and into parking areas. The loss of mature vegetation in this area will decrease the ability to adapt to climate challenges such as absorbing rainwater and providing shade to mitigate heat impacts. Reducing the convenience for vehicles travelling on the main corridor will push them onto side streets that are not built for the level of traffic, reducing safety for both vehicles, pedestrians and cyclists in the neighbourhood. Lyall is already an established cycling corridor in frequent use and provides a direct connection between Joffre and the base, the rec centre, Archie Browning, and Macaulay Elementary.
No to removing any parking as it is already limited. this serve is poorly done.
Nothing - put in painted lines for bike lanes so that there is no flow restrictions for cars and parking. You've messed up Tillicum and Lampson, so stop what you are doing, remove the concrete curbs and paint lines if you must. The concrete curbs for the bike lanes are a danger to both cyclists and vehicles. You have totally messed up the corner at Lampson and Devonshire - how do yo expect Trucks with 53' trailers to safely turn that corner in either direction? Did anybody think there might be such traffic turning into the Esquimalt Industrial Park area?
I think option 1 looks great. Very minor but addition of bicycle and pedestrian way finding signs from the E&N trail to downtown esquimalt would be a nice addition and help bring more customers.
Like the separation with the island medians
Concern about parking space reduction, if parking gets too inconvenient then people tend to stay away from the area. This hurts small businesses on Esquimalt Road. Like better walking access. Hoping the lighting is improved so the downtown area doesn't look asleep in the dark hours of the morning and evening.
this is a complete lack of vision, make work project. If this will "improve" things like lampson/tillicum was "improved". I think we should just save our money. please do better.
None of these options, including option 1 meet my needs.



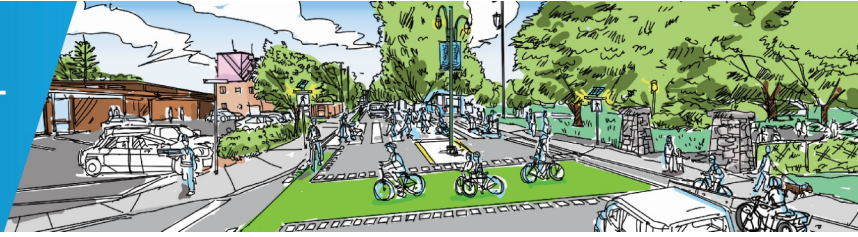
<p>You are ruining Esquimalt with the ridiculous and excessive protected bike lanes that are hardly used. They have caused nothing but traffic issues and the buses can't get in and out of the bus stops properly when traffic is heavy. This doesn't even factor in how an emergency vehicle would be delayed should it be bumper to bumper rush hour traffic.</p> <p>When the base lets out at the same time as the schools, the traffic in Esquimalt is very heavy. Whomever designed the road changes where Transfer St meets Tillicum Road should have to drive it daily to see what a shit storm they have created there. Bike lanes are fine, just remove the barriers because they are nothing but a headache and use common sense when planning roads.</p>
<p>Would definitely make the town core area more appealing for walking/cycling. May discourage visitors travelling by car to businesses/market/events due to reduced parking options, but maybe that's an acceptable tradeoff. I live nearby and would be more likely avoid using my car to visit local businesses.</p>
<p>As a cyclist I like to take the most direct route, which this option provides. Retaining green space is also important.</p>
<p>Leave the parking alone</p>
<p>Frankly, I do not like Option 1 at all. The active transportation "triangle", with passenger vehicles at the bottom, is inappropriate when the vast majority of trips continue to be by passenger vehicle. Just look at the Tillicum-Lampson corridor to see the resulting congestion after passenger vehicle lanes were removed in favour of protected bike lanes. Also, the bulky concrete dividers are dangerous (see recent letters from cyclists in the Victoria News).</p>
<p>Esquimalt road will always be too busy, with too many vehicles turning to be a safe bike route. Short protected sections will do little to improve safety. Let's not compromise vehicle flow and further anger the community - changes like these would result in a mediocre experience for both drivers and bikers. Let's prioritize access improvements for walkers and bikers to get to local business and services from Lyall and elsewhere.</p>
<p>While it is good to increase active transportation routes, there is a reality that many people still need to drive and park. Wouldn't it be a better user of resources and space to have active transportation on side roads rather than make all these detrimental changes to traffic and parking on Esquimalt's main road?</p>
<p>The noxious cancer causing paint used for bicycle lanes is a huge danger to us our wild life and our oceans</p>
<p>This all seems to make it much harder and slower to drive . How about public transit options if we are wanting to reduce cars usage?</p>
<p>protected bikelanes are awful. as a cyclists, I feel more restricted and less able to maneuver. if someone is nervous about cycling on esquimalt. they also have the opportunity to use lyall st.</p>
<p>I like the tree retention. Prefer option 1 over 1A.</p>
<p>Stop wasting my tax dollar on useless bike lanes. The congestion to get in and out of esquimalt first thing in the morning and between 3 and 5 pm is disgusting. The many times travelling to doctor appts and hospital tests take 45 minutes to get out of esquimalt at those times, and not a bike to be seen. You should be ashamed of yourselves.</p>
<p>Do not put bike lanes on Esquimalt road !!! You will only be adding to growing traffic congestion and will only get worse with all the new housing developments. Enough.</p>



<p>I'm a cyclist who commutes every day from Lyall Street to UVic through this area. This plan will increase safety for me and make Esquimalt Road more appealing to ride down instead of the side streets I use that have no shoulder. My hope is that it will encourage other members of our community to walk or cycle more versus driving.</p>
<p>Increase safety for cyclists, their unsafe zones along of Esquimalt Road (head street) and Esquimalt town centre, between admirals and Canteen Road where the bike lanes end causing a sudden merging with traffic, there are weekly incidents occurring due to this unsafe infrastructure.</p>
<p>Opposed to bike lanes on Esquimalt Road, protected or otherwise.</p>
<p>Option 1 removing all parking on Esquimalt Rd will hurt local business. If local businesses leave the residential rate payers will face property tax increases to their already highest in the Capital Regional District property tax rates.</p>
<p>I like the intent but it could backfire and make cyclists more unpopular with motorists who see the changes as pandering to their needs. I like Vancouver's approach of keeping cyclists to side streets and leaving busier roads to the motorized vehicles. Also more pleasant for the cyclist (speaking as one!)</p>
<p>Separate the cycling traffic from the main through fare. There should not be a bike lane on the Lampson St., one of steepest hill in the core area. Head St would have been a much better choice. While steep it is much less busy</p>
<p>I think we need even more parking than what is proposed. It seems to me the area that is currently becoming a new fire hall was once proposed as a parking lot. That would have been nice. For myself the bike lanes and signaled crossings are merely a convenience but I have a 4 year old grandson that will be starting to use them and that concerns me, so I like the barriers.</p>
<p>I now how to use Esquimalt Road more because of traffic delays caused by adding bike lanes in Lampson and Tillicum. It's very inconvenient. I don't want to see a snarl on Esquimalt Road too. Pls add bike lanes on Lyall instead.</p> <p>Before the pandemic I biked to Vic West with my toddler, dropped him off at daycare and then biked downtown. Also I am a biker I feel strongly that the bike lanes have had a very negative impact on our community.</p>
<p>Phase 1 has severely impeded me meeting my volunteer and coaching commitments in the greater victoria area. It takes me longer to leave Esquimalt after work and therefore not able to meet my volunteer obligations. I need to drive as I need to take equipment and kids.</p>
<p>Much more parking on Esquimalt Rd. Lot less focus on bike lanes. More focus on walking and much more focus public transportation.</p>
<p>This option will increase driving time with less street parking and especially with the removal of turning lanes.</p>
<p>I am mobility challenged and I need to park as close to shops and services as possible or I can not use</p>
<p>nothing its a total waste of tax payers dollars catering to bike lobby and not listening to your local residents</p>



<p>I don't think you should remove parking. It just pushes it into residential neighbourhoods. I'd like to know how many more people you are going to actually change their habits by doing this. Lampson street is now a mess, I rarely see bikes on it - have you done an analysis on whether that was a good idea, or are you just barreling ahead with another project that hinders the community, not helps it?</p>
<p>We need to remember that Esquimalt Road is also a busy transit corridor with the 15 being a regional route with high frequency. Therefore, as the Township considers active transportation improvements to the corridor, it will need to think about the implications for any transit delay.</p>
<p>I see this as a solution looking for a problem. Have biked and ridden this route for years. Never had a problem. Never witnessed an accident.</p>
<p>I think the plan to implement bike lanes on Esquimalt Road will greatly negatively impact the community, As the majority of those street parking spaces on Esquimalt road are currently used by many people throughout the day, whereas I see hardly anyone cycling in the current bike lanes, even in nicer weather. I think that the removal of any green spaces would make the area look much less appealing. The removal of the middle turn lane would have a large negative impact on the flow of traffic and would just increase congestion. I feel that the plants currently in the medians have more of a benefit for the local environment than what bike lanes will.</p>
<p>Get rid of Bike lanes. They are a menace to pedestrian safety and cars. Slower vehicles traffic means more pollution !</p>
<p>I live on Carlisle Ave. We have a public parking garage available under our buildings, so I'd rather see us used for something terrific like ebike parking with plugs (lots of rec center users with cargo e-bikes!)</p>
<p>The concrete barriers to protect the bike lane make it impossible to move over for emergency vehicles passing. Cities in Australia got rid of them 20+ years ago. Is there not something else that can be used?</p>
<p>Protected bike lanes are dangerous Esquimalt's plan will kill small business and harm those that live in the community</p>
<p>Reduce car-centricity in the area, safer for everyone outside the car, more predictable to navigate with no street parking. It would be better if parking weren't free, and vehicle users paid for the space they consume.</p>
<p>I don't think option 1 is the best choice.</p>
<p>Options 1 is the option with the strongest commitment to present and future transportation needs / improvements to quality of life in ESQ / inclusive transportation offerings</p>
<p>I like that parking is not seen as the responsibility of the taxpayer. Parking should be the responsibility of the vehicle owner or the business that wants parking for its commercial interests.</p>
<p>It meets major ATNP objectives e.g. connects to external routes; separation from cars. So it should encourage more people to cycle/roll and not drive. There will be impacts such as parking space loss, which is the main thing to be mitigated properly.</p>



For me personally and my business. Taking away the parking, my very limited parking does not help. Making the bike lanes protected the way they are impedes driveways, bus stops and delivery's.

Like the removal of median with plants. In my experience it limits my visibility when crossing Esquimalt road by foot. Like the separation between cars and bikes. I don't like that it's not kids-friendly. I feel like the Lyall street will be more kid-friendly since it is a quieter street and Lyall connects directly to Macaulay school, the rec centre and goes all the way to many parks and the base.

I commute daily by bicycle. I don't know why you pencil pushers keep putting in dangerous lane separators in. With them separating the bike lane I can't pass slow grannies peddling at walking speed. Can't avoid trash in the bicycle gutter. They don't get cleaned by street sweepers. It is like you make these lanes for recreational bicycle users only. What if I want to turn left? You expect me to not be able to merge into traffic? I have to go all the way to the intersection to start my left turn at a sharp angle with cars wizzing past? Thanks for nothing.

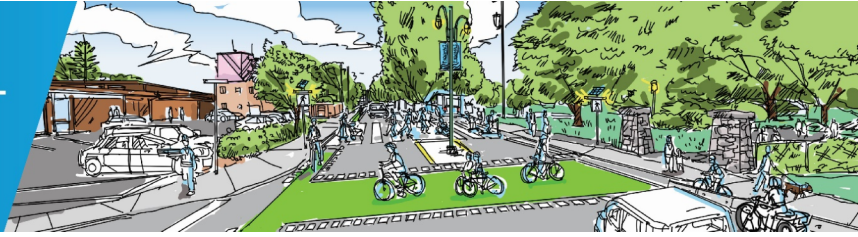
Don't like it Esquimalt Rd is a main road. To everywhere more space is needed and increasing the speed limit not dropping them.

Looks good. Will make biking and walking safer.

Let's review a few things. Large scale construction efforts will result in a massive carbon footprint. Both in the labour and materials processing as well as the physical construction of the new infrastructure placement and refurbishment.

As commercial vehicle operators - moving and delivery services - we have a lot of knowledge and experience to back up the statements "this does not help" and "this does not equal more safety". We have observed many incidents involving the new bike lane infrastructure, speed reduction efforts and calming/enviro-islands causing more hostility, more speeding and less caution taken on the road. With that in mind, I pose the question, where would we park a 32 ft moving van, 8 ft wide, without blocking bike lanes, damaging the new bike safety infrastructure or blocking the roadway making areas impassable for vehicles or unsafe to pass by cyclists? Our families and some of our staff regularly bike around Esquimalt, downtown Victoria, Royal Oak, Etc... We do not see the benefit of the quick-deploy posts and concrete barriers as many of them around the city are actively being destroyed by regular road use, delivery services, emergency services and drivers making space for emergency service access... BC Transit operators who are constantly weaving between the barriers are often crossing the middle line of the road, this is extremely dangerous at any speed and there is nothing they can do considering they have such a wide turn radius and are being forced into tighter and windier roadways. We have been in situations where transit operators are close enough to touch mirrors with our vehicles while attempting to navigate the lane-ways. As professional operators we are understanding and navigate as safely as we can around these situations, but these situations are a manifestation of unnecessarily tight roadways and create an unsafe environment for all road users.

I would like to pose 1008 Tillicum Rd. as an example. There is no zoned loading area, parking a moving van on the road will block an entire lane, accessibility to the building will involve crossing an active bike lane and possibly blocking driveway access. Are city parking permits and traffic control required for simple 1 bedroom moves? Who incurs this cost? Is it fair to



force the homeowner to pay for this? This question can be posed to any residence or business or trades-related operation anywhere that bike lanes are installed with such prevalence over vehicle-accessibility minded infrastructure.

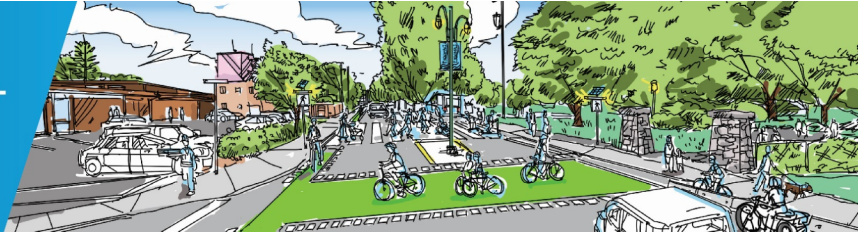
It is also very dangerous with the chicanes, risen barriers and posts for bicycles as the pedal-height of most bicycles on the roadways are in line with the concrete and curb, meaning it is easy to accidentally bottom-out, posts are within the height of many handlebars, chicanes are difficult to observe at speed or with bicycle traffic. All of these we have witnessed being problems for bicycle path users. Cyclists also are given a false sense of security and travel at unsafe speeds considering the obstacles and cross-traffic of the bike lanes or other lane users (i.e. families, trailer-pullers, bottle-collectors...). I would like to add that our business located at [REDACTED], we observe that a large amount of the bike traffic volume involves the apparently un-housed, often congesting access points with shopping carts and trailers overloaded and unsafe. As well, unsafe for other trail users to be around as the debris and frightening state of many of these folk make the trail and bike-lane use undesirable or prompt the intended users of the bike lanes to deviate into traffic to get around these obstacles. Also, what happened to Idle Free BC? There is already so much congestion on the road, the bike infrastructure does not equal more bike users.

The infrastructure for a 15-minute city in these cities is not in place and it isn't feasible to re-write the layout of the city to accommodate that kind of setting, with that in mind there is no incentive that will make the people who live out of Esquimalt (which is a lot of people/road users) disregard their vehicles in favour of bicycling, there are too many fees involved in owning a vehicle to justify letting it sit, our lives are based around crossing large distances quickly to be able to facilitate our very inflated cost of living and access resources for work, school, food and services so it is not practical for 95% of road users to convert for even part of the year in our climate or given the distances many of us must commute to get to work (to support Esquimalt, because if nobody works here, taxes would become too high for anyone to afford to live here).

If I might suggest, upgrading existing bike corridors like the E&N with lighting and ventricles accessing adjacent roads to get to main roads would be a much better use of funds and efforts. For main roadways, where "protected bike lanes" are desired, but conflict with existing infrastructure and commercial/public accessibility to buildings, homes and businesses, I suggest using a textured roadway, whether painted or a ground out/back-filled rumble-strip style divider, as this approach is much less destructive to cars and cyclists alike, as well to mitigate environmental impact and materials requirement.

I don't like anything about Option 1

I would like to see more use of calmed streets for use of all vehicles, and retaining of trees and boulevards on main streets. Beauty, efficiency, environmental protections are important aspects of a liveable city. If you can retain Esquimalt Road with boulevards and trees and good bike lanes, that would be ideal. Otherwise, second best would be the used of calmed streets nearby.



Having protected bike lanes would make me feel so much safer commuting to and from Esquimalt. It would impact my life greatly. I would get to stop relying on people for car rides and would gain much greater independence. I do not think we should be prioritizing cars on the main road when there are suitable alternatives on side streets for cars to park. I believe protected bike lanes on Esquimalt Road would drive more business to our downtown core as well.

You completely ignore Transit options. Bike lanes make transit unsafe and hard to access. This option does not reflect accurate rates of car culture that is relevant now vs many years since the active transportation survey. Your focus on climate vs people is disheartening.

Very few notes, I like this option. I think we should prioritize the Esquimalt core being safe and friendly to mixed use transportation especially walking, and it should prioritize green space over cars. I prefer that we keep the trees instead of sacrificing them for on-street parking. This feels like a more welcoming core to Esquimalt.

The parking lot at Esquimalt Plaza is almost always full showing a strong need for parking spaces. I often walk Esquimalt Rd in the morning and at night and rarely see heavy bike use (although hundreds of cars coming and going to the DND). Of the cyclists I do see, no one seems to be having a problem navigating the road. I do see people trying to access the library, the coffee shop, city hall and the pub circling for the few free spaces. It makes little sense that we are making the core of Esquimalt less accessible to drivers who quickly become pedestrians when accessing the township. There are many people that come to Esquimalt that do not live nearby but support our community. Any changes should be prioritize families and seniors who drive and then walk the area. They are the prime users in the area.

I think decisions have already been made and we are being pushed into Option 1 or 1a. No biker is going to take a side street and removing 3000 vehicles from Lyall is obviously NOT an option. So gridlock and no parking in the town centre is all we are left with

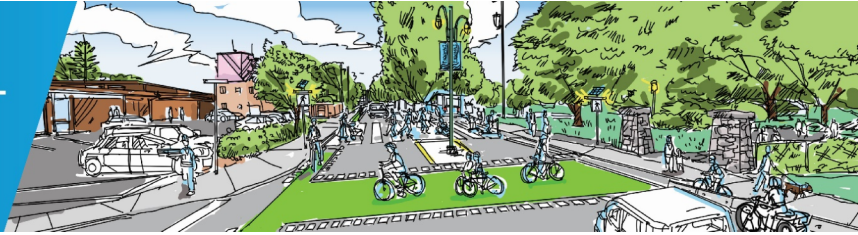
To make it better: A full separation by concrete barriers along the route is not desirable. There is not adequate width in the bike lane to pass other cyclists (or be passed) without going out into the car lane - and if you go out you may not easily get back in. A painted line is best in most locations.

I like that the bike lane would've continuous on Esquimalt road. I would like to also see a bike path extended from Esquimalt to key destinations like schools and the rec centre.

The problem with protected bike lanes is that there is no room to allow Emergency vehicles to pass in heavy traffic, and at some point this is going to cost someone their life!!!

Needs better access and navigation ability for emergency vehicles. Reduce the impact on commercial and delivery vehicles ability to navigate within and through the Township (Current and future reduction of Lane sizes and positions creates unsafe requirement to use oncoming traffic lanes to navigate and negotiate turns and curves on the only remaining truck accessible routes). Improve the corridors ability to reduce traffic congestion and environmental impact due to slow and unmoving idling vehicles during peak traffic times. (Instead of forcing them to seek alternate and unsafe commuter routes and speeds through residential and secondary roads to escape the gridlock created solely by the "CALMING" of all of the primary routes)

For bike lanes no need for concrete barriers, painted lines are enough
STOP SPENDING TAX PAYERS MONEY NEEDLESSLY



Option 1 will reduce the need for cars in Esquimalt by providing high-quality and safe cycling and pedestrian infrastructure. Many will unjustly complain without realizing safe bike lanes can help boost business and reduce congestion. The protected bike lanes will open up the area to feel more as an extension to the Victoria downtown core rather than a disjointed community that is difficult to access (how I feel currently). As a cyclist and driver, I am worried that medians with greenspace (1) can obstruct vision for oncoming vehicle and bicycle traffic (especially oncoming vehicles turning left), (2) don't provide shade where it's needed most (to pedestrians and cyclists) and (3) could have the same traffic calming impacts by moving greenspaces to the sides of the road instead.

What I like about Option 1 is that core cycling infrastructure would significantly increase the chance I would invest in Esquimalt either through both commerce and/or real estate. Thank you for considering these improvements!

removal of center median /tree and planting, blocking site lines and increases maintenance.

i like that your trying to save parking spots. however putting them 5 minutes away defeats the purpose of accessible parking for those who can't walk long distances. also getting rid of medians and our trees is worse for the environment, uglier on our eyes, and a hug WASTE of money thank you

Nothing really. Too much focus on cycling on major corridors rather than transit and movement of Goods and Services. For safety sake, keep the bikes on the side streets

The removal of lanes has resulted in more vehicles idling as they no longer have a clear route through the downtown core. So I do not like anything about what is being proposed.

Traffic is already greatly impacted (nightmare of a long line of traffic sitting and idling) by the "active transportation" measures that were put in place along Lampson and Tillicum and I think this will just lead to traffic being impacted (backed up and idling) all along Esquimalt Road. Also if it is not easily accessible by car with close parking I avoid it - just like I avoid downtown Victoria now.

I think a fully protected thoroughfare is the ideal situation through this corridor. While in nearly every other situation I would always choose the option with the most greenery, in this case I think the best option would be to remove the medians along Esquimalt Road in favour of the 9 parking spots, which should be limited to Accessible and 15 Minute General Loading spaces.

Question 5 needs another option: I am happy to use this route as it is.

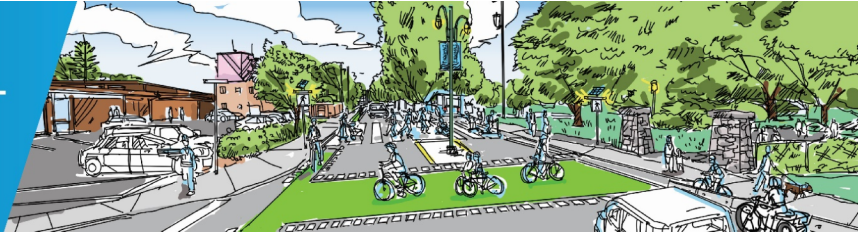
I agree with the Town Center Business proposal that protected bike lanes will not make Esquimalt Road a good route for many cyclists, and that the loss of parking on Esquimalt Road will have a detrimental impact on town center businesses.

slows down the crazy vehicle drivers

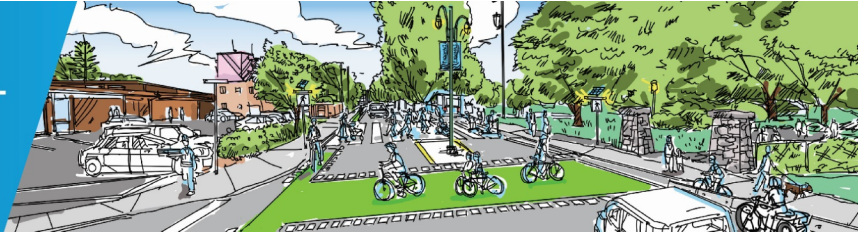
I love the physical separation from vehicles. I do not feel safe cycling on Esquimalt Road (and much of Esquimalt) due to the way drivers do not seem to care about cyclists, so I don't use my bike at all. The separation is good!

Protected lanes are unnecessary and an unpleasant visually.

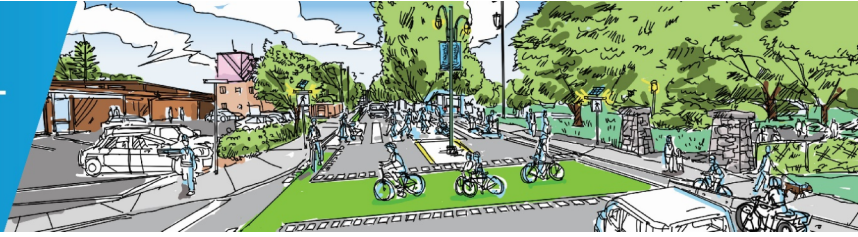
Option 1's Head St. to Admirals is fine. To make it better do not include a bike lane along Esquimalt Rd., between Admirals & Canteen as this area requires the parking spaces already existing on Esq. Rd.. The consideration of the Dockyard's traffic during am & pm rush hr. is missin'. Bike lanes would create hell to us residents that have to come out from side streets to



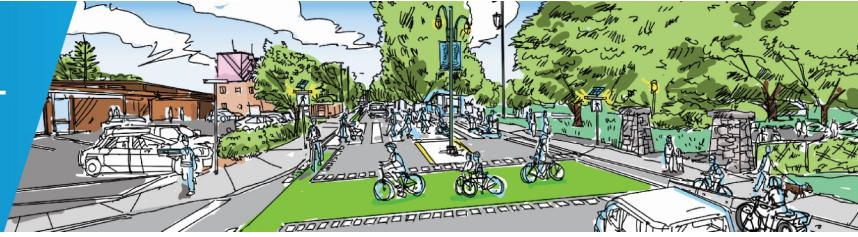
<p>travel along Esq. Rd! We have been here since 1992. I bike daily & only meet 1 other biker in my travels between Admirals & Canteen. Thank you</p>
<p>I DO NOT LIKE IT AT ALL .. removing parking, the centre median with left turn ability for Grenville, comeford and park place are crucial to traffic flow along Esquimalt Rd</p>
<p>I do not like option 1 at all. It will have major impact on transit buses and business in Esquimalt. we would be far better served moving Bicycle traffic to lyall st and making vehicle traffic on that road 1 way. Esquimalt road should be bicycle free as much as posable allowing for the flow of busses, trucks and cars on that road.</p>
<p>I like that it improves safety for bikers and pedestrians. As a car driver it is also nice to have bikes separated. If more people bike there will be less traffic and less need for parking.</p>
<p>Ensure transit access is considered, especially walking distance to bus stops along Esquimalt Rd</p>
<p>Option 1 provides good safety for cyclists (separation from traffic) and avoids adding huge numbers of vehicles to Esquimalt Rd., as Option 2 does. I believe it maintains enough parking to support local businesses, since so many patrons walk and bike to get to them anyway. To improve this option, I think the municipality should remove the paid parking at the municipal hall and make all parking there free. The lot is seldom full because people don't want to pay, so that would create some more parking options without losing too much money.</p>
<p>I cycle on Esquimalt road daily. I think the transportation network is very good the way it is. The E&N is an excellent option for folks who don't want to ride on the main road. The reduction in parking on the main street area would have a negative impact on local businesses and creating additional parking on the side streets is not fair to residents there. I don't think option 1 is the right one for our city.</p>
<p>Esquimalt road is already a very slow moving car traffic corridor... just out in some barrier for the bikes so cars don't use it to drive in and that would be all we need.. any off route designs suck as the hilly nature of those roads do not make for a transportation preference for actual bike use. Esquimalt road is the best option for bike travel being level ground. Anything else just sucks when you are on a bike!</p>
<p>Option 1 does not address mobility impaired persons. It does not provide specifics about the proposed improvements on adjacent streets to provide a reasonable opinion. There is no rationale for why the main route in and out of Esquimalt for commercial vehicles, transit, etc is being compromised for an AAA purpose.</p>
<p>I live on Esquimalt Rd and Grenville. Taking away parking will negatively impact local residents and business</p>
<p>Complete safety for cycling routes into downtown. More green spaces, trees, meridians.</p>
<p>I like the safety that it would provide when I cycle. Right now i don't feel very safe riding on Esquimalt road. This would help.</p>
<p>For me on my bike it is great</p>
<p>It doesn't fully meetgoal to reduce climate impact. That would need to have an electric public transit of some sort integrated.</p>



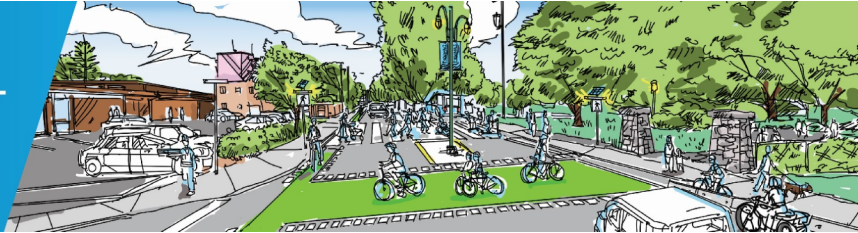
<p>This is the best option and the only one that prioritizes people over cars. I'd prefer to see permanent and more robust separation infrastructure put in. The use of precast/moveable barriers lacks the aesthetics seen with Victoria and Saanich's separated lanes.</p>
<p>Shuttle bus/tram loop for low-mobility users to offset loss of parking - perhaps connecting with convenient parking areas outside of downtown, definitely connecting with existing transit hubs. Lots of bike parking in sensible locations - not just relying on businesses to provide.</p>
<p>Keep the bike lanes on Esquimalt. It will be good for business and the community by calming traffic and making the road a place to be, a destination, instead of simply a place to get through as fast as possible.</p>
<p>Good protection from cars for users of the lane and more pleasant walking environment for pedestrians. Parking proposals for side streets practical accommodation for people driving into town, particularly if spots are prioritized for drivers requiring accessibility accommodations. No need for streetside parking in modernizing town (especially with improvements to streets to help with pedestrian mobility once parked).</p>
<p>Nothing, it is a waste of money. There is no more protection from motor vehicles with the curbs than there is without them, and the cost of moving them every time you need to resurface the road is unimaginable. There is also the probable increase in damage to vehicles in the event of snowfall when we don't have snow removal equipment.</p>
<p>More Public transit please. Missing is the plan for more transit and wider sidewalks. I like biking too!</p>
<p>I don't like option 1</p>
<p>I think number 11 captures the essence of option 1</p>
<p>I like the idea of separated bike lanes, but due to traffic noise I'm still more likely to cycle along Lyall.</p>
<p>Safe and scenic</p>
<p>Connect the protected bike lane from lampson street to admirals. I like this as it will create a safer street for all users of the street. It encourages alternatives to driving!</p>
<p>Safe cycling route. Alternative parking options. Doesn't negatively affect traffic flow too much.</p>
<p>I like that the Option 1 (and 1a) cycle route STAYS ON ESQUIMALT ROAD. Anything else does not fit with Esquimalt's stated Visions and Goals to have active transportation facilities and network that is 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. When I bike down to Esquimalt, the businesses I'm frequenting are ON Esquimalt Road in what has long been the most dangerous section - between Admirals Road and Lampson Street. Choosing option 1 would demonstrate real commitment to prioritizing Active Transport, and placing equal value on the lives of people wishing to use alternatives to motor vehicles. If you don't choose option 1 or 1A, you will still need to do something to improve cyclists' safety on that stretch of road. No more shared bike lanes and parking stalls. As a person with nearly 40 years of year-round cycling experience, I can tell you it's one of the most dangerous areas in Greater Victoria to bike.</p>
<p>safest and greenest</p>



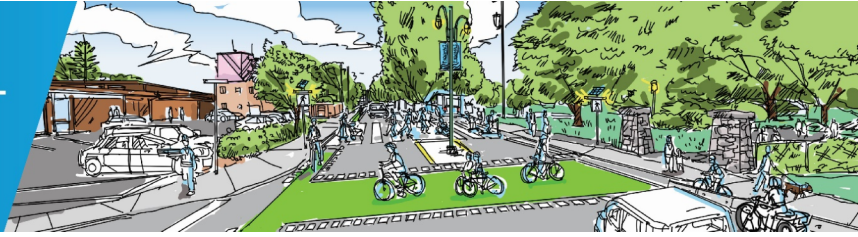
<p>We need a continuous protected bike lane along the full length of Esquimalt Rd. There are currently multiple dangerous choke points for cyclists. Let's put parked cars on side streets or separate parking lots.</p>
<p>It's a stupid choice. Hurts businesses in the area. As it is the bike lanes are seldom used.</p>
<p>I do not like Option one.</p>
<p>Let the cyclists walk five minutes, lots of trails now. Exit bike, and walk with said bike to destination.</p>
<p>We do not want to see any residential only parking areas changed to allow general parking as it just clogs up the streets and causes residents difficulty when trying to park especially if you own any kind of boat, trailer, camper, etc. Residential only parking needs to be monitored better than it is.</p>
<p>None of the presented options adequately consider impacts to bus drivers, vehicle drivers or cyclists and the population densification. The changes already made on Esquimalt roads already have made it very difficult for bus drivers to easily navigate turns onto streets and staying within the reduced lane size; with street parking, vehicles regularly have to stop to let vehicles travelling in the opposite direction pass so that there is space between parked and moving vehicles not to mention when cyclists are present on the road. The speed limit reductions are causes increased aggression of drivers. The protected bike lane barriers will make snow removal even more dangerous as they will be easily covered by the snow. These existing barriers throughout Greater Victoria have been driven over by vehicles regularly and caused untold amounts of damage to the vehicles and will result in increased financial expenses for the cities to be maintained.</p>
<p>Would Love protected bike lanes for my and kids to bike on!!</p>
<p>i like that the lanes are separated and that greenery will be maintained. It will make esquimalt businesses more of a destination for me, as it will be more enjoyable to get there.</p>
<p>Increased likelihood of residents traveling by bike</p>
<p>Absolutely nothing. It's like you think that Esquimalt is a University town. You're forgetting about the family of 4's that have to run around to hockey, soccer and baseball practices but not before they have to grab groceries for the week. This model that you're creating lacks inclusion of the people that actually pay for the god damn things. You put out these surveys and they're already predetermined because you don't add option A which is no bike lanes because you know the over whelming majority of people will bite no to them.</p>
<p>Protected bike lanes and maintaining median greenery Retain left hand turn lanes, especially for rec centre / library use</p>
<p>Keep the planted meridians. The loss of trees and decorative poles would detract from the charm and community atmosphere that make Esquimalt the lovely place we call home. Please don't "pave paradise to put in a parking lot". Most folks don't mind walking a block to reach their destination. Loading zones might work for mobility impaired citizens.</p>



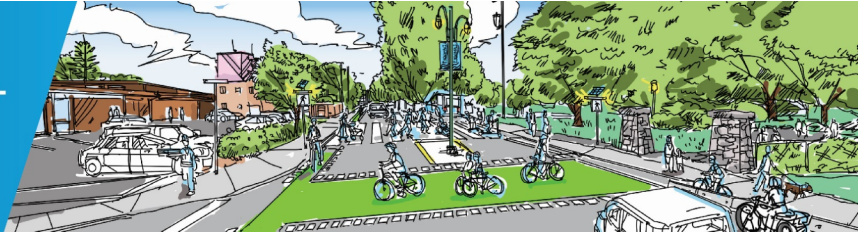
<p>Installing barriers between car lanes and bike lanes can create significant issues for urban traffic flow and safety. These barriers make it more difficult for buses to make necessary turns. Obstructs vehicles from pulling over to clear a path for emergency vehicles to navigate efficiently, delaying critical responses. Furthermore, such barriers often exacerbate traffic congestion, as evidenced by increased gridlock on MANY roads across the city where similar measures have been implemented. While promoting bike safety is essential, the unintended consequences of these barriers demand a more balanced and practical approach.</p>
<p>Option 1 barriers can be built for cyclists but still keep traffic flow. Putting parking and changing residential streets is not a good idea . This would impact residences who use street parking . Rerouting traffic on Fraser street would make a busy recreational centre navigating worse.</p>
<p>The whole length of Esquimalt road needs protected bike lanes. This is a good step in the right direction. I do feel especially unsafe when I am forced to merge with cars in this location.</p>
<p>I hate Option 1. There is already a lot of parking pressure around the extremely busy intersection of Esquimalt and Admirals. Red Barn already does not have enough parking area and overflows o to Esquimalt towards Constance. There is very limited parking for the Legion which is seeking to get back to its previous usage. Restaurants like Syriona need people from beyond walking, cycling distance to patronize their businesses. The majority of people riding to the Dockyard are fit enough to use the less direct route down Lyall. If you just want Esquimat to be a bedroom community with no businesses, take away all the parking. I thought we needed businesses and business income to keep people closer to home intead of patronizing businesses in other communities which provide ample parking for those of us trying to age in place. I am very disappointed with the direction this active transportation is going.</p>
<p>I like Option 1 because it improves the safety and comfort of all road users. By providing designated space for cyclists, cyclists no longer have to veer in and out of traffic, as the bike lane ends abruptly. This is safer for both vehicles and cyclists, as it provides adequate space for both types of transportation. The physical barriers will help cyclists who don't feel as comfortable riding on major roads. I also think this option will be much safer for pedestrians, and the added flash crossings are helpful. Esquimalt Road is a key corridor that many citizens travel along, regardless of their mode of transportation. I feel it is important that the roads meet the needs of all road users. I think there should be designated accessibility parking available for the spots closest to Esquimalt Road.</p>
<p>Retains green space. Reduces vehicle traffic (by limiting parking). Improves safety for non-motorists (no parked cars blocking views of pedestrians/rollers, no vehicles pulling in and out of spaces unexpectedly, car-dooring, etc.).</p>
<p>This would be a disaster for my business clients who require medical treatment for their health difficulties.</p>
<p>It makes the existing way that everyone probably goes on a bike anyway better.</p>
<p>If there is no parking on Esquimalt Road, I am not going to go to those businesses. The off main street parking on residential streets is going to be overpopulated due to this change or we will have to pay for parking that was previously not charged at high rates which will prompt me not to use these Esquimalt businesses. It's a lose lose for the businesses as people will go elsewhere.</p>



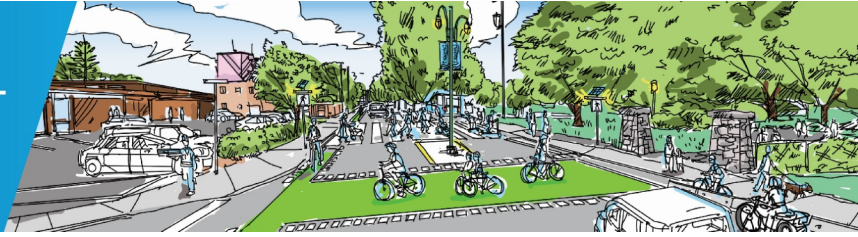
<p>parking on Esquimalt Rd needed for commercial stores</p>
<p>We don't have many businesses in Esquimalt and taking all parking away from these businesses is NOT in the best interest of Esquimalt residents and the future of business in Esquimalt.</p> <p>I have a friend who owns a business on Esquimalt Road and if all parking is taken away she will move.</p>
<p>Since there is already a bike lane on Esquimalt Road, it makes sense in my view to continue it along Esquimalt road. I don't think the parking loss is a big deal if you add parking on the side streets. It would be good if there was still some way for a driver to pull over to let wheelchair users get to some of the restaurants and other businesses.</p>
<p>As a very frequent cyclist, I would prefer a full bike lane on Lyall. Most of the time I take Lyall all the way to Dominion on my bike anyways because it's a better ride.</p>
<p>The protected bike lines are a nice feature. However, as an avid cyclist - I much prefer biking on streets with fewer cars. I cycle almost daily, and much prefer Lyall for this reason. It's much more pleasant to have a quieter ride with fewer fumes. In comparison, cycling on Esquimalt always exposes me to buses, trucks, and more smog.</p>
<p>Direct route to downtown would be amazing, save a lot of time, and courage a lot more people to get out of their damn cars!</p>
<p>Turning off the bike lanes to major areas like recreation center or library in a safe manner.</p>
<p>I think that taking parking of Esquimalt will make it more difficult for some of the businesses. I think that with this option the municipality should make the parking by the town square free with time restrictions.</p>
<p>More security for cyclists</p>
<p>Option doesn't look like like the barriers between cars and bike are quite large enough. It would be my preference to have the south sidewalk, then both bikes together on a the south side of the street, then a row a trees, then the two cars lanes going either direction, then maybe a small buffer, then the other sidewalk. Cyclists usually feel safer with as many bikes as close to them as possible. Being separated from cars by trees is also the best. It makes sense however why this might not be a desirable option unless very well designed. This also mean some changes to phase one would probably have to take place (and they probably should to be honest. Phase 1 is not as protected to bikes as it should be.)</p>
<p>I like that you will be retaining trees (opt 1) its better for climate impacts, providing shade and better quality air.</p>
<p>If we are going to install/improve bike lanes, Option 1 is doing the job right. Yes parking is impacted, but we have to try. Option 1a is a close second, but adds left turn problem and removes plants. Options 2 and 3 are lip service, not real solutions to anything. Real cyclists will just continue down Esq Rd as they do today.</p>
<p>I think Option 1 is fantastic and will go a long way to increasing the safety and viability of cycling/walking in esquimalt. I am always happy to see more human-centric infrastructure over car-centered infrastructure. It will keep people safe, reduce climate impact, and get more people outside. In fact, I think the other options could be implemented alongside Option 1 as supplemental infrastructure.</p>



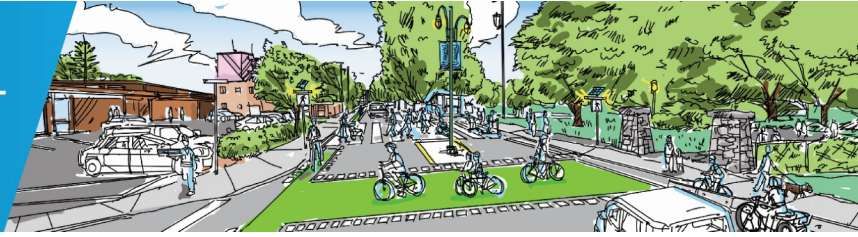
<p>I don't like option 1 The Bicycle lanes should be routed on Lampson/Lyall and you could extend Lyall up to the Navy Base. I live off Lampson and the traffic is too fast! by putting in Bicycle lanes and speed bumps it would make it safer for children going to school and others, especially as the new buildings on the former English Inn will increase traffic. Take the lanes off Esquimalt Road and route it round the back.</p>
<p>Nothing. No consideration for seniors/ people who cannot bike etc and need to park to access local facilities. Our taxes are being spent on a minority</p>
<p>Love option 1 the most – I bike a downtown from park place on a daily basis and this feels like it is the best support for safe cyclists, other transportation methods, and drivers.</p>
<p>OK as is</p>
<p>Option 1 provides a continuous and safe cycling route to where cyclists need and want to go. The only thing missing is a plan for improved transit, but I understand that is not necessarily the Township's purview.</p>
<p>I was unable to pick the appropriate numbers in the drop down boxes because some of the numbers were faded out restricting me from making my choice.</p>
<p>Like - Most direct route for cyclists of the options. (The E and R rail line is also quite direct and avoids traffic so think that's likely a more appealing route thru Esquimalt for many cyclists). Hope to see more seating/benches to support walkers especially those who are aged. Focus is I guess on cyclists. Don't see much improvement for walkers. While elimination of parked cars improves sight lines generally, I'm not convinced more bikes makes it safer for walkers crossing streets. I may have missed it, but unclear if suggestion is to decrease speed from 40 to 30 km. That would be a downside from my perspective.</p>
<p>I feel that this option would be the least disruptive to commuting from Esquimalt to the rest of Victoria.</p>
<p>I do not like option 1</p>
<p>I think that there are less busy roads close by such as Lyall that would be better suited for bike lanes. I do not want the planted medians removed. The trees and plantings in the center of Esquimalt road are fantastic and should not be lost, they improve the look of our main street, they reduce noise and air pollution, and reduce the stress of drivers. Please do not consider removing! Also I love how the city decorates them with lights for the Christmas holiday season</p>
<p>Current bike lane with painted lines on North Side (Esq Rd. West bound) works perfectly fine and is safe for cyclists. Cars and cyclists share the road on South side with a few parking spots left currently and have a lane for the rest of continuity. No need to install physical permanent inconvenient concrete separation. What about night time, weekend, Statutory, Holidays, after hours where cyclist traffic is reduced if not absent?. Why change what is already working?</p>
<p>That the changes are only happening to esq rd. Not the neighbouring roads</p>
<p>I like the safety of option 1, If the parking in the neighbourhoods can be mixture of 15 min, 1 hour, 2 hour and full day then that should help. Staff of neighbourhood businesses will need some options of parking for 8 hour shifts, many do not live in Esquimalt.</p>
<p>Really like the removal of parked cars. Parked cars (especially in front of the Ismaili prayer house) block the sight lines when coming off Grenville and trying to get into Esquimalt Road.</p>



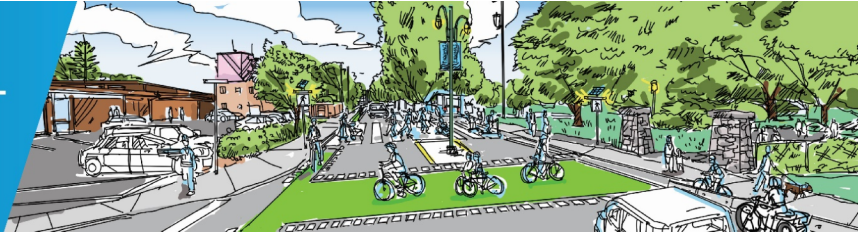
<p>Hard to assign priorities when the choices have to be unique. My priorities are improved pedestrian safety - especially crosswalks - and preserving as much green space as possible.</p>
<p>Parking for businesses that have many mobility challenged clients</p>
<p>I travel from Gorge & Harriet for coffee at the Esquimalt Roasting Co. at least once a week. I also go to Syriana about once a month and use the library a dozen times during the year--all on my bike. I think the increased density of DT Esquimalt and the cluster of business fully require active transportation access.</p>
<p>Has growth in Esquimalt and especially along Esquimalt Rd been considered in preparing these plans. Have staff/consultants modelled traffic using the population/unit increases that are imminent.</p>
<p>yes to PAINTED bike line on Esquimalt Rd AND BI DIRECTIONAL PROTECTED BIKE LINE on LYALL St</p>
<p>I'm confused about the intention of option 1. If Esquimalt wants to protect cyclist transportation, why were planters placed on the 1300 block of Esquimalt road? these planters are an obstruction to cyclists. They are placed exactly where a cyclist needs to travel. They cause confusion with cars when the cyclists way of travel is suddenly blocked. If Esquimalt wants to support cyclist travel, remove these obstructions. I am also confused about where this comes from. Is there an evidence that cyclists on Esquimalt road are not currently safe or have expressed a desire for protected lanes? Our community has greater needs than this. Many people are struggling. Why should focus on mroe services to help.</p>
<p>Don't like the parking that is important to local businesses being removed as well as options to remove medians and trees.</p>
<p>Does not meet community needs.</p>
<p>Keeps the most direct route. Cyclists will use this even if you went for options as you are already creating the bike lanes in Phase 1 so it is kind of a done deal. What I HATE are the concrete barriers. A double white line would suffice with barriers only at crossings. Put a rumble strip down the middle of the double white line if you must.</p>
<p>As a cyclist I feel that Option 1 meets the goals of the ATNP, but given the anger and frustration voiced by car-drivers in the community I worry that this option will only upset people more. I person think we should prioritize option 2, make those streets traffic calmed and only make improvements on Esquimalt road that improve pedestrians (crossings, etc.) This part of town has a lot of kids who walk or bike to school - as a parent I would prefer to ride with my kids on the traffic calmed street than Esquimalt, especially if it's full of angry car drivers.</p>
<p>I do not like the loss of green space. I do not see a huge benefit of the separation from cars given my biking experience, though I would like to see drivers keeping their speed down in these areas. I can see the benefits for inexperienced bikers but I am concerned about parking.</p>
<ul style="list-style-type: none"> -Continuous active transportation corridor - no route deviation for longer distance trips travelling through -Reduces required cyclist turning movements and requirements to cross Esquimalt Rd to continue a trip/route -Places AT corridor directly adjacent to desired destinations
<p>Option 1 does not make sense for the community and businesses of Esquimalt.</p>



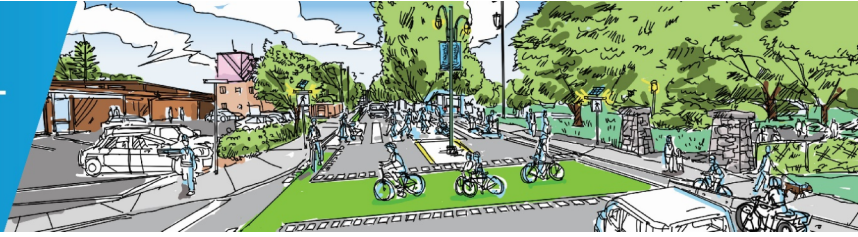
<p>This option is missing reasonableness and caters strictly to the <<<1% of the population locally that chooses or is able to ride or roll. I will no longer attend this area of Esquimalt and spend my money and time elsewhere.</p>
<p>Doesn't meet the needs of small businesses on Esquimalt road, only the needs of cyclists. We all need client/customer parking and many have mobility issues.</p>
<p>Nothing. Dont do it</p>
<p>I don't like anything in Option 1. Certainly not the removal of the landscaped medians which are the best part of Esquimalt Rd. I do not use Esquimalt Rd for cycling because I don't like competing with the transit buses. I do not favour the bike safety barriers. These are UNSAFE. Leaves and debris tend to gather in these lanes making it very hazardous for bikes. I know that there are now street sweepers for these lanes, but unless they are used continuously, they are ineffective. As an occasional driver, I am uneasy negotiating turns and lane changes with these barriers. And no, I am not getting used to them. We finally have some terrific businesses on Esquimalt Rd. To take away any parking spaces would be detrimental to businesses and patrons.</p>
<p>Less money put into bike infrastructure. It's already bike friendly</p>
<p>garbage</p>
<p>Like:</p> <ol style="list-style-type: none"> 1. Keeping greenery and the median to promote community (decorated trees and event banners) and well-being by reducing the harsh sound of traffic (hissing buses, noisy cars and motorcycles) <p>Missing</p> <ol style="list-style-type: none"> 1. Replacing 41 parking spots on Esquimalt Rd between Constance Ave and Fraser St with nearby off-corridor parking options. Can we build a multi-level underground parkade at Esquimalt Plaza? Can we allow public parking at the underground parkade of Esquimalt Town Square? 2. Adding Greenery (trees) along both north and south sidewalks between Comerford Ave and Constance Ave to promote well-being of this section of the neighbourhood. This section of the corridor has an uncomfortable concrete vibe to it compared to the area in front of Esquimalt Town Square. 3. Designated bike parking spots 4. Not limited to Esquimalt - Proper training for all users of a multi-use corridor. There is more risk of accidents when cyclists are not trained to respect the rules of the road while in the "protected" bike lanes, and drivers are not trained to understand how bike lanes are used. The rules of the road are changing with bike lanes but drivers and cyclists are not required to learn how to be safe around them. <p>Against / Concerns</p> <ol style="list-style-type: none"> 1. Adding quick build protected bike lane barriers. It is a waste of valuable road space when you are already reducing the speed limit. 2. Replacing parking spots along Esquimalt Rd with "protected" bike lanes is not safer. It is difficult to watch out for cyclists in such lanes in addition to watching out for cars. Plus bicycle commuters have a reputation for disrespecting the shared rules of the road.
<p>"Seems to be the safest option- I see cyclists with children on their bikes, so safety is primary concern for me".</p>



<p>The survey is phrased as if Active Transportation is paramount. I don't like option 1 at all; it seriously impedes use of Esquimalt Road as a major and necessary motor vehicle route. Option 1 should not be selected. Active Transportation is better served by other options - which met our wider transportation requirements.</p>
<p>Lower speed to 30 kph. Leave the parking. Make a shared roadway for bikes, buses and cars. Fine vehicles and motorcyclists that are too noisy. Maintain and even improve the village atmosphere with trees, landscaping and keep all the islands.</p>
<p>Need to stop clogging roads with bike lanes.</p>
<p>Missing : Parking on Esquimalt Rd.</p>
<p>I am concerned that this option will force traffic from the base and elsewhere onto neighbourhood side streets such as Lyall street which among other things is currently used by parents taking children to school as Esquimalt road will be clogged by slow moving traffic. I am concerned about the loss of parking for existing and new businesses which we should be encouraging in the downtown core.</p>
<p>It connects to other major bike paths, it supports accessing public transportation and. Creates multi-modal opportunities. I love my car but maybe that's gotta change. We lose some parking but it's a necessary trade off</p>
<p>Parking will remain a difficult issue and will impose hardships on residents on the noted side streets.It will be excellent for cyclists</p>
<p>I do not like Option 1. If I do not find parking, I will not visit businesses in Esquimalt.</p>
<p>Forcing all transportation options through a single, narrow corridor will only increase congestion, and lead to an increase in vehicle idling. As a cyclist, I must prefer routes that take me away from busy traffic areas. Would rather see transit priority zones along Esquimalt road, and bike traffic along traffic calmed streets.</p>
<p>Making crosswalks prettier and and bike routes more convenient is fine, but these parking dpaces are necessary for esquimalt. You can't just remove them!</p>
<p>parking for the businesses that will be impacted by the loss of the parking spaces. If you take the parking away, the businesses will struggle</p>
<p>I like everything about option 1. Everyone should have to pay to park their vehicles on public land (including streets).</p>
<p>I like the divided pathways on the main road. Please do not remove the trees in the centre medians.</p>
<p>Option 1 should go ahead and the network of protected bike lanes should be expanded throughout Esquimalt. Protected bike lanes should be considered for Admirals Rd between Esquimalt Rd and Colwood Rd</p>
<p>I'm concerned that there's an expectation to make Esquimalt Road "be" too many things. In addition to it being the main artery through the Esquimalt, it has to handle a large amount of traffic to and from the naval base five days a week----something which many neighbourhoods in the greater Victoria area do not have to handle. It is also a main route for two frequent bus routes and an emergency vehicle route. I'm not convinced that making the cycling lanes protected will result in a safer route for cyclists given the amount of traffic at certain times of the day plus the variety of turns to access businesses, stores and other services located along the core area.</p>



<p>Would be better in the future to increase physical separation but I understand this is the best option given the current design</p>
<p>Will allow safer biking with young children</p>
<p>This is the best option. I go to Esquimalt Road businesses 3-4 times a week and very very rarely use the on-street parking. Moving the parking spots off the street will not change my patronage of these businesses at all, and being able to safely bike there will increase my chances of going on days that I'm not driving. The retention of the tree canopy is key to mitigate impacts of climate change.</p>
<p>Parking is creative now so don't want to lose more Can't imagine the businesses are happy about the loss of parking.</p>
<p>Immediately stop with the changes. they cost money (14% tax increase!!!!) and do nothing but make things difficult for the majority of residents. The existing bike lanes on Tillicum and Lyall are almost never used. You run the risk of harming businesses on Esquimalt Road. You wind up catering to a very small group of people who ride bicycles at the expense of the majority who use cars for driving and parking near stores etc. And they are ugly! Find something better to do with your time and the taxpayers dollar.</p>
<p>I like the safety aspects but have significant concerns about taking out the main street parking. This plan will disproportionately ask businesses to bear an ongoing cost to their businesses. I would like to see more equal-access options such as public transit incorporated into the plan.</p>
<p>Love the idea of keeping people safe but with reduced speeds it could make designated lanes more appropriate to allow businesses to maintain their need for parking. Side streets are already busy so a couple more years and we will outgrow that option IMO</p>
<p>Taking away the already limited parking in Esquimalt can not be the solution to giving bikes the protection they need. The small businesses that need those parking spots to thrive will suffer, the new housing that keeps getting approved with lower parking spot ratios to tenants will suffer from the lack of available street parking, the current housing that doesn't offer enough spaces in their own parking lot already cause the limited amount of parking to be taken up. the sheer amount of construction workers that take up our limited parking reduce the ability for local to park or for people coming to Esquimalt to check it out. our side streets have no "off corridor parking opportunities" to speak of. Drive around at night when everyone is home to see just how limited current parking is on these "off corridor" streets. The proposed solutions to increase bike safety and attract more non-vehicle transportation are not thinking bigger picture with the amount of people moving into Esquimalt. Its putting a bandaid on a wound that needs stitches.</p>
<p>Esquimalt Road is a very important in the municipality. Traffic must be able to move freely and vehicle access must be maintained for seniors to park and access services. Return full parking to the south end of the Archie Browning lot as soon as the fire department move to the new safety building (remove/sell temporary buildings). Heavy vehicle tire marks on the ballooned curbs indicate they present a hazard.</p>



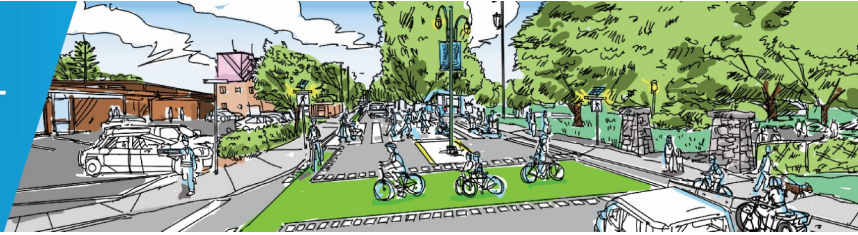
I like the separation of bikes and cars and pedestrians. I cannot imagine any of the other options being the best fit for active transportation as they don't separate these road users. Considering the number of children 11 years old and under using Esquimalt and Lyall streets to get to school, I'm in favour of the only option that provides them a safe and separated route. Lyall does not count, no matter how much you try to slow it down, drivers will still speed impatiently and pose a hazard to pedestrians and cyclists, especially child cyclists. I look forward to side street parking being managed more efficiently. There are multiple vehicles that have been parked long term on side streets off Esquimalt Rd. Storage of private property on public streets is an inefficient use of space and should not be allowed. Vocal opposition to Option 1 claims that their parking is being taken away when in reality they've allowed these nearby vehicles to sit and take up the next nearest parking spaces. On street parking is not owned by the businesses but by the township and it should be managed in the most beneficial way for the most constituents, not just the businesses along one stretch of road. If dedicated parking is integral to their business then they should have planned to provide it in surface or underground lots.

Please stop the project. You are removing needed parking space for residents and businesses to shoehorn in bike lanes. This is increasing congestions and narrowing roads and creating even more dangerous environments for pedestrians, cyclists and vehicles to occupy. I implore you to reevaluate the long-term repercussions of congestion with the increased population density coming Esquimalt in the coming years. Money spent on active transportation is better spent on more housing development, law enforcement and public transportation and safety.

I like that it removes parking near the intersection of Grenville Ave & Esquimalt Road and thus improving visibility of the whole intersection. More often than not there are large vehicles parked on the north side of Esquimalt Road that block the view for road users (cars and cyclists) attempting to turn out of Grenville Ave. I also find it dangerous to park there as it can be challenging to access the driver's side of the vehicle when traffic is heavy.

It's really beautiful and it looks like it would feel safe. Love the green spaces and the colourful banners. Has a much better community feel.

Please do not remove ANY parking along Esquimalt Rd, especially Admiral Rd to Canteen Rd, as I have family members with physical needs that require street parking close to the businesses and venues that we frequent weekly.



Question 16

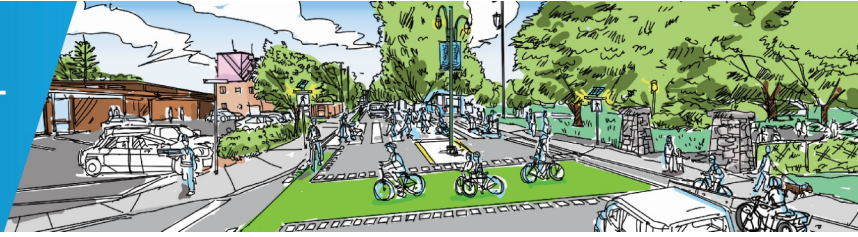
What do you like about Option 1A? What could we do to make it better? What's missing?

I like that this maintains continuity for the protected lanes planned to Joffre Street. I like that the lanes are protected, which I believe will encourage more cycling and improve safety for cyclists. I like that it the most direct route, which means cyclists crossing fewer intersections, thereby reducing likelihood of accidents or occurrence of delays that could come along with Options 2 or 3. I also like that it maintains parking along Esquimalt Road. Many business owners would prefer this option, and many people who only travel by motor vehicle would prefer this option. As a motor vehicle user that frequently travels along Esquimalt Road to businesses, I would also appreciate the convenience. I am not concerned about the loss of medians/green space, as there is plenty of nearby green space and major arterials should allow for traffic flow. However, I think Option 1a needs to be revised to avoid significant traffic delays caused by vehicle turns without a dedicated turn lane. The Esquimalt corridor, particularly as it approaches Admirals during peak traffic times, is a very heavily used area and will only increase in usage as our municipality expands. I am seriously concerned that vehicles turning north or south off of Esquimalt between Fraser Street and Admirals Road will cause significant traffic delays. In my experience, traffic delays lead to impatience, which can lead to unsafe actions from both drivers and cyclists. I am not an expert at traffic planning, but some potential ideas that could address this would be: (1) limiting turns that cross traffic turns off of Esquimalt Road during peak hours (e.g., no turn signs combined with enforcement); (2) closing some side streets and only permitting access via other streets (e.g., closing off Comerford Street from Esquimalt Road and permitting access through Lyall via Admirals). Another mitigating option would be to consider bi-directional protected lanes between Joffre and Nelson, which would allow for uninterrupted turns during peak traffic hours, albeit only in one direction. I am strongly in favor of Option 1 as it is protected and direct, but the potential for traffic delays leads to more delays, which could lead to grater density of motor vehicles on the road, creating a risky environment for cyclists and higher concentration of pollution on the active transportation corridor. As a motor vehicle user that frequently travels along Esquimalt Road, I would also be very frustrated to experience such delays, especially when larger arterials combined with backstreets could get people to their off-street destinations.

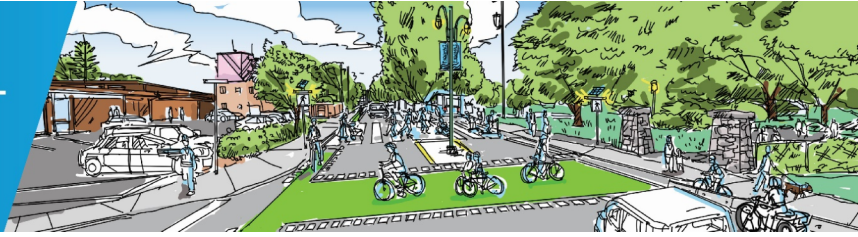
I think the compromise of removing medians to retain some on-street parking, along with the improved parking on side streets strikes the right balance between serving business parking needs and meeting active transportation and climate change goals.

I don't like the removal of the central median and loss of safety for vehicles. I also don't like the elimination of left turn lanes as it will result in traffic delays

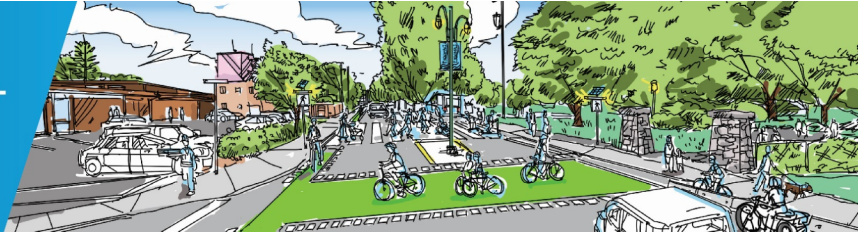
Second best option after #1. Protected accessible infrastructure is more important than trees, frankly, and previous Esquimalt councils made some streetscaping choices that look pretty but if they're not compatible with safe AAA infrastructure they need to be revisited and possibly removed.



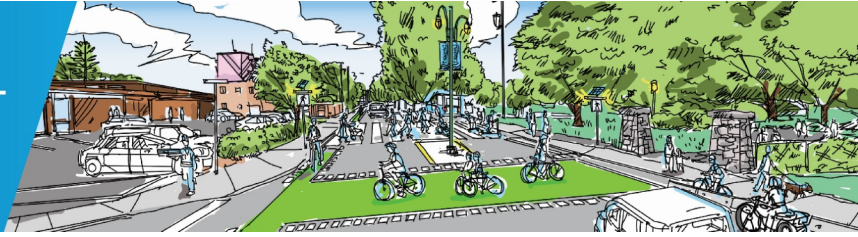
<p>A slightly better compromise, however, the removal of trees and greenery is never a good thing, Also there is no reason that Lyall street with bike parking on the side roads and Esquimalt Rd. could be used for the stretch between Fraser St. and Constance Ave. This is the stretch where the majority of businesses are located. If you are able to cycle you are able to walk from one of the side streets (5 minutes) as you so quickly pointed out motorists could do in option 1.</p>
<p>1a is a better middle ground than committing fully on Option 1</p>
<p>Also very inclusive.</p>
<p>I think I would miss the trees in the median as Esquimalt grows, but I understand others are very big on these parking spaces so I would be okay with that if it's very important.</p>
<p>I hope there is still a left/right turn lane at the esquimalt and admirals intersection, or the lights are adjusted to accommodate turns</p>
<p>It doesn't limit the disruption for road users, including transit users, and it probably will create greater pressure on drivers to make unsafe turns with a lot of backpressure behind them. As well, parked vehicles can affect drivers' sight lines, creating more unsafe conditions. I think that median turn lanes are better for mobility than parked vehicles.</p>
<p>Everyone has the right to safe transportation not just cars</p>
<p>I like that it retains a few parking spaces. But removing left turn lanes means drivers turning left are not only holding up traffic but are more likely to try to squeeze through small traffic gaps and therefore cause more risk to all other road users.</p>
<p>Retaining the trees is very important. It's part of what makes esquimalt feel green and like a community</p>
<p>I like that there would be parking still and I guess the removal of medians make sense. Also love the trees and flowers</p>
<p>Preserves a small amount of parking</p>
<p>I like the protected bike lanes, but removing the median does not reduce climate impacts and removes some neighbourhood character. I don't think parking stalls are worth this trade off, as long as there are still sufficient accessible parking stalls along Esquimalt.</p>
<p>good, but concerned about potential "dooring" incidents</p>
<p>This option while maintaining a small amount of parking does not address the needs in front of all businesses, it seems an appeasement to the larger companies. I also think it will make lines of sight when coming onto Esquimalt road worst than they already are. Also side streets are already congested with parking, this will make it even worst.</p>
<p>I don't see information about bus pullouts. If the busses are still going to stop in the bike lane then this would make me less likely to use the new corridor. I do support the removal of the medians to create more space and to slow traffic as people in cars would need to wait to turn. However this could be dangerously for those cycling as car drivers could be frustrated and turn quickly across oncoming traffic.</p>
<p>the median with the trees and and the turning lane are essential to the road. Not only for does it help traffic, but the trees and plants are CRUCIAL to our neighborhoods. Build roads for PEOPLE that live here not for cars!</p>
<p>I use the left turn lane when biking so don't want to lose this. Also definitely don't want to lose landscaped medians / greenery.</p>



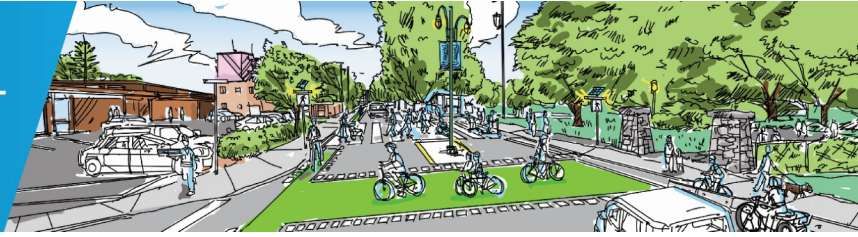
<p>Option 1A is less desirable than Option 1, but seems to still improve safety for cyclists.</p>
<p>Not clear if option 1A includes buffer room to prevent cyclist dooring (see Bloor/Danforth in Toronto) this is critical for safety. I believe option 1 is sufficient, but if 1A is determined necessary, I'd like to see curb extensions with planters and trees in them to make up for the median loss.</p>
<p>It's not ideal to cycle between parked cars and the sidewalk, worry about car doors opening.</p>
<p>While I feel that 1A implements much needed improvements to cycling infrastructure it does so at the cost of making the Esquimalt Town Centre somewhere I am less likely to actually want to go. Further, I think removing green space from our community spaces is a step in the wrong direction. Frankly, I do not believe the loss of street parking will negatively affect any businesses despite their cries of wolf and we should take any and all opportunities to remove street parking. Certainly, we should not remove green spaces to accommodate parking of blobs of metal that could just as easily be parked 30m away.</p>
<p>It makes sense for all parties involved</p>
<p>Still offers direct connection to downtown/greater Victoria. I don't like the trade off of green space for more parking. It will have a negative impact on the safety and visual beauty of the neighbourhood.</p>
<p>Just about as good</p>
<p>Still prioritizes the safety and convenience of bikes and pedestrians. However, I think the traffic congestion from the loss of the left turn lane would be a significant negative. I would prefer to see no left turn allowed, or to lose the parking spaces.</p>
<p>I like that the median is removed to create parking spaces</p>
<p>Designated Motor vehicle only routes would be a definite help. Ie better evacuation routes</p>
<p>Bike Parking again (for consideration of -ebikes and oversized cargo bikes too).</p>
<p>This does work but I believe the compromise will still allow a focus on single use cars which in the bottom of the pyramid on the modal chart.</p>
<p>If parking is the big issue, maybe building a parkade close to the downtown core would be a better option. I am hearing even if you go with option 1A, adequate parking is still not available. 9 parking spots is a drop in the bucket.</p>
<p>Improves existing Esquimalt Rd bike lanes</p>
<p>Whats missing is safe convenient parking</p>
<p>I like that the bike lane would be continuous but I don't think removing the turning lane is the right move. Removing the turning lane will make car traffic worse, and is not worth it to save some parking. Isn't the whole point to make transportation roll more smoothly for everyone?</p>
<p>I think it is important to have parking in the "downtown" core for folks with disabilities. The survey questions are biased (I think) because you are asking if the plan will meet "my" needs - I am capable of walking/rolling/driving. I'm worried about the folks who need access to services and can't get to them as easily. I think that also puts us at risk of losing those services over time. So, in Option 1a, I like that some parking spots are retained but I don't like that we lose the medians with the trees.</p>
<p>I don't like the risk of left turn delays into Esquimalt Plaza</p>



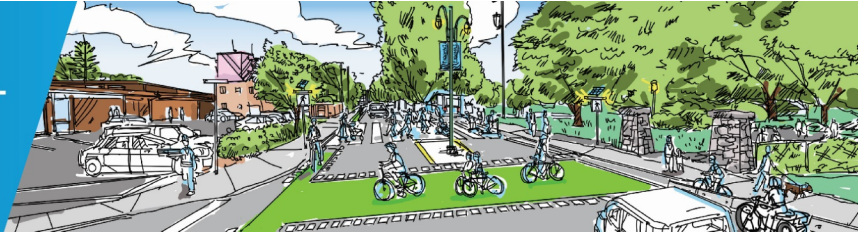
<p>This option retains parking which is important, if no one has anywhere to stop businesses will drastically suffer, I myself would stop going to lost of them without somewhere to park. What's missing is the nature and beauty Esquimalt is known for, all green spaces and garden have been ripped out and the streets are sterilized just like every other cement neighborhood.</p>
<p>Keeps a bare minimum of vehicle parking.</p>
<p>While it is better than getting rid of all parking the minimal parking that is added while getting rid of green space is also not a good option for the community overall.</p>
<p>For safety, it is probably good, but why put so much demand/stress on Esquimalt Road. Use a side street like Lyall that would allow the Esquimalt rd median with trees to remain....helping with the greening/environmental needs of our community. Why address one goal at the expense of the other?</p>
<p>If you make it easy to bike, walk and roll, fewer people will drive cars and thus less need for parking. Don't worry about the parking. It's a non-issue. Build for people, not cars.</p>
<p>This encourages car usage, directly going against the ATNP.</p>
<p>maintaining more parking is good</p>
<p>I appreciate the compromise here. I am glad that you are not considering removing trees or medians any further east than Park Place. I really appreciate the medians and the full sized trees and the environmental and aesthetic improvements they make to the downtown core. I think care and attention should be made to the sightlines around Memorial Park and the town square so they book keep the appearance of a full tree canopy, as the downtown core has been really well planned so far. I think businesses would adjust to the loss of parking and it would be a shame to do a more expensive and ugly solution just because of 9 parking spots.</p>
<p>Even though this option does meet all the criteria for active transportation and I would prefer this one over no bike Lanes on Esquimalt. The removal of parking should come before the removal of turn lanes as it would increase traffic.</p>
<p>Everything</p>
<p>leave the left turn lanes and the medians and the parking spaces</p>
<p>As I said before, love a good next step. Fully support</p>
<p>I walk and cycle in this neighbourhood and the added distance from cars will make those activities more safe and appealing. That said, I am aware of the negative reaction bike lanes have gotten from some members of the community and wonder if it would be less contentious of the bike lane route through community used more side roads. But it does seem like a good plan from my perspective as a cyclist.</p>
<p>getting a little better with the parking but still not enough.</p>
<p>I don't think saving the few parking spaces is worth the compromises, most notably removing central treed medians and having the left turn lane block through traffic.</p>
<p>Loss of left-hand turn lanes will cause traffic delays</p>
<p>I feel like Option 1 A is a fine compromise if people insist on parking along Esquimalt Road. I would love to keep the trees and planted medians but in a compromise something must be lost. I would still get to feel protected and independent riding my bike, and drivers could still park on the street. I think it would be unfair of drivers to argue with this plan, putting planted medians above the needs of many of their neighbours. I am fully on board with the first option but will happily compromise to keep the bike lanes protected and on Esquimalt Road.</p>



<p>Again, total lack of transit options you've had no planning for visitors to the community and are isolating it to the immediate community and not the broader as a whole. Given the lack of resources for community Esquimalt has a lack of transit forethought is disappointing.</p>
<p>loss of medians is ok, but some L turn option need to be retained thru breaks in the protected bike lanes. Current Lampson street lanes now do not allow traffic to flow if bus pulls up to a stop or the ability to pull to the road side for Emergency vehicles.</p>
<p>The parking spaces should be limited to Accessible and 15 Minute General Loading</p>
<p>I feel the removal of turn lanes is not safer and may increase the risk of traffic accidents. I would also be quite unhappy to see the planted median be removed as I feel it's key to the character of downtown Esquimalt so I much prefer options that do not include removal of the median.</p>
<p>It's good to provide parking options as a secondary. I think keeping accessible handicap spaces is inclusive for people that need that.</p>
<p>I actually prefer Option 1A over Option 1 because it preserves some parking stalls, the removal of which has opponents up in arms. Why not make the compromise, preserve some of the parking, and accommodate everyone's needs? I don't like the idea of removing trees, but the medians haven't actually been there for long. Hopefully there can be trees planted on adjacent properties or planters added to widened sidewalks. The purpose of a roadway is to facilitate movement.</p>
<p>at least safe. are there other ways to add trees and greenery, other than along the median?</p>
<p>If Option 1 doesn't work, this is a second best. Let's put parked cars on side streets or parking lots off the main road.</p>
<p>We do not want to see any residential only parking areas changed to allow general parking as it just clogs up the streets and causes residents difficulty when trying to park especially if you own any kind of boat, trailer, camper, etc. Residential only parking needs to be monitored better than it is.</p>
<p>Keeping some parking is better than the alternative but still lacks much as per my previous comment.</p>
<p>I like Option 1A for similar reasons to Option 1. Option 1A improves the safety and comfort of all road users. By providing designated space for cyclists, cyclists no longer have to veer in and out of traffic, as the bike lane ends abruptly. This is safer for both vehicles and cyclists, as it provides adequate space for both types of transportation. The physical barriers will help cyclists who don't feel as comfortable riding on major roads. I also think this option will be much safer for pedestrians, and the added flash crossings are helpful.</p> <p>While the landscaped medians are aesthetically pleasing, I think it is more important to use that space for road safety improvements. We are blessed in Esquimalt with so many beautiful parks and landscaping, so I am comfortable with the loss of these landscaped medians on the major road.</p> <p>I would be curious to learn more about the cost difference between Option 1 and Option 1A.</p>
<p>Improves safety of non-motorists but the parking increases risk of being struck when vehicles pull-in/out, blocks view of non-motorists (if on the traffic side, risk of (right-hook), car-dooring, motorists crossing bike lane to access vehicles). Green medians reduce speed of motorists and provide shade in the summer, valuable urban infrastructure.</p>



<p>Landscaped medians are not necessary and a large expense. Turn lanes are needed for the flow to move at a good rate. Bicyclists already have the Galloping Goose and the Boardwalk for safe passage. Why are we jeopardizing these Esquimalt businesses?</p>
<p>I think there probably needs to be on street parking on this part of esquimalt road for the businesses.</p>
<p>Green space is missing. Don't like that vehicles likely to travel faster without medians,</p>
<p>Option 1A seems like a good opportunity to balance the goals of the ATNP and the stated needs of certain businesses that may not have private parking spaces.</p>
<p>Cost. Not convinced it's worth it to "save so few parking spots. Parking on street would be inconsistent with rest of the street.</p>
<p>I like that leaving a few parking spots are considered. However, refer to previous comments, same situation applies here. No need to change.</p>
<p>I don't like it when parked cars have to cross the bike lanes, I also don't like driving across bike lanes to park. But if this option was chosen I could adapt to it.</p>
<p>I think keeping a few parking spots will mollify the businesses that oppose the bike lanes. This is a less desirable option but seems to me an OK compromise.</p>
<p>This type of set up can really compromise the safety of cyclists as pedestrians and those using the parking are very close and often walk into the road at the wrong times. I have seen many close calls downtown Victoria.</p>
<ul style="list-style-type: none"> - I prefer 1A to 1. Medians are ridiculous, and in a constrained urban environment, a complete waste of precious space, particularly when there are competing demands for that space. - I disagree with the boards that medians increase safety. They do, in the sense that they deflect an errant/out of control car back into the traffic moving in the same direction of travel, rather than allowing the car to cross into oncoming traffic which would result in a more severe collision. However, this is a principle for high volume, 4+-lane high-speed suburban arterials, not urban streets. A yellow centreline is sufficient separation in this case. - I doubt the left turn volumes at Park Pl, Commerford, and Grenville are that significant to pose an issue. There are bigger problems in this area. Example: due to the Comerford/Grenville offset, if a car is turning WBL onto Comerford and another car EBL onto Grenville at the same time using the existing centre left turn lane, the two are in conflict (right at a crosswalk). If a concern remains, can turn movement restrictions be considered?
<p>Option 1A does not make sense for the community and businesses of Esquimalt.</p>
<p>Needs more than 9 parking spaces</p>
<p>It's good to see some recognition for the need of a few close by parking spaces especially for people who have mobility challenges. But I still think overall that the design feature is trying to squeeze too much onto one road.</p>
<p>I like the retention of the parking spaces but am not in favour of the median plantings being removed. Aspects such as plantings are what make a destination attractive, breaking up the concrete of the roads and sidewalks. I recognize something has to go to fit everything in if this goes ahead, I think there are better options.</p>



Removing the left turn lanes would only increase the congestion in Esquimalt. We already have an insane amount of traffic during peak hours due to employees going to work and then returning home. I understand that the amount of construction in Esquimalt is temporary but it is still something to consider, not only does the current construction hold up traffic, stop traffic (either by closing a road down completely or one way) but it won't be going away any time soon, these big construction jobs take years to complete. Once the construction is complete it will mean even more people and families moving into Esquimalt which means more people walking, driving, bussing and biking.

Remove trees, flowers, gardens and visual obstructions from the centre of the road. They block vision and are expensive to maintain. Protected bike lanes present a hazard by limiting "escape routes" for wheeled vehicles on either side. Painted bike lane markings are adequate. Children appear to use the sidewalks to ride their bicycles in this community. They probably feel much safer and less confused with all the signage and markings associated with the new infrastructure.

This option doesn't resolve the safety issue for users turning in and out of Grenville Ave, I think it only makes it worse. I think that with the bike lane being between parked cars and the sidewalk, cyclists will not be as visible to vehicles turning onto Grenville at this location. Removing the turn lane will also increase congestion in the area as there are a lot of vehicles that access the neighbourhoods behind the park and create further safety issues for cyclists and vehicles turning left.

Question 20

We've proposed Constance Avenue as the connection up to Esquimalt Road. Do you see any other possible routes that could be considered? If you chose "other" in the question above, please specify:

Why not build both cycling corridors?

Leave well enough alone

I don't know the area well enough to comment.

This is just generally a bad option. Choose Option 1.

No

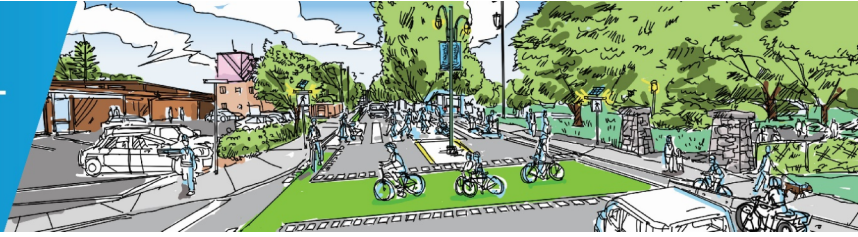
I only chose Admirals because I go to the liquor store on that corner sometimes. Otherwise I'm indifferent.

I'm not sure I understand the question

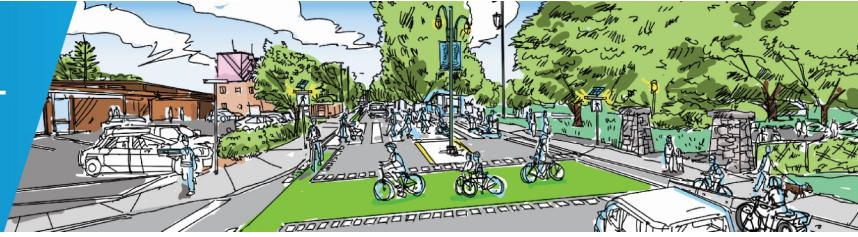
Admirals Road and Esquimalt road

Since I live South of Lyall Street and regularly cycle out to the Peninsula, the Great Trail, Colquitz Creek trail systems, no matter what is done, short of removing the Admirals' bike lanes, my family and I will always use the Admirals' bike lane to access the E&N connector and its continuation to the Highway 1 to access the Goose.

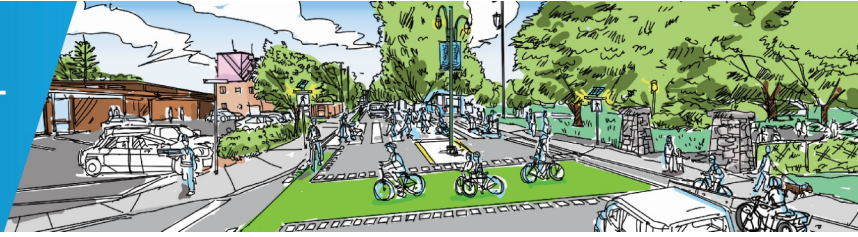
I have never used Constance to access Esquimalt Road and then turn left to Admirals' because this puts me and my family in a very active left turn lane on Esquimalt Rd. Also, I find Constance "feels" narrow - probably isn't but there you go! :-)



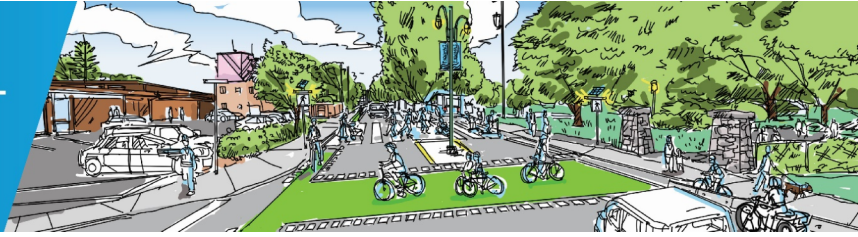
I'm not sure. I currently do not use these routes.
that is one large hill. what on gods green earth are you thinking. not only not accessible, but not bike friendly, also it passes mcauley elementary, do you want to kill kids? lyall is already a tiight road, and essential for local esquimaltonians.
no opinion. i will adapt and trust your judgement
Why not use the entire length of Lyall for the corridor?
Remove bike lanes and restore access
N/A
I don't see the need for a connector between Lyall and Esquimalt so close to the bike lanes on Admirals Rd.
I cant see any of these options as viable.
Another waste of time and taxpayers money
A connector on Fraser would be more useful for me so I could access the rec center or other downtown businesses by bike.
all options are bad but Admirals would be the only route I see people taking
Foster Street
Lyle to Esquimalt Rd
Comerford
n/a
I'm unsure about this one; Constance and Nelson make poor connections to the rest of the network up Admirals, but Admirals would require intersection improvements anyway. Creating new crossings at Constance and Nelson would create new conflict points, might annoy drivers even more, and aren't convenient for cyclists to have to push-activate to cross instead of proceeding with regular traffic signals.
Why wouldn't you extend the bike lanes further down Lyall.
Do not implement active transportation plan
Links in better to other bike lanes to be on admirals. And there is space there to keep road parking.
No more bike lanes!
Leave Lyall street alone! A lot of people have secondarily suites, where are those people supposed to park??? Do you really think you will get 3000 cars to not drive along Lyal street to get to work on the base? What are you people thinking???
Keep Lyall as both vehicle and bikes - with better bike lanes and speed enforcement in the 30kmh playground zone in front of Bullen park.
Lyall is too far off the beaten path and too narrow. Bikes should have direct access to the commercial centre of Esquimalt and not have to take a detour.
Lampson
I chose Admirals but I will explain why here - the bike lanes extend to the base and to the E&N up Admirals. You'd have to double back if you went up Constance. I don't know why anyone would both and I think you'd just end up with the designation and most people using Admirals anyways.



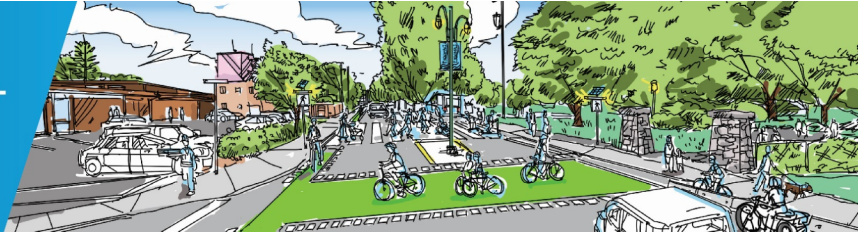
<p>Constance is a very parking dependant street, with new high rises being put in that don't contain enough parking the competition for parking spots is already at an extremely chaotic level with aggression daily, removing any spots or interjecting cyclists into this situation will only make that worse and more unsafe.</p>
<p>I wouldn't bother</p>
<p>No more bike lanes</p>
<p>Do all the connection options. Every road should be approached with bike safety in mind, and with the idea of getting more people out of cars.</p>
<p>You wouldn't tell cars to "just take another possible route." why are bikes treated as second-class?</p>
<p>Constance has poor sight lines entering Admirals road. Cyclists taking the Lyall street bike route would be coming or going from further west, so it does not need to come out to Esquimalt at Admirals. Riders going further north on Admirals would take the E and N bike route.</p>
<p>dont put protected bike lanes anywhere</p>
<p>If the goal is to make Lyall a connector, why are we rerouting people back onto esquimalt rd? that plan doesn't seem to make any sense at all. In my experience, once I have passed Admirals, Lyall is a quiet and easy street and should go all the way to the base.</p>
<p>I'm not sure</p>
<p>I don't forsee myself using this route on my bike.</p>
<p>If you wouldn't force drivers (who aren't expending any energy) to zig-zag through neighbourhoods, why would you force cyclists - people actually using effort - to detour, make a bunch of turns, just to get to their destinations? Are cyclists just supposed to not visit businesses along Esquimalt Road?</p>
<p>Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.</p>
<p>Neither of these options are AAA - build the protected bike lane in option 1 instead.</p>
<p>Most people are commuting by bike to dockyard down Lyall or would be going to admirals to pickup bike network. Why use a side road.</p>
<p>Option #2 and #3 make no sense, we need to keep the main road, as the option, for commuting.</p>
<p>Esquimalt Rd</p>
<p>Fraser Street</p>
<p>Cyclist just ride anywhere they want anyway so stop spending millions of dollars on something that they won't use and will be inconvenient for everyone else</p>
<p>Get RID of the bike lanes!!</p>
<p>None. Lyall is a nightmare to travel down during all seasons due to the high volume of pedestrian and bicycle traffic. If the town MUST add bike lanes,they should just eliminate all Vehicle traffic through that corridor, but only after the new fire hall is constructed. Those old parking spots will be needed for the athletic park and rec center.</p>



stop the bike lanes.
I don't know.
No specialized bicycle lanes return the road to what it was before that the bike share the road and other vehicles at the same time separation of for bicycles takes away parking makes it very awkward for the neighbourhoods and pushes people from coming into our part of the city away Remove all bike lanes. Return the city back to the way it was. I know you don't really care for the small businesses I think you need to think about this a lot of wasted money for a group that puts nothing in. I will be evaluating who I vote for in the future. This will be one of my big items make the city useable for all citizens not just a special interest scoops. Unsatisfied
please do no alter Lyall Street it is fine the way it is
Constance & Nelson are too narrow. Scary.
Canteen Rd. Put the Esquimalt Rd from Admirals to Canteen Rd back to the way it was. What single-mindedness conceived of constricting a major artery, especially one with a fire hall on it? Is there any common sense?
Lampson
Admirals Road already has a bike lane and is a corridor that is used to connect to the E&N. Constance may be useful for base traffic to connect to Esquimalt Rd.
There is no application of this route I would find satisfactory.
Commerford. Constance is on the edge of downtown, Admirals is already decent. Commerford is quiet, with space at the intersection with Esquimalt to have some nice bike parking, perhaps a community space of some kind.
Anything else
through the plaza
You are ruining esquimalt with this bike nonsense. Maybe hire people to sit and count how many bikes they see. Doing all this for 5 bikers
Constance would create a jam. Pls connect closer to the base.
No connector, stop putting so much emphasis on bike lanes.
Separated and protected active transportation lanes.
I would love a connection on Admiral, Lampson street and Dumsmuir
Constance is a terrible choice unless you plan on adding a traffic light
No.
Admirals road has some existing infrastructure, having a thoroughfare/continuity would be optimal.
extend Carlisle to a connector on northside of Bullen park and connect to a Fernhill extension south past east side Esquimalt plaza. (all municipal land) skip the Fraser divided lane and take part of the easment on west side of [REDACTED] Esquimalt rd as connetor access to Carlisle connector
I currently ride my bike for recreational purposes. I feel very comfortable taking the current routes without zigzagging around the community to use a bike lane.
This connection route seems unnecessary.
Leave it on Lyall all the way to canteen rd where there's already a light and cross walk



<p>This is the right idea, but it is way too short. The bicycle corridor should run the entire length of Lyell Street seek to remove 90% of Bicycle traffic from Esquimalt road. it should go from Grafton st to Paradise st and then divert to Dunsmuir or Wollaston.</p>
<p>don't have a preference</p>
<p>As someone who very much supports cycling and walking, this option is lovely -- Lyall would turn into a quiet oasis like Vancouver St. However, the resulting impact on Esquimalt Rd. would be huge -- 3,000 more vehicles per day would create huge jams and raging tempers. I believe people would be less likely to travel to Esquimalt if they had to deal with that volume of traffic, so Option 2 would actually impact local businesses more than Option 1.</p>
<p>Please just no... you try cycling down from Lampson to Lyla and back up again... with out an electric bike.. oh so much fun. Esquimalt road is the only commuter bike lane use the actually could work.</p>
<p>Why does there have to be a connector? There is a bike path, the extended sidewalk on Lyall St already. It has been there for nearly 50 years, why are enhancements not made to it?</p>
<p>None are preferred. This is a terrible option regardless of what is picked.</p>
<p>I am not interested in using this bike lane if it was created. It would not go to where I want to be, so have no opinion to give.</p>
<p>Option 1 or 1a is safer and more direct</p>
<p>Stay on Esquimalt Road period. No being shuffled off the most direct route to our destinations.</p>
<p>Lampson</p>
<p>Canteen Rd. There is no parking in that street to be lost.</p>
<p>Admirals is a much more useful connection as it leads directly to the E&N at Admirals and Colville. It is a vital connection for any meaningful improvement to the cycling network in Esquimalt.</p>
<p>Have the route follow Lyall street until it meets with Esquimalt Road on DND property. If this is not possible the connection to Esquimalt Road could be Canteen Road. This is the safest route for all involved. If you look at Esquimalt History in the 60'S and seventies the bike route was on a divided sidewalk beginning on Esquimalt Road at Dunsmuir, to Head St, to Lyall street to Canteen road. All of this done on a divided sidewalk. [REDACTED], I can report no accidents were ever recorded using this divided sidewalk plan. Call me for more information [REDACTED]</p>
<p>I think Admirals would make a lot of sense, as it is quite wide already. If option 2 was chosen, I wonder if it would make sense for the bike lane to continue down Lyall all the way to the base.</p>
<p>admirals then connects up with the bicycle lane along admirals, and so this is the route a cyclist would take if they were going in that direction. But if someone were going to the base, then constance would be preferred.</p>
<p>Lampson/Lyall</p>
<p>Admirals is a wider road and can handle the additional traffic better, and it has sidewalks. Constance is narrower and it is more difficult, when in a car, to see if the road is obstructed particularly at the Esquimalt end.</p>



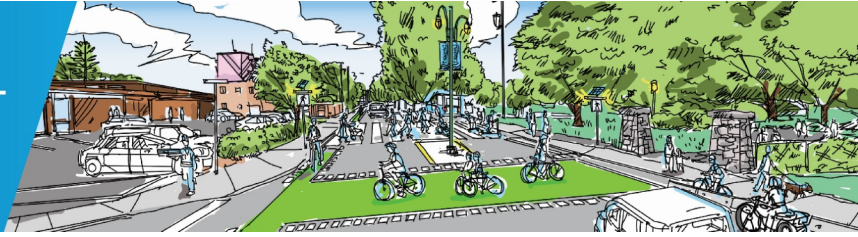
<p>None. Lyall should be shared by cars and bike with the principle of road sharing. 1000 or 3000 or 10 000 cars per day is not bike lane related. You have "3000" cars because realistically, most of these cars round trip to and back home. Lyall St. give access to Macaulay School + 3x DND Bases, big businesses around attracting lots of travelers and road users. It is normal! Its meant to be like that. Adding concrete road blockades would be targetting motorists, which is discriminating and should be illegal, wont solve any issue carbon wise (these cars wont vanish), they will just stay at idle longer periods of time blocking Esquimalt Rd. Both ways for hours, and will have a significant impact real estate market housing value + residency occupancy.</p>
<p>no opinion. i would not use this.</p>
<p>get the bike lanes off the main streets and unto secondary.</p>
<p>#17 comments added - but needs to be separated from cars - 18 no option selected - comment - I would walk, ride our bikes & use (or my) cars because slower with curbs only #19 no option selected - comments come out of the base and use only Lyall-eventually to Dunsmuir and then Songhees path.</p>
<p>17. "re: Safety".</p>
<p>Why not go all the way down to Canteen Road? Constance would HOWEVER, connect well to the new increased density immediately north.</p>
<p>Suggest leaving roads alone, as the quieter roads naturally attract cyclists. They are the safe corridors, out of traffic.</p>
<p>I don't think Option 2 is a good solution to meet the township's goals.</p>
<p>Given that Constance Avenue doesn't have full sidewalks on both sides of this section, why is it even being considered? Admirals has more room for protected bike lanes . . .</p>
<p>none</p>
<p>The corridor through the Archie Browning centre and along down the edge of Bullen Park is an existing, safe corridor for bicycles.</p>
<p>Please consider developing new dedicated bike routes that do not involve sharing or remove current roadway infrastructure.</p>
<p>People would still choose to bike on Esquimalt Rd if it is most direct to where they are going, and it would then be more dangerous for risk taking teens to do this if Esquimalt doesn't have proper bike lane infrastructure.</p>

Question 23

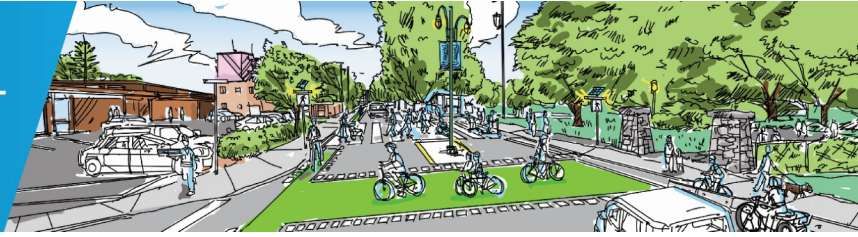
What do you like about Option 2? What could we do to make it better? What's missing?

Would be good in addition to option 1, but not in place of it.

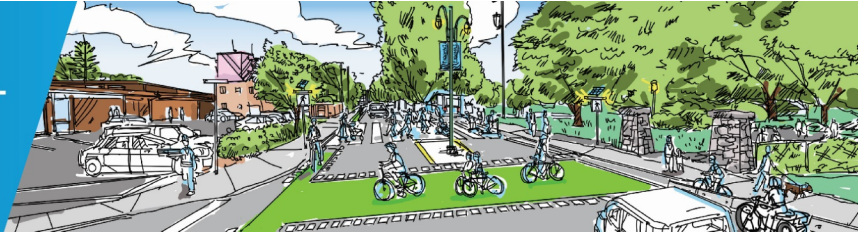
Cyclists should not be relegated to back streets, visibility is an important part of getting more people to use active transportation. Additionally many cyclists will not be likely to detour off Esquimalt road and instead will choose to take the lane on Esquimalt which will cause more conflict with drivers.



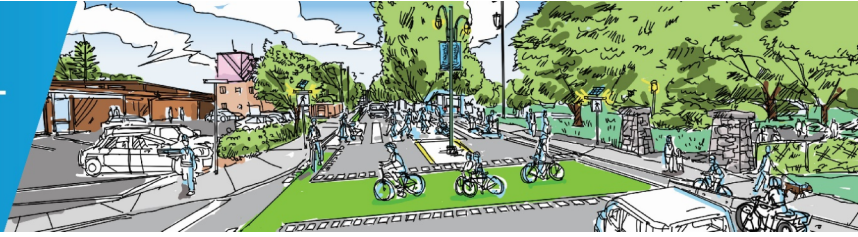
<p>This option seems to operate on the assumption that people using bikes and other micro mobility options are commuting *through* Esquimalt rather than going *to* Esquimalt. If Esquimalt is serious about encouraging other transportation options, you need to make it so people can get to the business and stores they want to go to.</p>
<p>Ideally, we would have Options 1, 2, and 3 in the long term!</p>
<p>Adding speed bumps and other physical traffic calming methods is essential to Lyall st, cars regularly speed down this road and physical deterrents are the only way to enforce speed limits. Using paint and signs is not enough to slow cars and vehicle traffic down.</p>
<p>Option 2 makes it notably less convenient for cyclists, who would likely continue to cut directly through Esquimalt Rd anyways. The increased amount of traffic congestion on Esquimalt Rd will significantly impact local businesses and peoples desire to drive there, and without the safe infrastructure cyclists are more at risk on Esquimalt Rd.</p>
<p>I believe this route would only service those in the west bay area, for which I am one and yet it would not change my use of the area. So in a nutshell it would not increase active transportation through the area and commuters would likely still take Esquimalt rd as a more direct route to Victoria or connecting transit lanes. It will just create more chaos around schools, playing fields, rec. centres etc.</p>
<p>As I disagree with the Active Transportation Network Plan, none of these options are good for Esquimalt and redirect money from where we do need it. In particular the new esquimalt public safety building. Property taxes keep rising due to Plans like this one. We have great roads with marked bike lanes and which I feel very safe using. We have great sidewalks in the core and many side areas. We are trying to improve on something that does not require improvement. Changes may even reduce safety of users. Cost is a major concern.</p>
<p>I like that it involves fewer intersections and adjustments compared to Option 3. I like that it provides some separation from peak traffic on Esquimalt Road, especially during busy hours. I don't like how it is less direct than options 1 and 1a. Overall, I think protected lanes would make it a better option. I think that it makes much more sense to have it connect via Admirals, as many cyclists use Admirals to head north to the E&N trail. As proposed, cyclists would have to cross admirals, go north up Constance, and then somehow navigate back towards Admirals (without protected lanes) to head north towards the E&N.</p>
<p>I like not having 'protected' bike lanes anywhere, ideally.</p>
<p>A route that doesnt take cyclists to places they need and want to go won't encourage more people to use the route. Existing comfortable commuter cyclists will probably still use Esq road as they do now as its most direct. Unsure/uncomfortable cyclists will not approach Esq rd much as they avoid it now. Perhaps some will be satisfied with a commuting route that takes them out of their way, but I would bet that this doesnt move the needle at all.</p>
<p>Since there's already intermittent painted lanes in Esquimalt road and the traffic speed is already slow enough I would just continue to use Esquimalt road. I would not go out of my way to use Lyall St for a couple of blocks</p>
<p>For option 2 to work Lyall would need to be protected bike lane either side with no parking. Or two way protected bike lane on the school side Lyall would be a one way street.</p>
<p>I like that parking will be maintained on Lyall street</p>
<p>It preserves parking for local businesses and it preserves our important traffic calming planted tree medians.</p>



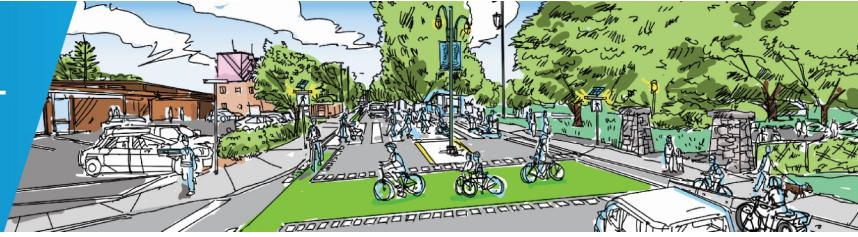
<p>There's almost nothing I like about Option 2. It's good to traffic calm other areas of the city, but the point of this active transportation plan is to make direct, convenient, safe routes that improve the city. Option 1 is the only one that does that.</p>
<p>I like the very easy access it provides to Bullen Park and the Rec Centre</p>
<p>I personally don't want bike lanes in the road.</p>
<p>I don't like re-routing of the bike lane, cyclists should be able to use the full Esquimalt road corridor.</p>
<p>This is the route I take today to get to the town centre. So I like this route would be improved in this option. However, I really only take this route because it currently feels safer than Esquimalt Road, so I still prefer Option 1 more. I'm surprised Option 2 isn't connected at Lampson instead of Joffre. Lampson would connect more roads to the route.</p>
<p>I like the idea of this route creating a safe corridor, my concern is mainly with diverting more traffic from Lyall to Esquimalt which is already congested. This doesn't seem like as good of a solution as option 1.</p>
<p>Option 2 is pretty much what I use already, so it wouldn't change my habits. It also wouldn't really encourage me to go more (when I head that way it's to Esquimalt Town Square or Saxe Point Park, or to other cycling routes via Admirals). Constance Avenue doesn't make as much sense as just going directly to Admirals, as Admirals is a more direct north-south connection and I suspect it will be under-utilized as it's a backtrack if you are heading north. Lyall however is a fine existing route and would benefit from some upgrades/traffic calming, though increasing traffic on Esquimalt Road isn't as ideal for spending time along there if it's more chaotic / busy/ noisier.</p>
<p>Finding ways to improve the flow of vehicle traffic. Despite the push for bike lanes, given where most of the people commute from, reducing congestion for vehicles and improving traffic flow is the best priority.</p>
<p>Keeps parking on Esquimalt</p>
<p>There is nothing to like here. This is a useless distraction. There are basically no businesses along Lyall and therefore limited destinations for people who want to get around via safe active transportation. Do not waste staff and council time on this nonsense, ignore it in favour of Option 1 or possibly 1A.</p>
<p>The lack of connectivity to existing lanes on Lampson and Admirals is a major problem for me. It does not make bike trips into downtown Esquimalt more convenient.</p>
<p>I like that we are not impacting esquimalt road as much with this option</p>
<p>Keeps the green space on Esquimalt Rd and would will be less of a traffic impact than removing the turn lanes. How would you force cars to take a different route?</p>
<p>Option 2 is a very good compromise. It allows the businesses who require parking to keep the parking and allows for safe travel for cyclists, As well there is no reason I know of that protected bike lanes could not be built on Lyall st.</p>
<p>You are sending people out of their way which means people wont use it as much. Disagree with Option 2</p>
<p>It is far less convenient and does not promote greener futures.</p>
<p>Only that it reinforces the viability of and the decision to choose a slightly modified Option 1</p>
<p>Nothing</p>



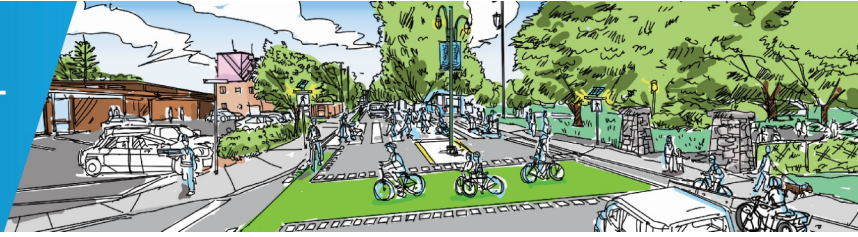
<p>Along Lyall, speed bumps and traffic calming devices are required. I think the best option would be avoiding the disruption of traffic on Esquimalt. That traffic needs to stay active.</p>
<p>I'll just continue to bike on Esquimalt Rd and risk it for the biscuit, it would be a waste of resources I believe</p>
<p>Lyall has bike lanes on the sidewalk, repaint those for cyclists to use and make them aware of them. Speed bumps will be good for Lyall as well for everyone who speeds down then and make street parking for residential/guest parking only</p>
<p>It provides very few benefits. There are no destinations on Lyall St. I only currently use Lyall on bike because Esquimalt Rd has too many cars. Any route along Lyall that doesn't include a direct connection to Macaulay is unhelpful; connecting to the school should be a priority. The only way to make this better is to not consider it as an option.</p>
<p>Again, as primarily a cyclist, I see a lot of benefits to this, but with some downsides. I like the option to be fully separated from cars on a no or very low-car route, even if there are no PBLs. It can be a lot nicer than breathing in all of the toxic car fumes while riding in a PBL! I'm a big fan of pinch points and chicanes more so than speed bumps, which don't necessarily slow dumb car drivers down. Since Esquimalt Road is the main thoroughfare through the city, I don't see traffic actually decreasing with this option. Many drivers also already use Lampson to Lyall/Lyall to Lampson, etc. as a "cut through" to avoid traffic on Esquimalt road. I realize that traffic calming would help with this but I worry that some drivers will still try to speed down Lyall/cut off cyclists to get to their destinations faster. Currently, riding on Lyall is hit-or-miss, again depending on the driver. Additionally, the parking on this road is another danger to cyclists when drivers insist on passing too closely and quickly. THIS is main concern with this option! I would be MUCH MORE comfortable and in favor of option 2 if all or almost all parking was removed on Lyall + other traffic calming mechanisms. In fact, if all parking was removed it would be lovely and I would not care about the increased traffic on Esquimalt road (although I do think the businesses would suffer from this more than losing parking spaces!) As this would make traffic on Esquimalt Road even worse, I would still avoid this road on bike, which I can live with if Lyall was a safe/slow road sharing option. I also walk and cross Esquimalt Road at times and this can also be very dangerous with increased traffic/careless and speeding drivers, however. Ideally, I would like to see a combination of options 1 and 2 but realize that's biased towards non-car active transportation.</p>
<p>this is the worse option, at least esquimalt rd is a thoroughfare... its inaccessible and dangerous to use this route.</p>
<p>Option 2 is a detour and doesn't allow cyclists to safely access businesses and amenities on this stretch of Esquimalt road. I would not use the detour and instead take a lane as I go through this section of Esquimalt Rd.</p>
<p>Using a back road is a solution that will cause the least amount of disturbance to business and community and creates a safer space for cyclists away from the main flow of traffic</p>
<p>Shifting traffic volume to meet AAA goals will make things worse overall, since cyclists will still take the direct route on Esquimalt, and pedestrian safety is not improved where it matters.</p>



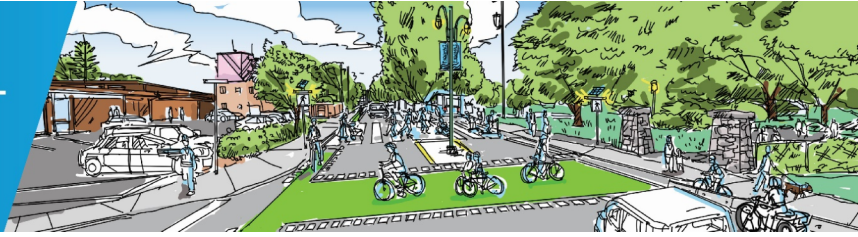
<p>this is a much better option to keep traffic flowing along esquimalt road</p>
<p>Takes bikes to a slower rd. Which is safer for everyone.</p>
<p>It is not needed and a waste of funds.</p>
<p>Physically separated bike lane along Lyall, sacrificing parking along one side of street. At minimum, wider pedestrian-bike combined sidewalks. Active corridor for young children commuting to local schools.</p> <p>Cars are too aggressive about passing cyclists through this route.</p>
<p>This option only addresses active transportation *through* this part of Esquimalt, and reduces both it's convenience and safety. Anyone traveling to the core business on Esquimalt rd will still have to loop back through the area being avoided to access anything meaningful, and there will not be any improved infrastructure to do so.</p> <p>Even traveling through this connector, the safety and convenience is very poor. Sharing the road with larger vehicles, passing a ton of residential parking where there is risk of being doored or someone pulling out in front of you, and crossing multiple stop signs where driver compliance is very lax. Just look at what happened over the last year at Fernwood and Haultain to see how that actually works out in practice.</p>
<p>Changes at Tillicum and Craigflower have bottlenecked that intersection and made traffic much worse on Dominion road. This proposal will encourage even more people to abuse other non-arterial roads. Esquimalt road cannot take extra traffic</p>
<p>This does not impact cyclist safety to the country grocer shopping center. Cyclists will not take the longer path. What about that left turn on Joffre from Esquimalt?</p>
<p>Option 2 seems crazy to me. We gain a few parking spots and add a large diversion, *hope* that we divert traffic off of Lyall and possibly remove parking for actual residents of on Lyall. I would be very disappointed with this option.</p>
<p>Residents of Lyall St have been complaining for years about the number of cars and the speed of cars on Lyall. Putting the bike route here will minimize the number of cars and slow them down. I see it functioning much like the Haultain St bike corridor in Oaklands/Fernwood where Haultain St is parallel to the more busy Bay St and is a shared bike/car corridor. It doesn't mess up Bay St and provides safe bike access.</p>
<p>Little value added compared to what we have now</p>
<p>Lyall is incredibly dangerous, but cyclists are already in the elements doing hard work why make our lives harder. People first, minimizing risk and harm first. Asking cyclists to always shift to meet the needs of drivers and businesses is soulless</p>
<p>I like it.</p>
<p>It's great. Also, there is hardly traffic congestion on Lyall if ever. Maybe take a page out of East Vancouver bikeway planning instead of Victoria's. There connectors on side streets and not main thoroughfares is superior to physical barriers like victoria.</p>
<p>It doesn't protect cyclists - a lot of shuffling for little impact</p>
<p>Not separated. Cars can be aggressive. Doesn't feel safe with kids</p>
<p>I think it is better to have bike lanes on Lyall where less parking is needed</p>
<p>Access to business and residential parking still available as well as sidewalks and green space</p>



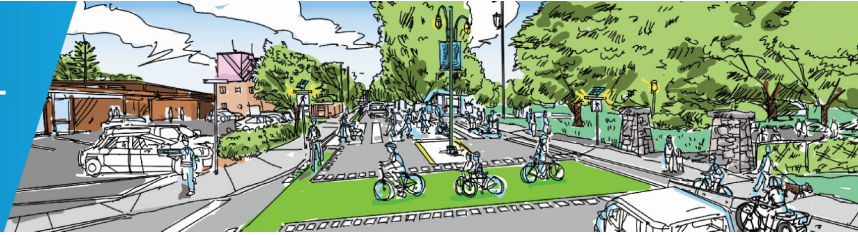
<p>Generally I think drivers do an okay job at slowing down on Lyall already. From a cycling perspective, what would be even more important to me than some of these traffic calming measures would be enhanced lighting along this street to ensure I am seen when sharing the road with vehicles at night. Residents along the streets may not appreciate this? And of course, it's a less direct route when most of the places I am cycling to are on Esquimalt Rd.</p>
<p>Use Option 1 instead. That's about the only way to make it better.</p>
<p>I like!</p>
<p>Lyall route is inefficient for having cyclist access to Esquimalt Rd and is indirect - would not use from my perspective as it's not practical for where I'd be coming from. Lyall Route would need improved safety from intersections and driveways along the road and improved lighting for nighttime.</p>
<p>It just squeezes cars closer to cyclists. More unsafe. Cars just speed up to try to pass cyclists through the narrower roadways. Dumb.</p>
<p>Keeps Esquimalt accessible for everyone</p>
<p>I don't like that the active transportation corridor is not on a main road. It privileges drivers over other road users.</p>
<p>If you have over 4000 vehicles traveling on a road you need to improve it for traffic, not take it away as those cars will just take another route causing further backups elsewhere which in turn will worsen the overall emissions</p>
<p>Maintains Esquimalt road as is and helps calm traffic on Lyall street</p>
<p>Good to calm traffic on Lyall, but overall seems more inconvenient for bikes than option 1.</p>
<p>it is inconvenient for residents of Lyall street to put these road blocks in, and it seems unrealistic to reduce vehicle traffic to the necessary extent</p>
<p>This misses the point. It does not make AAA sense. It would cause riders to have a far less direct route resulting in less ridership. Seems like a waste. it would also pose more danger and more chance of collisions due to the additional crossings on esquimalt rd.</p>
<p>I prefer to cycle on quieter side roads.</p>
<p>Adds unnecessary conflict points trying to funnel cyclists into a route that is just more inconvenient</p>
<p>The loss of traffic on Lyall will be difficult, especially at 1500 when the navy and schools get out. However, it is a better option than getting protective bike lanes</p>
<p>See my previous answer. Also I live on Lampson and work in dockyard and take Lyall home. When there is an incident on Admirals and/or Esquimalt the traffic backs up so bad and people then start using Lyall</p>
<p>Stop over thinking bike lanes. Focus on important issues.</p>
<p>Nothing</p>
<p>Esquimalt is beautiful. Route 2 allows an appreciation for the beauty of Esquimalt to be experienced. Option 2 enables businesses on Esquimalt road to be better accessible. Option 2 will reduce the speed of bikes.</p>
<p>Due to convenience of getting to shops or choosing the most direct route, cyclists will continue to choose Esquimalt. Adding an additional loop does not meet the intent of this road improvement</p>



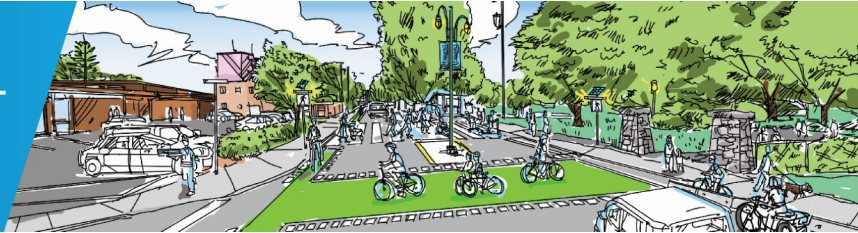
<p>Enough with the bike lanes no one uses. Everyone knows you are just purposefully gumming up traffic to discourage people from driving.</p>
<p>Do not remove parking on Esquimalt Road this plan addresses that issue somewhat</p>
<p>This is frustrating, I agree. Leave it all alone. It is fine as is for cyclists and cars. Truly!</p>
<p>If cyclists are going to be sharing the streets, they should be insured. At times, when accidents happen, it is the cyclists fault but the car owner takes the blame. Cyclists also need to be reminded of the rules of the road, as in red means stop to everyone.</p>
<p>maintain parking along esquimalt and hopefully constance</p>
<p>Option 2 allows for the main road to maintain it's use. It allows businesses to keep their parking while also providing a pathway for cyclist to have a safe commute. I see no need to have a protected bike lane continue all the way down to Canteen road as the road is wide enough and the traffic patterns are only busy at select hours of the day. (I live on Nelson and Bike to and from the base daily) I do not want to see traffic patterns stressed to the breaking point for the sake of the few bikers who already travel to the base. The cost of housing is causing more and more people to have to live further from their work, so they will continue to commute by car. Reducing the lanes on the main road will do nothing to calm traffic, it will instead lead to increased idle times. Also the reduction in size of the corridor may cause issues with emergency vehicles leaving Base Firehall and getting to an emergency at the ships. with Option 2 this problem does not exist.</p>
<p>The only thing I like about option 2 is the retention of Esquimalt remaining unchanged. Diverting, reducing traffic to Esquimalt is not the answer. Bicyclists need to be registered, insured and contribute to road usage, infrastructure enhancements, and licensed. These changes to our roadway infrastructure for some usage is not cost effective.</p>
<p>Lyll is placid to bike on at the worst of times, but there's nothing there! This is just doing nothing with extra steps</p>
<p>This route is my preference unless Esquimalt rd is shut down to commuter through traffic. However as the current option doesn't include a protected bike lane I would likely avoid it until I was sure it was safe to cycle on. My biggest concern is the parked cars and being "car doored".</p>
<p>Option 2 is a disaster. Cyclists will not use it. It makes no sense to detour for a few blocks and cyclists will continue along Esquimalt and face the same problems they do today: danger. Option 2 will only cause problems and upset people on Fraser and it will ultimately be a waste of money because it won't solve the problem we face today: Esquimalt road is UNSAFE for pedestrians and cyclists.</p>
<p>I'd rather see this along Lyall than Esquimalt Road. The traffic congestion along Esquimalt and Lampson Streets in the afternoon are a nightmare. With everyone stuck in traffic, how is the municipality proposing to reduce greenhouse gases with this bike lane nonsense.</p>
<p>Don't see much of a change here. I bike on Lyall regularly and it is in terrible condition, lots of bumps and hazards for bikes. There is limited traffic on Lyall already.</p>



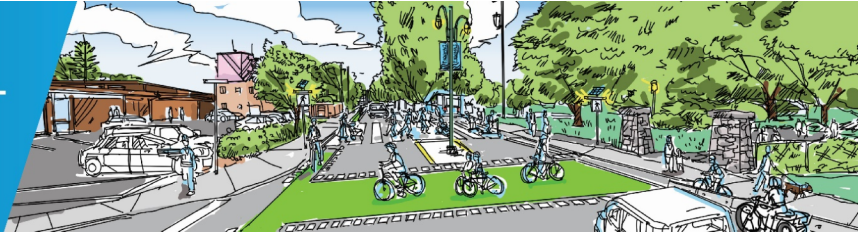
<p>I actually really like this option EXCEPT that I think the connector on Joffre Street is VERY inconvenient and I would be very unlikely to use this. Personally I live on Ellery Street and right now when I bike to Esquimalt Plaza I come all the way down Lampson and turn onto Lyall. This is pretty good except merging with traffic on Lampson south of Esquimalt really stinks. It's mostly fine but the presence of on-street parking so immediately past the intersection makes this more nerve-wracking than it ought to be.</p> <p>If I have to turn right on Esquimalt from Lampson, then hit a beg-button to cross to Joffre, to be honest I'm really unlikely to do this. I will just keep going straight down Lampson to get to Lyall. Hitting those mixed-use crossing beg buttons from my cargo bike is actually a huge PITA.</p>
<p>I do not like Option 2 at all - Esquimalt Road should not have bike lanes. Leaving street parking on Esquimalt Road and detouring bicycles to bike lanes on Lyall Street for the full length of Lyall street</p>
<p>Get the bikes off the busy Rd</p>
<p>diverts too much of the bike traffic away from the commercial businesses. And I think they'd need those to balance out losing the parking spots.</p>
<p>I don't like that it makes my route longer. I prefer Option 1</p>
<p>Every thing.</p>
<p>I don't like that the cyclists and other active transportation users are inconvenienced with this option. They are also not safer because while traffic is slowed, the lanes are still not protected. I would like to see more consideration of a protected lane in this option.</p>
<p>Local street bikeways are a great option in many areas, but not here. In this case moving bikes off the commercial or high street over reduces access to businesses for people on bikes. Also, given the proximity to recreation facilities and businesses there may be too high turnover of the parked cars which would reduce the safety for people on bikes.</p>
<p>This is a wimp-out that will set back proper first class active transportation infrastructure by years.</p>
<p>It is just a bad option. All negatives for the sake of a little parking. Lall will be more unsafe and people already behave badly because they are impatient on esq rd</p>
<p>if there are no cycling lanes on the street, how am i gonna cycle to a shop? this will not help businesses, only hurt them. whats missing is a safe and direct cycling connection to Esquimalt businesses, and to and from Victoria. not a good option, parrallel cycling infrastructure will be less used as it wont be convenient for people.</p>
<p>As a resident on Heald, I fully support all the cited traffic calming measures (speed humps, curb extensions, pinch points, chicanes, diverters) along Lyall regardless of which option is chosen. I don't support option 2 as a substitute for option 1/1A though, 1/1A are necessary.</p>
<p>Better than bike lanes on Esquimalt Rd</p>
<p>too indirect for cyclists</p>
<p>I use Lyall street twice a day Monday to Friday to bicycle around Esquimalt. I will ALWAYS avoid Esquimalt Road. The idea is disentangle ment. Have bicycles on bicycle paths, and cars on Car paths. Bicycles do not belong on Esquimalt and cars are free to share Lyall like they currently do with bikes. It takes less than one minute to go from anywhere on Lyall back up to Esquimalt road shops. Lyall could remain as is or follow a pattern similar to Humboldt Street near St Annes Academy in Victoria. I repeat. Use Lyall street as the bicycle corridor. Not every road needs to be an everything road.</p>



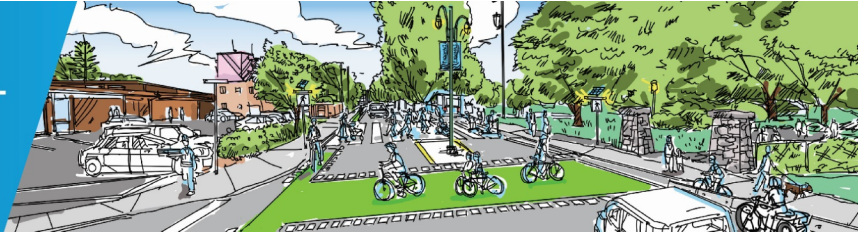
<p>I will still cycle on Esquimalt road, as will most cyclists. Lyall Street is now a truck route. How do you suddenly throttle it so that 3/4s of the vehicles go elsewhere? Have you seen how backed up Esquimalt road already gets? DND will be furious, this is their emergency route between bases. Every time there is a fender bender on Esquimalt, all of the traffic reroutes to Lyall. It will be completely bonkers, and cyclists trying to manage that mess?</p>
<p>Scrap the Lyall at idea</p>
<p>I like the idea of using Lyall rather than Esquimalt Road - feels safer for biking and rolling.</p>
<p>Before living in Esquimalt I lived in Oaklands/Fernwood where a similar biking route change was made for the Haultain corridor. I did not find that it significantly reduced traffic nor did it improve cyclist safety. In fact, I felt the changes increased the number of conflicts between cyclists and drivers. I believe the reason for this is that the majority of the traffic was residential so the proposed traffic flow changes did not substantially change care use but the increased cyclists and route changes to encourage them made things less safe for drivers that had no choice but to use the route. You can see similar issues in Esquimalt along Colville Rd. I also believe that cyclists want access to businesses along Esquimalt Rd. Sending them in via these kinds of circuitous routes makes the commute longer and I think will cause cyclists to choose to take the road along Esquimalt anyway. People will take the shortest route even if more dangerous</p>
<p>Not sure</p>
<p>Certainly like it better than Esquimalt Road. All of this is a waste of taxpayer money for the very few cyclists.</p>
<p>I think this could be a direct deterrent for pedestrians and cyclists, and could certainly make Esquimalt Rd more dangerous. It requires more travel distance, and would be used less. I would rather take my chances and ride with the traffic on Esquimalt rd. if I needed to get somewhere. This would likely be more unpleasant than it is now.</p>
<p>Do not implement active transportation plan</p>
<p>Joffre and Constance are too narrow</p>
<p>This is convoluted and bikes should have the same access as cars and not be diverted to a lesser side street. Parts of lyall are in horrendous condition even for bike use.</p>
<p>The left turn off of Esquimalt onto Joffre is madness. That turn is already very unsafe, and often blocked by cars waiting at the red light at Lampson. Crossing Joffre as a pedestrian already feels unsafe in that scenario. It also does not connect cyclists with the many businesses along Esquimalt Road! Expecting cyclists to detour far from their path is unrealistic. Moreover, the loss of parking along Joffre and Lyall would dramatically impact the community, far more than the loss of spots along Esquimalt Road. Consider the events that happen at Bullen Field, the summer camps, lacrosse box, etc, which all currently use parking on Lyall (and Joffre, even if this is not supposed to be allowed). This is the worst plan of all the options, by far. Also, Constance is absurd. Admirals already has bike lanes, and many commuters would want to turn north onto Admirals as the other major road!</p>
<p>Sounds fair to both drivers and cyclists.</p>



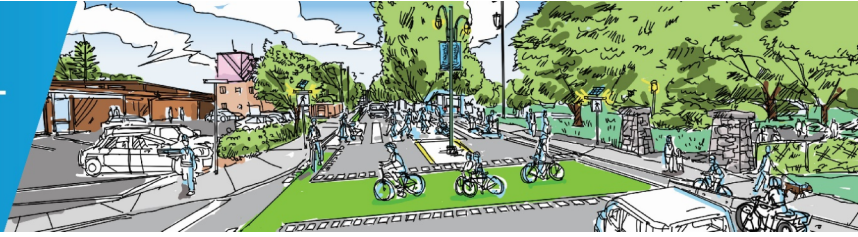
<p>Parking spots will remain on the corridor but would best best if none were taken away at all, including the front of [REDACTED] Esquimalt Rd. My elderly aunts visit my mother in this building. They park out front on Esquimalt Rd as often the 3 Visitor spots in the parkade are full. They are unable to park then walk from Grafton etc...they are not strong or steady on their feet and are grateful they can visit the building and can park out front. I fear they will stop coming to visit my mother in her condo building if the parking is taken away.</p>
<p>I often take Lyall Rd anyway, it's a viable (and more peaceful) option. But you're just avoiding the inevitable with this band-aid solution. There will be more bikes and vehicles on all of the roads around the Esquimalt/Rec-Centre core; this plan probably won't change the congestion on Esquimalt and eventually cars will start detouring along Lyall and both sets of roads will just get worse. Cars will be driving around and around on all the side streets looking for parking. Central parking structure would provide the best medium-term solution. The only long-term solution is to slow the growth which isn't going to happen!</p>
<p>That it keeps parking on esquimalt, and its a quieter road, less noise, less pollution. Option 3 approach is better.</p>
<p>It's slightly better. Designated Motor vehicle only corridor would help</p>
<p>Please avoid making Esquimalt road even more traffic condensed, we need the parking spaces on Esquimalt road for residents, as a cyclist myself, other options like this one can be used when commuting.</p>
<p>Non of these options address the congestion associated with the base. Of that was addressed and the intersections of esq and admirals along with esq and Lampson would go a long way to improving safety for all. Then consider alternate solutions for bics and cars.</p>
<p>No more bike lanes!</p>
<p>no more bike lanes... stop the madness</p>
<p>Leave it the way it is. I have lived in Esquimalt for over 50 years, and you are just making a mess of it. Why are we catering to a small group of people?????</p>
<p>Not a fan of the lack of connection. Needs to go all the way down Esquimalt rd</p>
<p>See previous comments. Don't fix what isn't broken.</p>
<p>I do not understand why Joffre Street is the Eastern connector between Esquimalt Road and Lyall when existing bike lanes on Lampson can be extended to Lyall. Why make bikes coming down the Lampson hill turn right and then left across Esquimalt when they can cycle straight across Esquimalt Road with the lights? This option leaves open the prospect of continuing an unmarked, but signed, bikeway all the way to Fleming Bay and then along Munro to Saxx Point. Cycling isn't just about getting from one place to another; it is as often a form of entertainment, of getting out of the house, getting some fresh air and enjoying the local sights.</p>
<p>Would prefer if advisory lane markings were present so car drivers have additional indication that they should share the road (although it would probably be wise to put up a "How to Use An Advisory Lane" info sign on either end.)</p>
<p>I like that there are no bike lanes.</p>



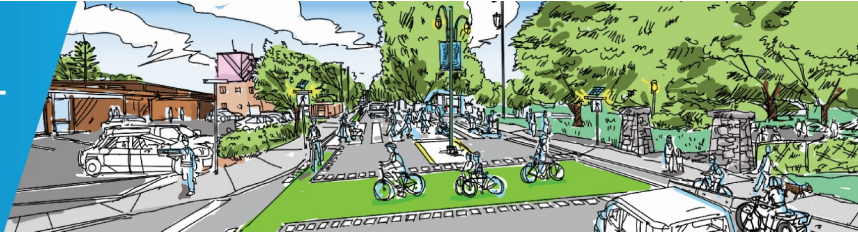
<p>Option 2 feels barely different from what already exists. Those roads are already quite quiet, and I usually take that route on my bike already, which is much less convenient than being able to stay on Esquimalt Rd.</p> <p>It's my impression that a lot of cyclists want to take the most direct route, as its quicker, so they'll endure a riskier road in order to shave off a few minutes. By neglecting Esquimalt Rd. and focusing on this indirect side road, we're not creating a viable option for most cyclists.</p>
<p>I like Option 2 the best. Keep the bikes off Esquimalt Road and make Lyall Street bike friendly. Leave on Street parking alone on Esquimalt Rd.</p>
<p>in general i like the concept of shared and reduced traffic roads to direct bikes, it would be more useful if it was an extended network and not just a partial route to divert traffic. I think people might just avoid the extra distance and stay on esquimalt road as it is more convenient.</p>
<p>I don't support any option that will ultimately add congestion to vehicle traffic on main Esquimalt roads. Lyall street is also a busy one with traffic to and from the base and with Macauley school, access to Archie Browning and etc.</p>
<p>Think it's a good idea to have a parallel active transportation corridor close to Esquimalt Road.</p>
<p>Again I like the idea of bike lanes, But again this option works even less well for users of Esquimalt Rec, Because the Rec Centre parking lot is so often full, Rec Centre users park on Lyall Street. So when these bike lanes are installed, where are the Rec Centre users going to park? Most other side streets are only open to Residents Only Parking, Again, you will be forcing elderly and mobility challenged people and young families into seeking parking further away and this is especially bad in winter weather and increasingly hot summers,</p>
<p>This is the correct route through Esquimalt. I divert from Esquimalt Rd to Lyall between Dunsmuir and Admirals. Speed bumps and chicane are not necessary, just some signage.</p>
<p>Option 2 is a further compromise that put the focus on single use vehicles. While I appreciate the thought into the alternative routes I believe option 1 or 1A with a focus on Esquimalt Rd is the option that needs to be focused on.</p>
<p>Nothing. Please put it on Esquimalt Rd. But fine, it's better than what's there now...</p>
<p>Lyall St is a viable option for a shared-use road, however, because it requires a sudden turn off from Esquimalt Rd and does not continuously connect to phase one of this work, it will likely not significantly increase alternate modes of transportation. Lyall St should be a shared road along it's entirety to compliment the bike lanes on Esquimalt Rd. Lyall St should also have traffic calming measures installed (chicanes, crosswalk bump-outs, raised intersections, and speed humps in school areas) to control speed and volume of traffic that may try to route around Esquimalt Rd.</p>
<p>Much better option, making bike lanes on smaller roads make the most sense, not on esquimalt tillicum and other large roads unless there is sufficient space that will allow 2 lanes in each direction along with the bike lanes.</p>
<p>It's not a convenient route for cyclists, and cycling on a shared road without a bike lane is much less safe. It's intimidating for less confident cyclists and adds multiple barriers (longer travel time, harder route to memorize, safety worries) that won't help convince more people to use active transportation.</p>



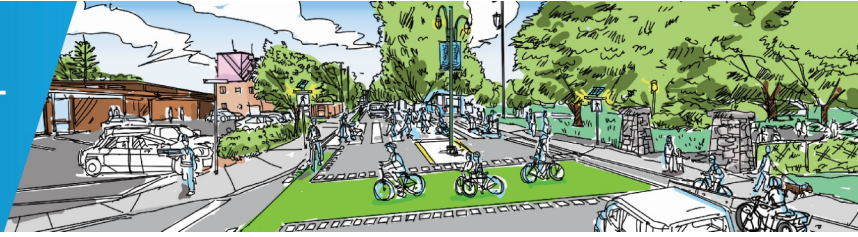
<p>No separate lane on Lyall, increased traffic pressure on a single street (Esq Rd), inconvenient detour adding time and distance to the flow of bikes. It seems overly complicated and prioritizes a small number of businesses over the greater community. Option 1 is still better in my mind.</p>
<p>As a cyclist, it appears that when riding west, I would have to move across traffic lanes in order to turn left to get to these side streets. That is what I now do and it is dangerous. I hesitate to come to Esquimalt.</p>
<p>it preserves most street parking along Esquimalt Road to serve our local businesses. Consider planting more trees in medians and boulevards along the Lyall Street portion.</p>
<p>Option 2 would be better if it were option 1</p>
<p>Protected bike lanes are missing</p>
<p>Don't like it, I'll continue to pedal on Esquimalt Rd</p>
<p>It's a big detour from Esquimalt.</p>
<p>Don't know</p>
<p>It's not a direct route to businesses in the core or anything along Esquimalt road. It's a complete detour that I would not take when commuting or going to the shops. Why would we go out of our way, especially when cyclists are using their own energy to get around. Stops signs and traffic calming is disruptive and confusing for a lot of people and there are too many stops and crossings on Lyall.</p>
<p>I think there are gaps in this Option but I fully support it as a concept and think it is the best option. The gaps are: (1) Connection from Macaulay to the Rec Centre - so many more kids will ride their bikes if they are safe. There are very few, if any, kids who ride on Lyall at the moment. Understandably so, because it is busy and fast. We need to keep these little ones safe and give them the space and time to ride on the road without cars bearing down on them - this important connection is totally overlooked in the plan; (2) No where does it appear to be explained why these streets can't have protected lanes. I would feel safer (and I'd feel safer about my kids riding too) if the lanes has barriers. I don't understand why this isn't possible. I think that some parking should be given up on Lyall for that (presumably some more spots will come back online once the firehall moves too); (3) The plan doesn't deal with how you get to Lyall! Presumably you're cutting down Dunsmuir per Phase 1? But if you're coming down the Lampson bike lanes, you'll hit Esquimalt Road and then...you just have to fend for yourself down Lampson until you hit Lyall? That doesn't really make sense for continuous access and protection from motor vehicles. Why wouldn't the lane extend down Lampson?; (3) To that point, to cut down on traffic - I think Lampson should be dead-ended at Lyall with only bike lanes to allow continuation through the intersection (this would have to be after the fire hall moves, I think). It seems to have been so successful in Victoria on the Vancouver and Richmond corridors to put dead ends in to reduce traffic and provide safety to cyclists.</p>
<p>This plan for bike lanes sounds like an invite for more congestion on the Avenue, particularly with the multiple new condo developments, and let's not forget about base traffic.</p>
<p>I don't like having to turn on and off Esquimalt Road</p>
<p>Don't make bike lanes inconvenient. If you're making bike lanes do it right and put them on Esquimalt rd.</p>



<p>I like that the bike lanes are routed off of the main streets, but displacing that amount of traffic will make Esquimalt next to impossible to drive down in any efficiency. If traffic backs up even more the streets will be virtually closed for hours with the base traffic.</p>
<p>Best option so far:(</p>
<p>It does not provide any new protection from motor vehicles. It is out of the way and doesn't connect to the main downtown Esquimalt amenities that I frequent.</p>
<p>Option 2 is great for cyclists and pedestrians. I like the traffic calming idea - lots of children and families travelling on Lyall with the Rec centre, Archie Browning Arena and Macaulay Elementary School on this corridor, so good to slow drivers down. And a better east-west option for the cyclist than Esquimalt in my view.</p>
<p>Not much to like.</p>
<p>Cyclists deserve direct routes just like drivers. Esquimalt Road is where are all the destinations are.</p>
<p>Doesn't seem ideal.</p>
<p>No more bike lanes. Leave the roads and parking alone</p>
<p>Better than taking Esquimalt Rd over. However this route is best as is. I always feel safe biking on these roads already and choose them over Esquimalt Rd.</p>
<p>Option 1 is preferable, but do it in conjunction with option 1.</p>
<p>Keep traffic moving, keep parking available</p>
<p>It would be less disruptive than option 1 and be better for the community overall. But an increase of traffic on an already congested Esquimalt road is not ideal and they need to maintain all the parking on Lyall as it is already a very busy street for parking especially during events. When I do cycle I already use Lyall as it is not a busy road and I feel very safe biking there without protected bike lanes.</p>
<p>We need to stop giving cars priority over people. It's much safer and much more efficient to just have protected lanes on Esquimalt. It should also deter people from driving as much in the area, thus reducing pollution, noise, and making the area safer.</p>
<p>It provides a safe way for all types of commuters without prioritizing ones groups needs at the cost of all others</p>
<p>Divert cars onto side-streets, not bikes and pedestrians which generate more revenue for businesses</p>
<p>I like almost nothing about this option - it would be nice to have some other streets traffic calmed, but generally it fails to meet my needs for travel.</p>
<p>No change please</p>
<p>Makes sense for the school kids. I live on Lyall, and bike commute, yet also park my car on-street, so it works for me.</p>
<p>Less infrastructure required to implement. Puts more traffic onto Esquimalt Road. Many cyclists would likely stay on Esquimalt road.</p>
<p>make sure that traffic calming is in place on Lyall street such as speed bumps. Presently twice a day it has a lot of cars exceeding the speed limit</p>
<p>Do not agree with your plan it at all. No reason to change it.</p>



<p>It keeps the trees and parking on Esquimalt for pedestrians, businesses. Climate goals are important and cyclists who create no greenhouse gases won't have a problem with being off the Main Street. Many city planners prefer cycling to be parallel and next to the main roads in cities to keep all users happy. The potential extra traffic on Esquimalt should be minimal, as I do not ever see large volume of cars on Lyall commuting. I do see school children crossing Lyall, so it will be important to have well marked crossings. We can keep the attractive entry to our community, keep the cars flowing (let's hope the bike lanes will encourage more to bicycle away from the CO2 producing vehicles) and make bicycling into our town safer and healthier.</p>
<p>After riding around Victoria, Saanich and Esquimalt there is noticeable difference in the feeling of safety and stress level when switching from a protected bike lane to a bicycle boulevard. Having protected bike lanes means that a greater portion of the population will feel safe riding to downtown businesses or commuting. Even the bicycle boulevards in Victoria don't feel that safe in comparison. Signage, roundabouts and pinch points don't suffice. You really need A LOT of traffic diverters and speed humps to eliminate cut-through traffic and slow down the SUVs. If there is enough room, drivers will try and squeeze through. Protected bike lanes are the best and separate vulnerable road users from SUVs.</p>
<p>I ride Lyall St frequently - there is really very little traffic on that road when I ride. I don't know that it's necessary to attempt to reduce the traffic on Lyall</p>
<p>N/a</p>
<p>You are not thinking about the majority of people the ones that live in Esquimalt and have CARS</p>
<p>I currently already bike along Lyall St. instead of Esquimalt Rd. since it is quieter and there is less traffic. One thing to consider is that when school is on at Macaulay School the traffic along Lyall in that area can back up and there are a lot of children around. Also, people would perhaps more likely continue along Lyall street and connect at Head St. (which I currently do), to avoid Esquimalt Rd as much as possible so turning down Joffre doesn't really make sense.</p>
<p>"Sharrows" are never an answer, they would be regressive. They discourage bike transportation by more vulnerable riders: children, older people, and families. This shouldn't even be an option. When I lived in Esquimalt I did take these streets, and had too many close calls with drivers.</p>
<p>Lyall is pretty good already, I'd rather focus improvements on Esquimalt Rd.</p>
<p>esquimalt doesn't need protected bike lanes anywhere. this is a waste of taxpayer money, and the majority of people don't use the bike lanes nor want the bike lanes</p>
<p>I like the idea of making Lyall more bike friendly because many families live off of Lyall and their children could walk or bike to school more easily with wider sidewalks or safer biking (but this would require the removal of the Lyall St parking because no one wants their kid to get car doored). However, Option 2 would not result in bike traffic reductions on Esquimalt Rd and would not encourage more people to choose active transportation.</p>



The street has the space. If this option is what is selected, the whole corridor would need to be redesigned but I think a bi-directional lane would fit without losing too much parking. The sidewalks used to be half walking/half biking and you can still see the markings of those. Perhaps there's a way to shift things slightly and fit everything.

I understand peoples hesitation about a route that gets off the main road, but that's what was done along the selkirk bike lane and people use that all the time. It would be about how to cleverly link back up with other bike lanes.

Option two is the best option. The amount of traffic on non-local traffic on Lyal is minimal. So any impact on Esquimalt road would be minimal.

It's to many left turns for most cyclists without dedicated bike turn lanes at each connecting intersection.

Option 2 helps preserve parking for businesses and provides a safe path for cycling. This is a good option.

I will not use this corridor. Option 2 means nothing to me.

I'm not sure why traffic on lyal needs to be reduced to AAA Standards? Cycling down Lysl does feel narrow, but not overly dangerous I feel the reduced speed and forward stops prevent people from driving dangerously when I'm cycling. I also empathize for those who use Lyal for parking for the rec center and the fields. I've seen people already have to park blocks away when they come to use the baseball fields from out of town. I find it embarrassing that when people come to use our sports facilities they feel it's necessary to bring a wagon because they know it's going to be a long walk to the field... True story, I've seen it multiple times when I'm walking my dog.

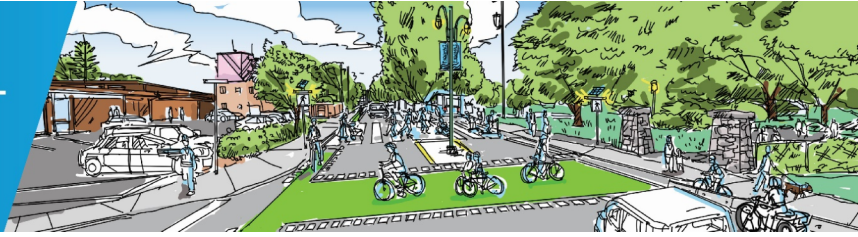
This option is the best suited for meeting the needs of all roadway users without impacting the main roadway corridor for usage of personal, shared and bus vehicles through Esquimalt. This option also presents less destruction of current infrastructure on the Esquimalt corridor, thus reducing delays and emissions in traffic along Esquimalt. The community and visitors of Esquimalt alike should not have accessibility removed from a main corridor as not all can cycle or use transit. This is an ableist approach for citizens that may have mobility, cognitive or other disabilities present. Along with families and seniors who rely on personal, shared and bus transportation.

I like that there are no protected bike lanes. But, you need to leave things as they are. Traffic calming is also a euphemistic bad idea.

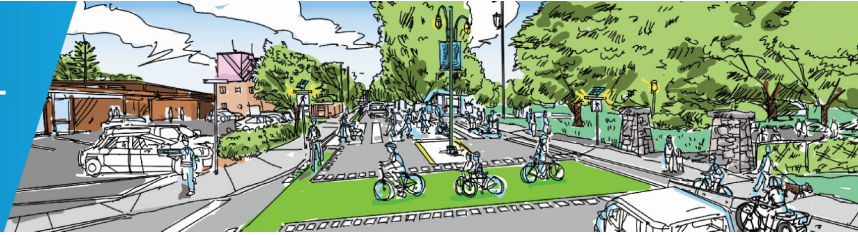
I am unlikely to take this route as I don't want to increase my commuting time on my bike.

It does not encourage cycling, It shows cyclists that they are second-class citizens whose needs are below those of drivers, and that they aren't welcome at any businesses along the car-priority Esquimalt Road.

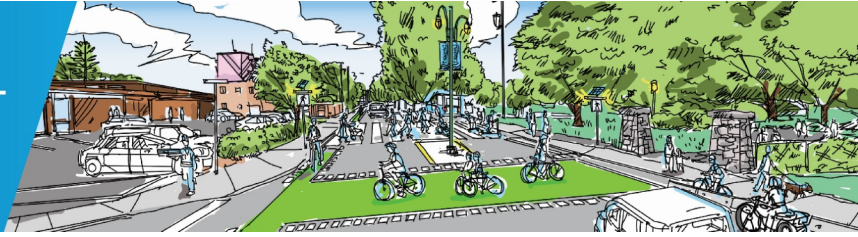
Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.



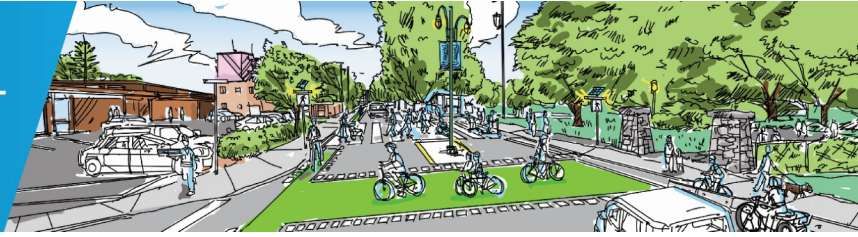
<p>Putting children on bikes on the same road with giant trucks with massive blind spots and careless drivers is unsafe. Traffic volume is far too high to qualify as a "shared street", and there's no guarantee that these changes would reduce traffic volume to the necessary level. If traffic volume doesn't decrease enough, will that be ignored, or will a protected lane need to be built anyways? Build option 1 instead.</p>
<p>Less construction. Leave trees and medians in place. Does not destroy parking infrastructure protected active transportation lane</p>
<p>this makes more sense than Option 1</p>
<p>What's missing is a convenient option for people who live North of Esquimalt Road -- I just don't think it would make me more likely to cycle if it involved taking a big workaround on Lyall, it would feel inefficient and only a partial solution, and it doesn't feel efficient or convenient.</p>
<p>I think it simply fails. It bypasses most of the destinations that are reasons I'm ever cycling on Esquimalt Road in the first place, and for Westbound travel it forces two left turns across the main road.</p>
<p>More speed bumps - The added cost for these could be used to have the actual roads in better condition. Closing access just caused frustration.</p>
<p>no one (on bikes) will take a longer route so will still have unsafe lanes on esq road. Also, there is a light at lampson so putting a pedestrian controlled/flashing light at Joffree will further back up traffic there. either make the turn at head or lampson, but not at joffre</p>
<p>Parking should be available for the businesses on Esquimalt Rd. At present it is already difficult to find parking to frequent these businesses</p>
<p>Put the bike lanes on Esquimalt, Counter-Intuitively It's the best option to also decrease traffic congestion</p>
<p>In question 21 it asserts that traffic is a problem on lyall, and that Option 2 will increase congestion on Esquimalt road. Correction: Esquimalt road has the congestion problem!! Guys, 5000 people work on the base and use Esquimalt road.</p>
<p>When Esquimalt was narrowed several years ago, it pushed a lot of traffic to Lyall st. I wonder if that traffic will be pushed onto other residential streets.</p>
<p>Remove medians and plantings on esquimalt road to facilitate emergency vehicles and buses movements.</p>
<p>I think it would be better to leave things as is....</p>
<p>Show me the stats of how many accidents happened between bikes etc., while simply riding along an unprotected bike path as opposed to a protected one - is this worth it?</p>
<p>Will not turn off esquimalt rd to use the lanes.</p>
<p>Simple fix the aging service infrastructure and quit breaking things in the name of progress</p>
<p>Option 2 doesn't provide value as it is indirect and does not provide access to key destinations resulting in an unequitable mobility framework that favours vehicles over other vulnerable user groups. Esquimalt road with protected bike lanes is the only alignment worth investing in.</p>
<p>I use Lyall to get to work! Get rid of bike lanes!!</p>
<p>Again, all these plans are incredibly short sighted. The population growth will make Esquimalt road more like Johnson St in Victoria.</p>
<p>I like that parking on Esquimalt remains and businesses can be easily accessed.</p>



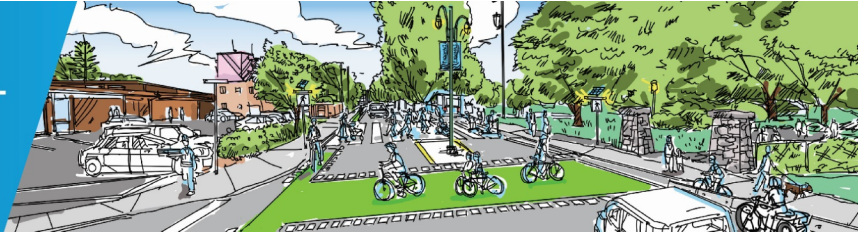
It's the least objectionable of all these costly and unnecessary actions. And "reduce climate impact"? Give me a break.
Having bike traffic essentially detour around parking stalls makes very little sense if we are trying to incentivize bike travel. Keep the bike route as direct as possible.
nothing
It is better than having concrete separated lanes but I don't know why some of the hard features are needed such as traffic diverters, since they don't make the road much safer for cycling but do cause significant inconvenience for drivers.
Worried of losing all bike access along Esquimalt road. Curiously how the connection from existing bike lanes across to Lyall would work.
I don't like it.
Return the streets to the way they were remove the bike lanes. We need to move people quickly, not plug them up in traffic burning a lot of fuel for the amount of usage that the bikes and all the other ones use special interest groups. It's not a good return very difficult for large vehicles. Your ideas no thought from you on getting people to move through the city quicker. Yes, I want you to get people out of their cars, but that's not gonna happen.
Lyall needs traffic calming west of Admirals. Other than that, the existing traffic calming with stop signs at every intersection works fine.
We drive on Lyall Street in preference to Esquimalt Road all the time, as it is less congested, and would feel much less safe on Lyall if this plan were implemented. The street is already crowded with parking on both sides (not that it should be removed; it is clearly needed).
Esquimalt Rd. is where bike safety needs the most improvement. Prefer Option 1.
Safe biking
Safer for everyone concerned.
Lyall street has been gutted, so if it gets repaved, great. not as bad as the street full of pot holes that leads to the gym/pool/center everytime someone takes that street they gotta ask themselves, is this pothole going to launch me into the parked car to my right? If I understand this correctly, you aren't planning to repave the sidewalks? some of them on Lyall are dangerous to the elderly, and we aren't consider expanding the sidewalks? Given it's not a main drag & you consider there being less reason to throw cement slabs everywhere, but we still have to follow some rules given to us as children for our bikes well I assume wheelchair riders are living the madmax dream pulling a chrome steering wheel off the wall before taking off, again looking at one of our tagged bus stops, the wasteland. Keep in mind, I'm not graffitiing & even picking up some of these mobility wheelchairs up when they fall over, granted that usually happens if they hit some of the corner pavement wrong, and I sorta doubt any of them are graffitiing the bus stops either.
Better than option 1.
Esquimalt road free of bikes
move the bikes to Lyall to allow less hindrance of barriers to those with mobility handicaps
Esquimalt Rd. is where most bike traffic is and I think not protecting those lanes will be a mistake. The alternate routes do not always work for where people need to go.



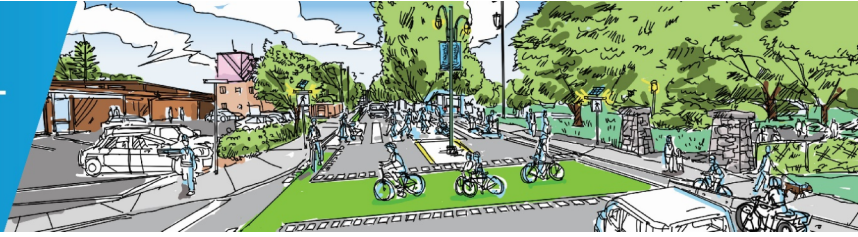
<p>Getting bikes off of main roads is kind of the point especially when you guys keep building MORE condos that attract MORE vehicles and yet you keep DECEASING parking and lanes. Your planning makes no sense.</p>
<p>please do not build option 2</p>
<p>Lyall has the benefit of being wide, and not as intensively used (except for rush hour). Also, Esquimalt Rd. Is historically the preferred use corridor, and habits are hard to break. I would Not! Use Fraser. Between the Rec centre, day care and Library, it is very intensively used, by vulnerable populations. Carlyle is also dicey; narrow and always chock full of parked cars. Any chance of the proposed development including a parking lot?</p>
<p>Cars will not be forced away. When the cars are gone then think about the alternatives. They will not be human powered. Save the effort and money until required. All proposals will exacerbate traffic. People will not get out of their cars. You can try the plans in any fashion you have chosen, the lanes will look pretty, biking may be better, biking will still have risks, and I will bet all traffic will continue to increase and the only result will be more congestion and less efficient flow for all forms of transportation. If anything move the bikes to non arterial roads with no protection just makings and signage. Cheaper more enjoyable, more versatile, better traffic through put.</p>
<p>Esquimalt is already so busy, do not like this one</p>
<p>not much. If it lacks protected bike lanes it misses the boat</p>
<p>Extending it back to Canteen Rd</p>
<p>Bike routes should allow cyclists to get to their destinations</p>
<p>N/A</p>
<p>It helps with congestion safety at rush hours. Caution at Lampson/Esquimalt intersection with traffic of new residential/commercial building and underground vehicle parking.</p>
<p>I think the people living locally will not transfer to Esquimalt road for their driving needs. There may be increased traffic on Esquimalt Road but it will be safer without left turn lanes being removed and bicycle lanes being added</p>
<p>I do not like option 2. People will still end up biking on esquimalt road. Not worth the detour.</p>
<p>Option 2 pushes motorized vehicle traffic to what should already be the main artery for vehicles to move through town, as well as to access business along the busy commercial route and town centre. The existence of painted bike lanes provides some space for cyclists to access services when connecting to Esquimalt Rd from traffic calmed side streets. Pushing traffic off of Lyall, which is already narrow and not built to be a main corridor, will result in safer travels for all along this corridor. Lyall is already an established cycling corridor that allows for direct and convenient travel and access to the DND base, rec centre, Archie Browning and Macaulay Elementary.</p>
<p>Nothing - use painted lines if you must have bike lanes ,save the money and reduce our taxes</p>
<p>I already cycle along Lyall, it is okay but I don't have any destinations along Lyall I want to be on Esquimalt where all the destinations are. Lyall will also be hard to follow for people who are new to cycling going along Esquimalt is direct and an obvious route with no pre trip route planning.</p>



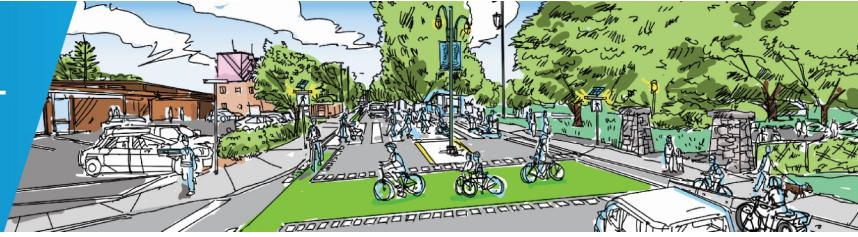
<p>with traffic calming on Lyall, car traffic from the base may go down Admirals towards Saxe Point to access streets parallel to Lyall and cross over to Lampson, this will create more traffic on these side streets. I do not think Esquimalt Road can absorb 2000 vehicles per day.</p>
<p>I don't see improving motor vehicle infrastructure as a goal. So I can't say I can answer this.</p>
<p>None of these options, including option 2 meet my needs.</p>
<p>you could do better by leaving the roads as is. none of this is needed.</p>
<p>I usually commute by bike and car using this route and I would avoid Lyall St if this option was selected. It would be slower and more frustrating if I was travelling by bike or car. Increasing the number of turns and distance for cyclists would really discourage cyclists from using this route which would defeat the purpose of improving the corridor!</p>
<p>Nothing going to cost more reduce traffic and parking. Cyclists are not going to divert from esquimalt road for three or four blocks they will just keep on esquimalt road. This option is ridiculous and going to cause more problems. What about all the commercial trucks that use lyall st to the mall and for the navel base. This is a stupid option</p>
<p>We live South of Esquimalt road and Lyall is how we are used to accessing services on Esquimalt road - from the back. Having children be able to access Macaulay school safely is a priority I see that is missing. Why not re-establish the bike section of the sidewalk along the South side of Lyall and improve crossings? Let's not put solutions along the PMQ side off the table just because coordination with DND would be required.</p>
<p>Less negative impact to drivers on Esquimalt Rd whole still providing safe routes for cycling etc cycling routes are far superior to protect lanes</p>
<p>Using other traffic calming measures over speed bumps is my preference regardless of if I am driving or biking.</p>
<p>Cancel this waste of money</p>
<p>Children walk or cycle to/from Macaulay School on Lyall Street. Would be good to prioritize their safety (from cars) as far along Lyall as possible- ideally protected bike lanes/ sidewalk beyond Lampson to the school itself. Any measures to calm traffic in that area and increase pedestrian/child safety at Lyall and Lampson intersection are overdue and welcome.</p>
<p>Make a Esquimalt road safer for cyclists.</p>
<p>Promotes parking on Esquimalt Road</p>
<p>It keeps Esquimalt Rd corridor intact.</p>
<p>Keep cars on bigger/faster roads and bikes etc on quieter side streets. Consider blocking off side streets to cars every few blocks to reduce use. Vancouver has some successful areas where this has been done.</p>
<p>Separate bike traffic from vehicle traffic. Maintain parking for an aging population</p>
<p>As indicated before these bike lanes have severely impeded families and myself from being involved with sports or clubs after work. You can't get out of Esquimalt. Biking is not an option for many of us that have to attend practices/gMes or volunteer commitments across Greater Victoria. We are boxing ourselves in.</p>
<p>Nothing, stop making bikes lines such a priority. Bike lanes are so under used and the bike plans will not be serving the needs of the large part of the population.</p>
<p>I like that it will not impact Esquimalt Road as much as option one. This option seems safer for cyclists and keeps the main road intact as is.</p>



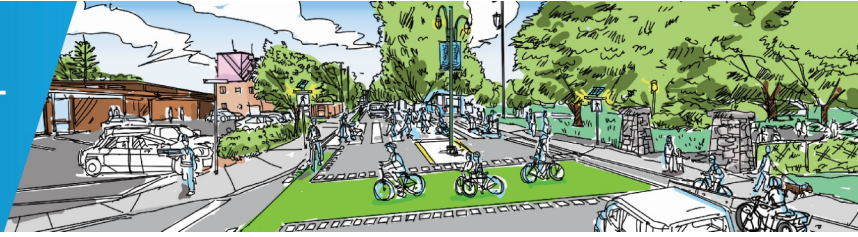
<p>Separated and protected active transportation lanes.</p>
<p>leave lyall street the same as it is now people have been riding on the street for as long as I've here with no issues</p>
<p>Using Constance St for bikes is dangerous for crossing lyall. You can't see around corners at Constance and Lyall in a bike or a car. With the busyness at the Rainbow Kitchen, it's a real hazard. I also don't see bikes taking the time to route around Esquimalt road. People naturally want to get from one place to another as quickly as possible, whether it's safe or not.</p>
<p>I like option 2 but worry about the traffic impacts to Esquimalt Road. Instead of making Lyall St a true AAA neighbourhood bikeway, I would recommend considering traffic calming treatments in select locations to help slow down vehicles. Traffic diverters would make access harder for transit vehicles, commercial loading, and for commuters, ultimately resulting in traffic spillover onto Esquimalt Road.</p> <p>Therefore, a partial AAA option is what I would recommend, which would result in some improvement in cyclist safety and comfort by creating a slower speed environment, while still allowing the 3,000+ vehicles to use this critical east-west corridor.</p>
<p>I think many more people would be greatly negatively impacted by the loss of street parking on Lyell st. then would ever benefit from having protected bike lanes in esquimalt. I feel the loss in parking might even force some residents to have to move.</p>
<p>All slowdown in vehicle traffic means more pollution, teach people to bike and cross roads safely. Protected Bike lanes are not the answer.</p>
<p>Traffic calming Lyall would be amazing for pedestrians as well.</p>
<p>Esquimalt Road is busy and getting busier, let the cars, trucks use it and keep the bikes to Lysol.</p>
<p>Catering everything to bikes is destroying Esquimalt. More cars will be jammed in smaller spaces, this will lead to higher probability of accidents. Bike lanes do not protect anything, they make daily living dangerous (as someone who bikes daily)</p>
<p>Drivers on shared roads sometimes behave angrily and aggressive despite traffic calming design. I've experienced too much road violence from angry drivers trying to force me off these shared roads.</p>
<p>Parking and accessible parking along main core is not disrupted.</p>
<p>Please give some attention to Constance between Esquimalt Road and Astle St. It is an unpleasant walk from all the residences along there whether a person walks along Constance or Admirals. Constance is now filled with parked cars even though the apartments and condos along there have sufficient parking. Consider a sidewalk on one side of the road.</p>
<p>Not a lot. Primarily it maintains more parking, but at a significant cost to the goals of the ATNP. Also it would be difficult to meet the required reduction to 1k cars/day on Lyall, and if it was achieved the impacts to traffic flow on adjacent roads and Esquimalt Road would be significant.</p>
<p>Option 2 improve transportation for Esquimalt residents traveling by foot or bike within Esquimalt main amenities (school, rec centre, base).</p>
<p>This is only good for recreational cyclists, not commuters or active transport users. That is twice the distance with 4 turns added. No way!</p>
<p>This option will anger everyone. Cyclists want direct routes, and Lyall is not direct, and they want to access businesses. Lyall will not see the growth of cycling that Esquimalt would, and the increased traffic on esquimalt will make the road less safe.</p>



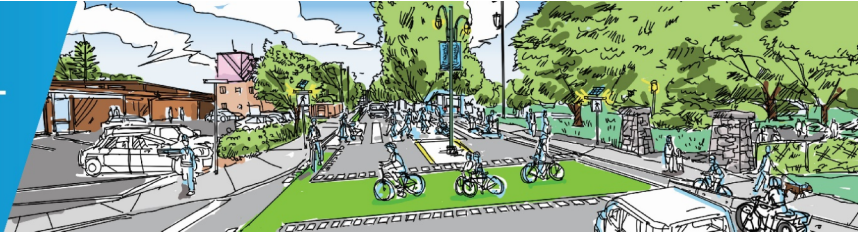
<p>Move the bikes off Esquimalt Road and widen Esquimalt Road for more cars but reduce Lyall for cars. Lyall is better for bikes.</p>
<p>The side roads are a better idea to have bike lanes on them as less cars are there.</p>
<p>I think certain cyclists will continue to use Esquimalt because of speed instead of moving onto Lyall. More tentative cyclists will maybe use Lyall. Doesn't seem that different from its current state though.</p>
<p>Option 2 with bikes sharing the road will not provide a safe environment for cyclists as more and more people live in the area. Please do not consider this option</p>
<p>If I might suggest, upgrading existing bike corridors like the E&N with lighting and ventricles accessing adjacent roads to get to main roads would be a much better use of funds and efforts. For main roadways, where "protected bike lanes" are desired, but conflict with existing infrastructure and commercial/public accessibility to buildings, homes and businesses, I suggest using a textured roadway, whether painted or a ground out/back-filled rumble-strip style divider, as this approach is much less destructive to cars and cyclists alike, as well to mitigate environmental impact and materials requirement.</p>
<p>It feels like there needs to be a compromise between Option 1, 1a and 2. I doubt that bikers divert off Esquimalt Road to access Lyle (which has been loosely confirmed by the very active pro-bikers on social media pages), however, right now, we have a thoroughfare of commuters not a fully active downtown core (outside of those that stop at the Country Grocer mall). Whether we like it or not, cars are here to stay for the foreseeable future (we will change from gas to electric cars and not from gas cars to bikes, at the same rate, for the next few decades). Inviting a business in to Esquimalt and not affording any parking makes no sense to me. Telling me that I can park "within a 5 minute walk" does not help me when I am walking with my three elderly parents. For example - I can only park on Constance - they want to go to the Syrian restaurant or the Pub or the nail salon (which is not a treat but foot care protocol) - there is no way they are able to fully walk that distance, a wheelchair is absolutely not convenient (and they would be mortified). So what do we do? We don't frequent that business. To the people living on Lyall, my heart breaks for them with the amount of traffic, parking, bikes etc. that will increase for them regardless of what action is taken.</p>
<p>It's a step toward more use of calmed roads.</p>
<p>I think it's a huge downgrade from a protected bike lane. I feel far less safe biking on shared roadways. This feels like a half measure that only stands to please drivers.</p>
<p>A better options as a community vehicles are a part of this, not just cycling. This allows better transit. You already have bad congestion on the road so there is no information portraying this would change.</p>
<p>Option 2 seeks to shunt bikers away from their destinations in downtown Esquimalt, and as such will not make Esquimalt more friendly to mixed-use travel. It ONLY improves travel AROUND Esquimalt. As a biker, I would frankly ignore the side street shuffle and just continue to bike on Esquimalt Rd. without the safety improvements. I think this is a bad compromise, which even as a compromise still will increase congestion on Esquimalt Rd. without any visible improvements to it.</p>
<p>I use Lyall street for biking anyway</p>



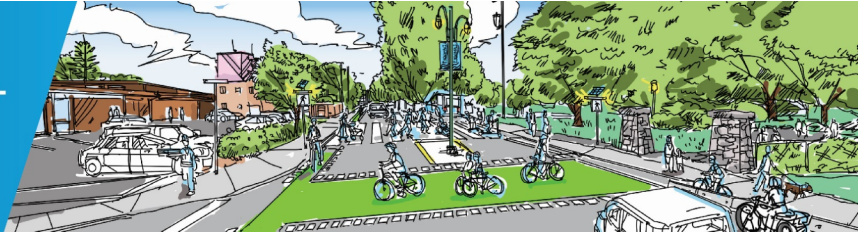
<p>I think decisions have already been made and we are being pushed into Option 1 or 1a. No biker is going to take a side street and removing 3000 vehicles from Lyall is obviously NOT an option. So gridlock and no parking in the town centre is all we are left with</p>
<p>If option 2 is selected: - I think you should reexamine the east connection to Esquimalt Road. The Lampson / Esquimalt Rd intersection which is heavily used by vehicles (phase 1) is a mess. Provide a crossing either at MacCaulay to Lyall or (b) preferred would be Dunsmuir to Wollaston to MacCaulay to Lyall.</p>
<p>I like that it connects easily to the rec centre.</p>
<p>Lyall street doesn't need to have speed humps and traffic restrictions added, it should be policed, it has a bike lane already on the south side of the street</p>
<p>Widen road to accommodate this added use or reduce parking to one side of Lyall may improve the impact to this solution</p>
<p>This does not prioritize active transportation needs or provide a safe entry for cyclists into Esquimalt. Even traffic calmed roads without cycling infrastructure is not sufficiently safe for cyclists by deprioritizing them in the community. I would avoid this route via active transportation to Esquimalt if this option is implemented. To meet AAA standards, high-quality alternative options to vehicle traffic need to be implemented and I don't believe that Option 2 will help.</p>
<p>see text #20</p>
<p>Same as previously stated, these options only cause more congestion for vehicles. Resulting is further frustrations.</p>
<p>These questions are biased, and are worded to try and make you answer positively about the active transportation needs. There is nothing positive about these proposed changes for drivers. Plain and simple.</p>
<p>Cycling away from main road, but less direct.</p>
<p>Question 17 needs another option: I am happy to use this route as it is. I prefer this option over 1 and 1a, though I see the points that the Town Center Business proposal makes about the problems with this route along Lyall. I prefer their proposal.</p>
<p>not much</p>
<p>Traffic on Esquimalt can already get backlogged (often due to people parking). Many drivers do not seem to respect people who are walking and or cycling, so it's not clear if markings indicating a shared road would actually improve the safety of cyclists.</p>
<p>Better than putting in unnecessary, frustrating bike lanes to contend with. Keep the new flashing crossings.</p>
<p>It moves cyclists off Esquimalt Road (maybe). I hate the thought of those stupid barriers along esquimalt road like the ones on Tillicum. The traffic in and out of dockyard and CFB is already a bloody mess and this isn't going to alleviate any traffic issues. Has anyone done a carbon emissions test since tillicum has been choked down to one lane for ... how many bikes that use this corridor in comparison to vehicles on a daily basis ? And I certainly don't care about the "goals" that are trying to be met ... it's a bunch of chest pounding BS</p>
<p>Option two should be able to be done without the current design of physical barriers, being used for bike lanes around the city. These barriers as implemented are dangerous and highly constructive for transit, buses, and cars.</p>



<p>I don't really like this option because it seems like it will increase traffic on Esquimalt and does NOT provide protection for biking.</p>
<p>I love the idea of Lyall as a walking and cycling oasis. However, I don't think the big impacts on Esquimalt Rd would be worth it.</p>
<p>I think the idea of diverting some cycling traffic off of esquimalt road. I cycle in esquimalt road every day and very much like the new connection going from Esquimalt to Kimta. That is definitely major improvement and I could see this being similar. However I personally find the currently cycling situation on esquimalt road to be completely fine and not in need of major changes</p>
<p>Hate it... once again.. these question's sure do suck at trying to get information... who the hell made these questions.. very poorly designed survey! If someone likes one design, stop asking the exact same questions about the other designs, muddy's the data you are going. To collect.</p>
<p>Again I'm not sure the linkage has been made between the plan and some of the goals. I assume that "reduce climate impact" is based on lower numbers of cars, but doesn't include longer idling of cars due to traffic calming. I'm not sure why regional collaboration is a goal, it could be an outcome but should not be used as rationale for the change.</p>
<p>Prioritize cycling safety and green options to make a more attractive urban setting, less asphalt and concrete.</p>
<p>I don't like it because I prefer to take a direct route when I'm cycling. I would not detour down to Lyall. When I'm on esquimalt rd and the bike lane disappears, I have to take the lane. This slows down traffic. Adding the extra cars that will have to be "removed" from Lyall will mean I'm slowing down even more people.</p>
<p>It will be a wasted effort as it does not take bikes to the businesses on Esquimalt road. Joffre and Constance will be a nightmare for bikes. There is no traffic light at Joffre to turn at.</p>
<p>There is no separation from cars so therefore it is unsafe. The cars will be increased because they're looking for parking. A sharrow never helped anyone's safety.</p>
<p>This option treats those who cycle, walk and use other active modes as second class citizens who are less important than 50 parked cars. The only way to make it better is to scrap it completely.</p>
<p>Unlikely that people would use this detour unless it was a dedicated walk-bike route/primarily car-free corridor. If you are not going to run the route fully along Esq Rd, it should be a contiguous route along a secondary, parallel road or path - having to detour back and forth will reduce usage and increase the likelihood of bikes using Esq Rd anyway despite the lack of lane.</p>
<p>Nothing really. Don't use option two. It will not increase active transportation as active transportation routes need to take you to where you want to be. Not on a tour of the neighbourhood.</p>
<p>A half measure that is better than nothing but a lost opportunity for improving Esquimalt road and achieving the active transportation plan goals.</p>
<p>you are putting the rights of cars and carowners above those without. Cars are the ones that need to slow down and use alternative routes, not pedestrians/cyclists/mobility scooters.</p>
<p>It does not negatively impact Esquimalt Road</p>



<p>Seems like it will have less impact both positive and negative, but is a better option than removing the median and will have much less impact on parking.</p>
<p>no</p>
<p>We need to prioritize safe streets for all and prioritizing Esquimalt rd to cars does not do this</p>
<p>protected bike lanes</p>
<p>It should reduce congestion on Esquimalt Rd.....so do not understand question #21....why would a bike lane on Lyall increase vehicle congestion on Esquimalt Rd???</p> <p>We do NOT want Esquimalt Road to become any narrower than it is now.....bikes can travel safely the neighborhood optionn without distracting traffic flow</p>
<p>What's missing is that it's not a direct route, is not well connected to a direct route, and does place equal importance or value on the business, needs, or safety of active transport users to that of motor vehicle users. How much do most people like encountering DETOURS when they're driving their motor vehicles???</p> <p>Same here when I'm on my bike.</p>
<p>better than the situation now</p>
<p>Not a good option</p>
<p>too long, this route would make cycling to most destinations inconvenient</p>
<p>Lyall street is a major road for the base and lots of residents have more than one car and no on site parking have to park on the street. Leave it alone...choose another road.</p>
<p>That it will a less bicycle traffic and provide a safer route for cyclists</p>
<p>If you are insistent in continuing with these ridiculous bike lanes, use residential streets, don't lose the charm of the centre.</p>
<p>We do not want to see any residential only parking areas changed to allow general parking as it just clogs up the streets and causes residents difficulty when trying to park especially if you own any kind of boat, trailer, camper, etc. Residential only parking needs to be monitored better than it is.</p>
<p>None of the presented options adequately consider impacts to bus drivers, vehicle drivers or cyclists and the population densification. The changes already made on Esquimalt roads already have made it very difficult for bus drivers to easily navigate turns onto streets and staying within the reduced lane size; with street parking, vehicles regularly have to stop to let vehicles travelling in the opposite direction pass so that there is space between parked and moving vehicles not to mention when cyclists are present on the road. The speed limit reductions are causes increased aggression of drivers. The protected bike lane barriers will make snow removal even more dangerous as they will be easily covered by the snow. These existing barriers throughout Greater Victoria have been driven over by vehicles regularly and caused untold amounts of damage to the vehicles and will result in increased financial expenses for the cities to be maintained.</p>
<p>I would still bike on Esquimalt rd as i need to get to the business located in the area (Marty's, Red Barn, Esquimalt bake shop, Saxe point pub)</p>
<p>having the most convenient and direct route for active transit makes the most sense for me. I would continue to avoid going in this area because cycling on Esquimalt road (the most direct route) would feel unsafe</p>
<p>Option two is my preferred option however Lampson is the preferred route to Esquimalt road as it's the better connection point</p>



I don't think you're being honest with yourselves on the impact any of these options have. You're taking away parking, turning lanes and I'm guessing revenue from Esquimalt business by attempting to appease a tiny minority of people with these stupid bike lanes. I honestly don't know how any of you can look in the mirror and say these plans are good

Protected bike lanes

Fewer bikes on Esquimalt road would be better.

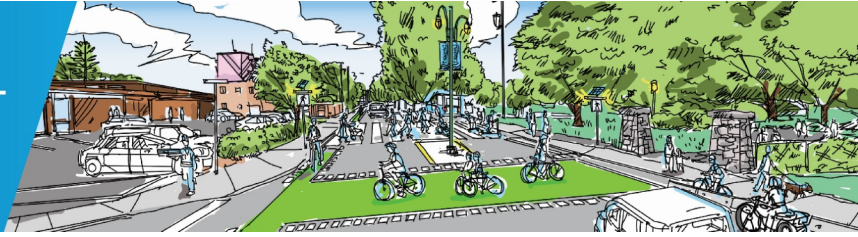
Option 2 misses the point when it comes to why most people ride a bike. Most of us ride to get places. The businesses we want to access are on Esquimalt Road for the most part. For bicycle through traffic, I would suggest doing the thought experiment where you imagine that all car traffic going down Esquimalt Road must take Joffre, Lyall, and Constance instead. That'd never fly in a million years, so why would we force cyclists to make the choice between that or being unsafe? Westbound cyclists would also have to wait for two signalized crossings on top of the detour, so in my mind this represents a gesture that reinforces the idea that cyclists are second class citizens. For these two reasons, I think that option 2 is unacceptable.

This options saves more parking spots though still not enough. I can't emphasize enough the aging portion of the population needs a different kind of support to remain in this community. It is ironic as we boomers are the ones who can afford to keep living here as the others, older and younger, are being renovated out.

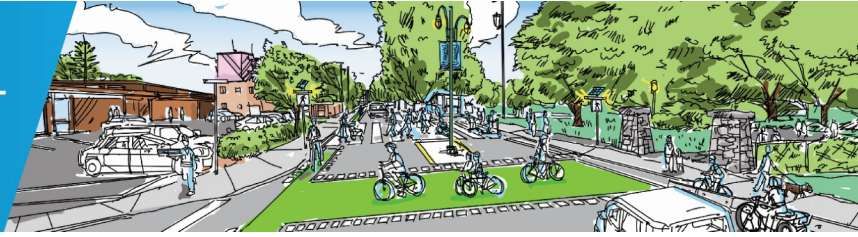
I don't like this option because it does not meet the goals of the Active Transportation Network Plan, and will not support our citizens in choosing active modes of transportation. Esquimalt Road is a major artery that allows people to travel East-West through Esquimalt - not just Esquimalt residents, but those from surrounding municipalities too. For cyclists travelling East into downtown or West into View Royal, it is inconvenient for them to have to make a detour among side streets. Generally, most commuters (both cars and cyclists) want to travel the shortest route. Drivers get frustrated by temporary road detours caused by construction, so I'm not sure why it is acceptable for cyclists to have to deal with a permanent detour on Lyall St. If Lyall St is chosen as the "designated bike lane", my concern is that most cyclists would continue to bike along Esquimalt Road since that is the most direct route to travel to downtown/View Royal, or to visit local businesses along Esquimalt Road. And if Esquimalt Road is where most people want to bike along (due to how direct it is, and its proximity to major local businesses), then this is where the bike lane should be built. There are many local businesses along Esquimalt Road between Constance and Joffree and I think it is important that cyclists have a safe and convenient bike lane so that they can reach these businesses easily. Putting a bike lane on a side street will not help with this.

What is missing with Option 2 is a continuous and protected bike lane. Lyall St is constantly filled with parked cars and quite a bit of traffic, especially during morning and afternoon school drop off/pick ups. It is not a safe option for cyclists to have to share space with all these moving and parked cars. If we are trying to encourage more people to use active modes of transportation, I don't think Lyall St will help convince anyone to try biking.

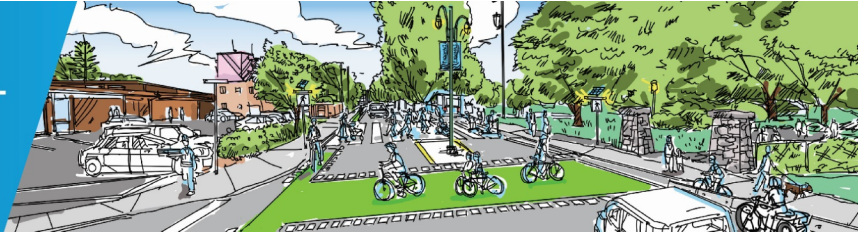
Joffre-Lyall-Constance connection is already a decent low-traffic route for riders. It is good to calm traffic on these residential streets to make them quieter and safer for the community that lives there. If this is being offered as an alternative to Esquimalt Road it is a poor, indirect substitute that will do little to increase cycling accessibility to businesses on Esquimalt Road.



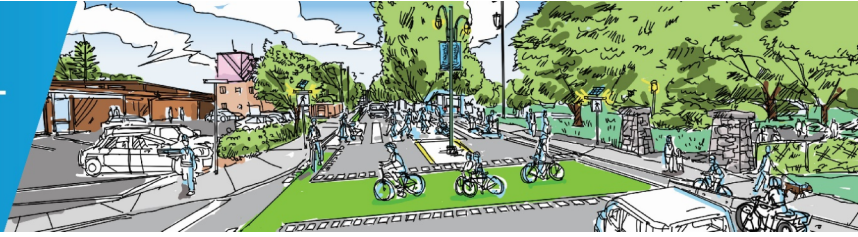
<p>It's the best of those offered however a route from Esquimalt Rd at Dunsmuir, to Head St., to Lyall ending at Canteen road would be the best possible route.</p>
<p>I'd probably just keep biking on Esquimalt Road anyway, but this would just make it a worse experience.</p>
<p>Lyall is used to get out of the whole Saxe Pt area-no other way to get to rest of the community</p>
<p>Please only do this if it's absolutely necessary. Esquimalt is just fine the way it is. Many residents feel that way.</p>
<p>I like the idea that Lyall would be safer for bikes. Lyall is currently my preferred bike route, even over Esquimalt Road where the bike lanes are in place. However, I think it would be way better to have a full bike lane on Lyall. I will use it either way, but people who are more wary of biking will feel so much safer on a street like Lyall (not Esquimalt Road) with a full bike lane.</p>
<p>I really enjoy cycling on Lyall daily in my current life. If we could encourage more cars onto Esquimalt, and more bikes onto Lyall - that seems like a great scenario. Preferably I would like to see the Lyall connector go all the way to Dunsmuir.</p>
<p>There isn't much point to this option. Why doesn't it effectively connect to a route downtown?</p>
<p>It's a very wide road which cars feel safer to pass at high speeds, so needs lots of traffic calming measures. More than just bumps.</p>
<p>I like making Lyall more of a residential street and stopping it from being a thru corridor. If just the bike lanes are removed from Esquimalt Rd, it could still feel somewhat safe for cyclists accessing businesses since the road would still be just as wide and cars could give bikes room as they pass them.</p>
<p>This option is really bad in my opinion, and most likely will only be used by the people directly in south Esquimalt. Honestly it would be good if it was done in addition to option 1, but if I have to choose then I would much rather option 1 than option 2.</p>
<p>If we are going to install/improve bike lanes, Option 1 is doing the job right. Yes parking is impacted, but we have to try. Option 1a is a close second, but adds left turn problem and removes plants. Options 2 and 3 are lip service, not real solutions to anything. Real cyclists will just continue down Esq Rd as they do today.</p>
<p>This is car centered infrastructure. It's not for people. Look to America for plentiful examples where cars are needed for every aspect of life. More cars means more pollution, more car infrastructure, less human centric spaces. People don't like to be on roads they like to be on streets. This is not a good option.</p>
<p>Use Lampson/Lyall</p>
<p>Don't understand how option 2 would cause congestion, to me it's the least likely to cause congestion. Realistically there are very few bikes compared to cars</p>
<p>this option feels like a plan that favours drivers and does not account for the additional effort involved in active transport - in the long term, I think it is sub-par</p>
<p>I strongly dislike Option 2. Not only does it not provide a safe cycling route to the places I need to go, but it will substantially worsen my experience as a driver. It will now be more difficult to leave my neighbourhood by motor vehicle, and traffic on Esquimalt Rd will become intolerable.</p>
<p>There are so many driveways along Lyall which means many cars need to back out through the bike lanes.</p>



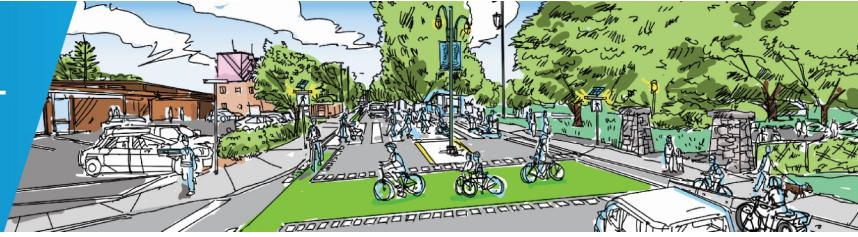
<p>I like Esquimalt Road focus being more on vehicles and nearby Loyal focus shifting to less vehicular traffic, more bikes and other (eg walking). Also less negative impact on residential parking on side streets.</p>
<p>I don't like it at all. I used to live in Fairfield and witnessed the inconvenience, problems and increased traffic confusion that happened once this same plan was implemented on Vancouver St.</p>
<p>Do not like Option 2</p>
<p>I think Lyall is better suited for cycling as it is wide and there is less traffic. I really do not want the medians to be removed on Esquimalt Rd. There are many businesses that would be negatively impacted by the suggested changes as there would not be accessible parking. There is an elementary school backing onto Lyall St, more through traffic would be less safe.</p>
<p>Refer comments above.</p>
<p>Prefer option 1</p>
<p>Not a fan</p>
<p>I think there would be too much conflict with parked cars on Lyall.</p>
<p>I don't like it. I think it complicates life too much for cyclists, zigzagging around the streets.</p>
<p>Active transportation users need direct access to the business in Esquimalt. The idea of the corridor in the first place is to make Esquimalt accessible to all. Making people on bikes detour doesn't serve this goal</p>
<p>from MACAULAY ST to CONSTANCE St make LYALL ST a BI DIRECTIONAL PROTECTED BIKE LANE</p>
<p>There is nothing appealing to me about this.</p>
<p>Lyall street is a perfect candidate for bike lanes. Minimal changes to esquimalt road is preferred.</p>
<p>If you hadn't gone with bike lanes on Esquimalt in Phase 1, but had dropped down to Lyall at Macaulay this would work, but with the construction all the way to Joffre noone will use Lyall.</p>
<p>As mentioned before I think this is a better solution than Option 1 given the animosity still felt from the Lampson street bike lane construction (which I love and am so grateful for!). As a cyclist I would chose a traffic-calmed bike friendly street over a busy street with a line painted on the road, especially when riding with my children. I know the plan for Esquimalt rd includes a barrier, but navigating the buses still feels unsafe and I don't want to impact public transportation either. Parking appears to be a huge issue for many people and I would hate to think that our cycling infrastructure was making life harder for those with accessibility issues. I know there will be resistance to changes no matter what we do, but option 2 seems like a good compromise for now.</p>
<p>preferred to the other options</p>



<p>- I don't support Option 2 because no information was provided about what type and the location of the traffic diverters to reduce volume on Lyall. Like, what's the plan? The greenway/bikeway concept has worked well in other applications (e.g. Vancouver) and I could consider it, but I cannot find this idea credible, nor support it, until I can see HOW traffic on Lyall will be disciplined. The fire department is currently taking its access off Lyall. How would diverters affect their ability to pull out and route to a response to a call? Even in the future location, would they be able to route to the south?</p> <p>- This Option raises the question of why cyclists should divert around a constraint area while motorists can continue through on a more efficient path.</p>
<p>This option gives the business's and community a chance to continue to thrive and stay open, without taking away the valuable parking on Esquimalt Rd that is allowing customers and clients rely on for reaching those businesses.</p>
<p>I like that the bike lanes are on Lyall street and there's no medians. I still think most cyclists will use Esquimalt and not take the detour because cycling is fine along Esquimalt road.</p>
<p>This is the route I use on my bike. It is fine as it, though rather dreary because of lack of boulevard trees. There is plenty of room to plant along that street,so please do so. Money well spent, better for our environment.</p> <p>I have had no problem sharing this route with vehicles nor pedestrians.</p>
<p>No option selected - comments - not comfortable - this whole project is too long as I /we said stop putting in so many condos etc. - I am stopping here as this is too long & starting to not make sense so I will leave it. It is too much congested on Esquimalt Rd.</p>
<p>Like: Option 2 separates cyclists and drivers for greater safety. This option keeps the car congestion limited to one road - the main road and keeps major traffic off of Lyall, a residential street. With an increase in new and occasional cyclists plus the lack of required training/licensing to cycle in traffic, I'd rather see new cyclists travel on a quieter street so they can maintain awareness of all the surrounding risks. As a new cyclist, I would avoid cycling along Esquimalt road even with protected bike lanes. There is just too many risks - cars coming out of driveways, pedestrians not paying attention to traffic on bike lanes, etc.</p> <p>What's missing - Replacing lost parking spaces with increased parking options at Town Square underground parkade, Rec Center and Esquimalt Plaza. Work with those property owners to provide multi-level public parking options in existing parking lots.</p>
<p>Option 2 still places Active Transportation over our wider, general transportation needs. Cluttering up Esquimalt or Lyall for a relatively small volume of Active Trans vehicles at the expense of auto traffic creates needless division / (or outright hatred) and undermines the initiative.</p>
<p>Esquimalt road stays the same in terms of infrastructure. Speed is key on both Lyall and Esquimalt Rd. It should be 30 kph on both.</p>
<p>Already stated; leave the roads alone.</p>
<p>Like: Maintains parking for access to businesses and services on Esquimalt Rd.</p>
<p>Frankly, as someone who lives on Lyall, the decrease in traffic is very attractive. That being said, I think that this is not overall as good as Option 1, since it requires a significant detour for bicycles from Esquimalt road and does not allow for them to access the downtown. Bicycles are less integrated into the downtown area, but relegated to a nearby street system.</p>



<p>I like the protection of commercial parking for businesses and that cycling rather car traffic would be prioritized on neighborhood streets.</p>
<p>It will be a major hassle for residents living south of Lyall Street and really does not give a lot of protection to cyclists.</p>
<p>Constance is already a busy road. Prefer to move to a less busy road like Nelson</p>
<p>Diverts cyclists along quieter, traffic calmed residential streets. This means less time sitting alongside idling vehicles (and breathing in their exhaust). Does not impact road use, except to slow down vehicle through zones that are already set up as such (playground and school zones).</p>
<p>Option 2 is somewhat better than the current situation but it's way worse of an option to option 1.</p>
<p>Option 2 does not improve the active transportation network within the area. Lyall St is busy and a key route to parking at the base. It is not realistic to expect that traffic calming measures will reduce the number of cars below 1000 per day. If Lyall St is going to be used as a bike route, separated bike lanes should be added</p>
<p>Why is there no option to make Esquimalt Road one way (eg going west) and Lyall St one way (going east)? (Or vice versa). For eg, Esquimalt could have parking lane with bus stops on north side of road, two lanes of vehicle traffic going west, and protected bike lane on south side. (or the parking/bus stop lane and bike lane could be reversed). Lyall Street would have the same features with traffic going the opposite direction.</p>
<p>Destinations/businesses are all along Esquimalt road, will likely still ride bike on Esquimalt Road for this reason</p>
<p>The City of Victoria tried this with the Vancouver Street bike project and it sucks. The protected bike lanes on the main corridors of the City of Victoria are much more effective in meeting active transportation goals and protection from motor vehicles. Plus, all the four-way stops on Lyall will be super confusing and complicated to engineer around. This is just going to mess up Lyall, increase congestion on Esquimalt, and make literally everyone grumpy.</p>
<p>Option 2 is a safer option for biking and non-car commuting. Removing parking from Esquimalt and adding in bike lanes (as in option 1) is potentially going to cause more congestion, piss off drivers and make them even more aggressive towards cyclists. Lyall Street needs traffic calming measures anyway - the 30 km speed limit is regularly ignored - and establishing it as a biking corridor and including traffic calming seems like a great option.</p>
<p>Keeps most of Esquimalt rd the same</p>
<p>I feel this very well moves the goals forward and leaves options for expanded transit on Esquimalt road in the future. I like moving the bicycle traffic off of the busiest street for safety and for comfort. I like the maintaining parking as well as the green medians. There will be some education needed for drivers using the bikeway.</p>
<p>I would prefer to see areas around schools and parks and playgrounds be the areas where there is safe cycling lanes. Keep the car traffic on the main streets.</p>
<p>Im curious as to the input of people who bike everywhere on this one. Would they actually use the new route or would they continue to use esquimalt due to the convience of it being more straight forward.</p>



I don't like anything about Option 2 because it does not seem to make any sense. Bicycles, skate boards, electric scooters, electric skate boards, push scooters, e-bikes, unicycles etc. will not take a longer route and detour around the town core. A dogs-leg coming down Lampson and the a half-block traffic crossing down Joffre may be asking for problems. Lampson should be connected to Lyall to make any sense. Asking staff and consultants at the information sessions seemed to reveal there are no current, Esquimalt Municipality-collected traffic statistics or expected volume outcomes other than reducing cars by ~2,000/day on Lyall.

It looks great on paper but so far traffic calming measures on Lyall have been unsuccessful. I personally have encountered more aggressive drivers since the speed limit was reduced and the turn from the plaza on to Lyall is treacherous with drivers squeezing too close to parked cars and cyclists as they try to avoid vehicles entering their lane head on from the wide turn out of the plaza by the temporary fire hall.
How would it be possible to limit vehicles to less than 1000 per day when Lyall is such a busy route? Especially when you consider traffic between two sides of the military base, including large trucks since their mechanic yard, housing, and many buildings are next to the elementary school. How can enough traffic be removed or diverted from Lyall to make it safe enough for child cyclists to share the road with traffic?

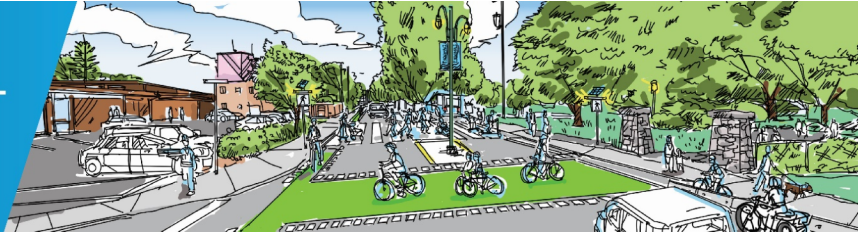
Again please stop the project. Using Lyall St is an unacceptable option, the current state of the street is already unacceptable. The street is far too narrow for buses, vehicles and cyclists to safely use at peak time and increased utilization will only worsen the situation.
I implore you to reevaluate the long-term repercussion of congestion with the increased population density coming Esquimalt in the coming years.
Money spent on active transportation is better spent on more housing development, law enforcement and public transportation and safety. Please break out of the current paradigm of removing local parking and combining cyclist and vehicle on the same roadway. Cyclist should have their own separate routes that minimize co-usage with motor vehicles.

Less traffic on Lyle would increase congestion on Esquimalt Road and the neighbourhoods south of Lyle. I would still need to travel on Esquimalt road meet my needs.

Nothing. I prefer option 1 by far.

I would suggest installing bike lanes on Lyall Street without the need to divert traffic and without installing shared road features, thereby not increasing the traffic congestion on Esquimalt Rd and other roads. This meets the needs of bikers (such as myself) to have safe access and at the same time does not negatively impact the lives of all other traffic participants.

To fully support active transportation, we need to build fully protected bike lanes on main routes. While I absolutely support and would advocate for traffic calming on Lyall, this will not be enough to encourage families with kids to bike along the corridor. Barriers are needed to provide safety to our young riders.



Question 27

We've proposed a route through Carlise Street/Comerford and using Constance Avenue as the connection back up to Esquimalt Road. Do you see any other possible routes that could be considered? If you chose "other" to the question above, please specify:

I would simply cycle on Esquimalt Road so I am not sure what "connection" is needed. We are not removing the marked bike lanes from Esquimant Road so why are we touching Fraser Street??

I am not sure about this as to how it impacts Esquimalt Rd.

Fraser to Carlise/Comerford though Tudor parking lot to Admirals

I don't know the area well enough to comment.

I'm indifferent

Use Esquimalt Road and stop indulging the exhaust-huffing car worshippers with this nonsense.

Doesn't make sense to do a big zigzag when you could just use Lyall St.

Admirals, Lampson and Esquimalt road.

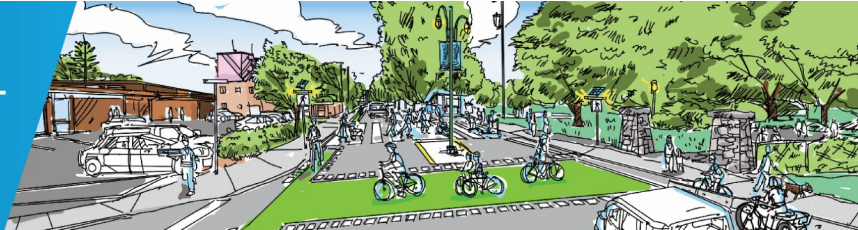
I suddenly realize that Option 2 and Option 3 are INSTEAD of Option 1. Gosh, I can see zero reason I when riding into or out of Esquimalt that I would deviate from riding down Esquimalt Road. Especially if I was commuting to DND. Why turn left across a busy street at Joffre, simply to go down to Lyall St.?

From the point of view of a commuter cyclist and recreational cyclist, all that is needed on Esquimalt Road is a bit of paint on the road, and perhaps the odd sign to provide more visual support for cyclists. For example like the painted buffer on the cycling lands on Admirals - perfect.

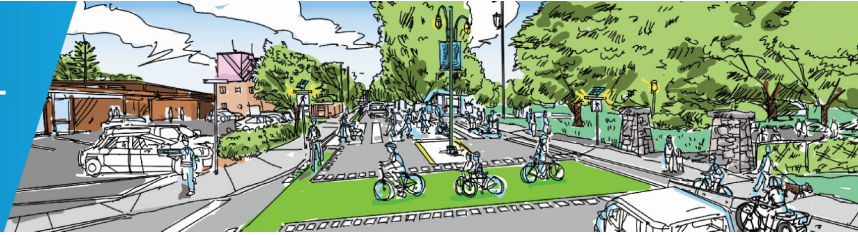
This same approach would be fantastic for cycling into Esquimalt Road on Admirals - enhance the road markings for the many cyclists who turn left from Admirals on to Esquimalt Road. Enhance the road markings for cyclists heading out of Esquimalt Road so that right turn onto Admirals isn't so stressful and so DND commuter cyclists know where to go when going straight through the Esquimalt Road and Admirals Intersection - MOST cars in the right lane turn right, with or without their turn signals on. It is not clear at all where a cyclist should be for going straight through (DND commuter) or where they should be when they are just passing through (Out to the EN and points beyond) - quite a mish mash of use in that right lane at that intersection.

When riding through Esquimalt, some folks might take Admirals to Lyall St. Then following Lyall Street, wind their way back to Esquimalt Road using a combination of Dunsmuir Road and Fraser/Wollaston Street.

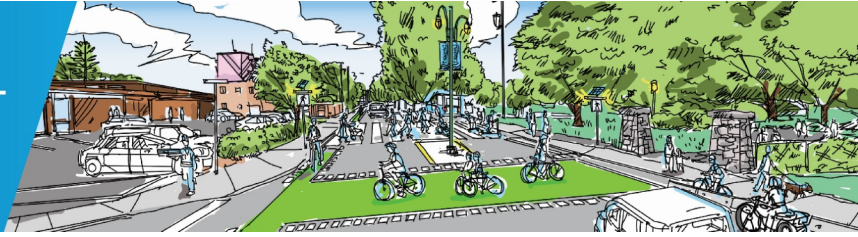
Joffre, Constance, Comerford and Carlisle from the point of view of a commuter cyclist and recreational cyclist are meaningless. Perhaps local after school groups, or local families who want to teach their children to ride might use them? Ingress and egress for all of these streets is not clean, all involve crossing a busy or busy-ish street.



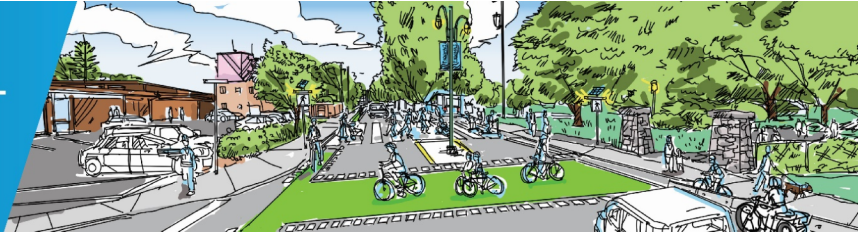
I use the parking lot to connect to Admirals when I am on Carlisle. Otherwise, the detour is excessive.
Not sure, I don't use this route
make a new bike path, bike lanes do not fit this road.
I would keep using Esquimalt Rd to cycle through, as this detour is inadequate and increases the complexity of the journey.
unsure
Making a zig-zag route is inefficient and won't be used by cyclists
N/A
I would just continue to use Esquimalt road, I would not use these side street detours on my bike.
Not really badly with any choice
I oppose this 100%
I see no point to having a parallel link when there are bike lanes on Admirals Rd.
I don't believe any routes need to be changed
all of these options are too out of the way. they do not seem viable.
We live on an island, with increased population. Stop with all this ridiculous bike lanes
this route makes no sense for cyclists. Why go out of my way for a few blocks? I will continue on Esquimalt road and be exposed to danger as I am today.
Use Foster street to connect to Esquimalt rd
don't use Esquimalt. it is too busy
n/a
Proposed route is too convoluted to be actually taken seriously by anyone. Imagine flipping the table and proposing that all driving routes will be blocked off except this route, it just doesn't make sense.
Protected bike lanes on the entire length of Esquimalt Road make the most sense. No one will be taking these twists and turns on multiple roads to leave Esquimalt Road ;and then go back to it. All for the sake of a few parked cars.
Admirals to Esquimalt Rd
Do not implement active transportation plan
Too indirect for biking. All the cornering is a hazard
This solution seems like an expensive band-aid; the major issues along Esquimalt wouldn't be addressed and the short detour-around wouldn't really fix anything on Esquimalt. As a bicyclist, I would just stay on Esquimalt the whole time (or, do as I already do, and detour off onto Lyaal).
Keep as noted but go back up admirals to Esquimalt not Constance.
No more bike lanes!
That would be a large diversion just to avoid a couple blocks of Esquimalt!
This entire idea should be abandoned
It's out of the way for me as I live north of Esquimalt Rd. I wouldn't ride my bike down there to get somewhere on Esquimalt.
I'll continue to pedal on Esquimalt Rd, that's where most of my destinations are



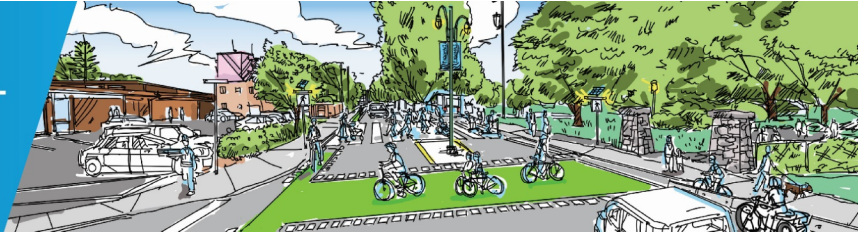
Same comment as before - I don't see why people would use Constance. I think the main route is up Admirals.
Put bike lanes everywhere.
None of these work. Cyclists will inevitably stay on Esq Rd
Carlisle to Admirals and back to Esquimalt Rd.
Admirals makes sense - continuous to regional network at Naden
Stick to option 2. The fewer "jogs" in a cycling route, the better for cyclists. Why make us turn and turn again?
this option is unnecessary because protected bike lanes are not needed nor wanted by the majority of the public
My opinion is the same as for option 2. There does not seem to be a point to rerouting cyclists back onto Esquimalt Rd after they pass Admirals. That stretch of Lyall is quiet and goes right to the base.
No matter what path you make, no biker is going to do a weird multi-turn zig-zag to stay on this path just to get to Esquimalt rd.
Doesn't really solve anything.
I don't think this route is a good idea. I do not like any of the options for this route.
Fraser Street should not be changed to one-way direction only for vehicles
Not sure
I'm unlikely to use this route
Put the lanes on Esquimalt Road. Stop forcing cyclists to detour. If you wouldn't force drivers to detour, don't force cyclists to detour. Treat cyclists at least as well as you treat cars (which is pretty darned well right now).
Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.
This option is unsafe - build option 1 instead.
esquimalt rd
No protected bike lanes - that is preferred.
Use Esquimalt rd.
Get rid of the bike lanes!
nothing leave it alone
Please return the city back, remove the bike lanes make traffic move quicker than the mentality rather than force people to spend longer time in their vehicles wasting fuel. We're getting carried away with all these bike lanes for a group that doesn't put much in. It's an awful waste of money. We need a lot of other things fixed in the community before we ever think of doing what we're doing right now we've wasted a lot of funds that the city has on bike lanes beautification return the streets back so automobiles can use them again
please do not build option 3
Avoid Fraser. Stick to Lyall, both directions.



Admirals/Esquimalt intersection is another congestion point at rush hours. Bypass main roads.
Its a waste of money as offering the route completely along Lyall street will suffice for actual commuters. Anyone wanting to cut through can do it safely without the need of added bike lanes and they will probably be local going to their own neighbourhoods
Admirals Rd already has a bike lane and is an established connector to the E&N.
Don't do anything, i'm happy with the way things are. Save money, lower taxes.
....
This route is ridiculous. There will be no parking along the route. There is going to be a massive development right on the corner. Parking is going to be non existent around that area with esquimalt new building parking stall reductions
.none
Quit this nonsense
I don't like this option.
No bi-directional bike lanes.
The preferred route but instead use Admirals Road instead of Constance Ave.
Separated and protected active transportation lanes on esquimalt rd.
non of the above how much tax payers money needs to be wasted (like lampson st)
Any additional
no opinion
I don't like this route at all
Option 2 is bettwr
Not Fraser road
No.
As previously stated, Admirals should be an upgraded roadway capable of handling an arterial flow of all traffic and does not require roadside parking as such so could be used to implement more transportation network improvements.
This doesn't appear to solve anything
Use a parallel streets other than Lyall or Esquimalt rd for bike corridor
see text #20
Really, I don't see myself zigzagging through a community. As previously stated I am comfortable using the main corridor on Esquimalt Rd as it is currently set out, and I have for the many years that I have resided in Esquimalt.
Unnecessary to change those streets.
Or use canteen where lights and xwalk already exist
this is not long enough. We need to connect from Grafton Street all the way to Dunsmuir. without being on Esquimalt Rd
Why would I care if I don't like this route... who wrote the questions? Did anyone hire someone who knows how to collect salient data from public surveys!
Too tired to continue this survey
They are all terrible choices for an overall terrible option.



Again, it does not go where I need to be and I don't want to tour the neighbourhood in order to get to my destination.
Option 1 or 1a is the best and safest and most in line with the community and goals of the plan
Please don't do it. As mentioned before, shuffling cyclists off on some alternative route does not meet Esquimalt's stated Visions and Goals to provide SAFE travel on direct, well-connected cycling networks. It falls far short of affording cyclists' needs and safety equal value with that motor vehicle users. Why should I be forced to either take my life in my hands (as the current situation forces me to do) or DETOUR when I'm biking and my business takes me to Esquimalt Road?
Don't like the proposed use of Fraser Street.
Don't put in any more bike lanes, STOP and review what is currently in place.
Lampson to Lyall and then Constance
Use Canteen Rd. Who are the proposed userd for all this active transportation? If it is geared towards dockyard workers, Canteen Rd would work better.
Again, Admirals is the vital connection as it links to the E&N. With that in mind, improvements to the E&N crossing at Admirals and Colville are needed.
Lyall street from Head Street to Canteen road
Why go back up to Esquimalt at all? Why not just continue on Lyall?
I'm not sure if I'm missing something but not sure how this connects from downtown or anything? Seems like adding a couple of measures in a few blocks around the rec center.
Use Lampson/Lyall
I think that this route would not be preferred by commuting cyclists as it is less direct
Why the need to change Fraser to 1-way? Have a car-bike shared lane each side.
This would be a huge disruption to the services and hundreds of families on Fraser. I would avoid any disruption to this street
We have a childcare centre on Fraser street with 100 families dropping off and picking up 2x per day, this could be challenging for the traffic on Fraser street??
There would be nothing between Fraser and Lampson? This is the only option not addressing that need.
none of the above
It's not clear to me what any of this accomplishes.
Not interested in this
less preferred option
Leaving things as is already meets the needs of the community. Not broken, don't feel the need to fix it. Don't block people from accessing routes they have now. Forcing cars from one area to another just makes for angry drivers. Pedestrians and cyclists are safe on these routes now. If you want to spend tax dollars on improvements, do some resurfacing to the dodgy uneven sidewalks and plant more trees.
anything but just get it off esquimalt
#26 no option selected - Comments from #24 - You end up on Esquimalt Rd - Too busy #25 - But you can't avoid it - bumper to bumper #26 - Now you mess up another quite road.



Comment to above line: Fraser St to change to 1-way traffic affecting vehicle circulation- "No". 26- Lampson to Lyall to Canteen for bicycles.
do nothing
Im not sure if I have an opinion of this part. This would be something for people who regularly bike and would actually use this section to have a greater say in as Im worried if not the preferred option is chosen then the cyclists will just continue to use Esquimalt road whether it is made safer or not.
Stay on Esquimalt road. I can't see anyone using this route.
Develop new dedicated and seperate bike routes that do not remove the current road infrastructure.
I just don't like this option

Question 29

What do you like about Option 3? What could we do to make it better? What's missing?

Would be good in addition to option 1, but not in place of it.

Unless these side routes to create businesses and destinations that people can directly cycle to, it's not appropriate

Nothing. It's as bad as option 2.

I think this has the same issue as option 2 - assuming people are travelling through rather than to. Also, it's missing information on how this east-to-west transition will work "A protected bi-directional bike lane on the east side of Fraser St before transitioning west". That can make a big difference on the feasibility.

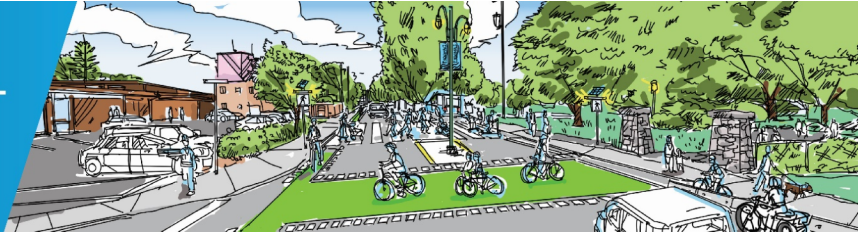
Ideally, this and Options 1 + 2 would be done. Then Esquimalt will have a more complete active transportation network with good connectivity on and off main streets.

This disjointed route is not worth the detour and won't be used much.

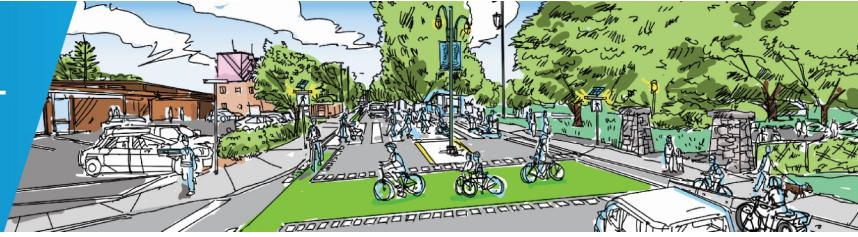
The bi-direction bike lane is an excellent idea, but would fit better on option 1 all along Esquimalt Rd. Similar to Option 2, this route is an inconvenience and cyclists will likely take Esquimalt road, and by increasing traffic congestion along Esquimalt Rd will make it more dangerous for cyclist and pedestrians who will continue to take that road.

Similar to option 2, I don't feel this is a reasonable solution. It's too out of the way and through neighbourhoods that commuters would likely not use it and it only really services those in the West Bay area, most of whom go along Dunsmuir or Lyall anyway (so it won't change their use).

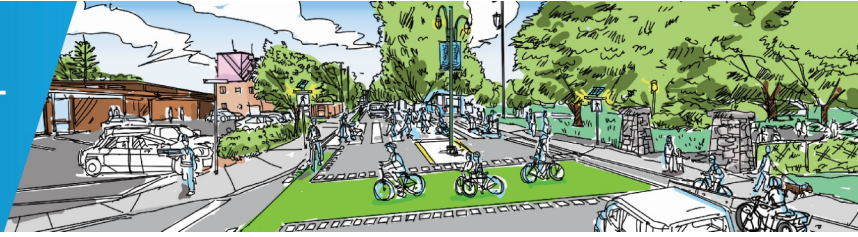
As I disagree with the Active Transportation Network Plan, none of these options are good for Esquimalt and redirect money from where we do need it. In particular the new esquimalt public safety building. Property taxes keep rising due to Plans like this one. We have great roads with marked bike lanes and which I feel very safe using. We have great sidewalks in the core and many side areas. We are trying to improve on something that does not require improvement. Changes may even reduce safety of users. Cost is a major concern.



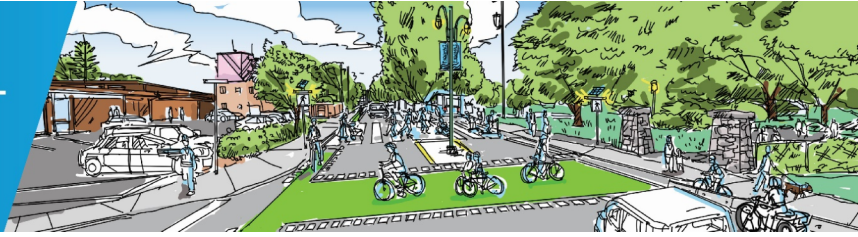
<p>I like that it offers separation from heavy traffic on Esquimalt Road. I don't like that it is not as direct as Options 1, 1a or 2. Overall, I think protected lanes would make it a better option. I think that it makes much more sense to have it connect via Admirals, as many cyclists use Admirals to head north to the E&N trail. As proposed, cyclists would have to cross admirals, go north up Constance, and then somehow navigate back towards Admirals (without protected lanes) to head north towards the E&N.</p>
<p>Its slightly better than option 2, but again takes cyclists out of the way of businesses they might otherwise support. Might see slightly increased ridership compared to Option 2, but does not improve the street experience in any way between Fraser and Constance.</p>
<p>I would not go out of my way to use this for the very short part of Esquimalt road it skips.</p>
<p>Excellent option that safely connects to the Rec Centre</p>
<p>This is a bad option. Option 1 is best. If this option was chosen, the only good thing is that the protected lanes on Esquimalt would continue past Joffre St to Fraser St, which would mean a more direct connection to amenities like Country Grocer, city hall and the library - or at least that's my understanding from the drawings. If there is not protected connection along Esquimalt to Fraser then this option is next to useless.</p>
<p>I don't like that it's not direct. There are lots of turns involved.</p>
<p>No bike lanes in the road</p>
<p>I don't like re-routing of cyclists to a side street. Cyclists should be able to use the Esquimalt road corridor. This is an awkward re-rout option and cyclists will likely not use it, resulting in more vehicle-cyclist issues on Esquimalt road as there is no bike lane in this option.</p>
<p>This option doesn't improve my commute at all, but it also doesn't make it worse.</p>
<p>Seems incomplete while also increasing congestion on esquimalt rd, definitely not my preferred option.</p>
<p>It's indirect and short, and I don't see it changing people's habits. Especially since it's a bit of a convoluted bike route that someone can just walk in a few minutes already, and a lot of turns add options for conflicts with vehicles. Adding new crossings is good though</p>
<p>As I have said before, the focus should be less on putting inconvenient bike lanes everywhere and more on finding ways to improve vehicle and pedestrian traffic. The vehicle changes have made it much more dangerous as a pedestrian as vehicles get impatient due to all of the delays. There is not been a significant increase in bike traffic, and the bike lanes are hazardous cyclists do not follow the rules of the road.</p>
<p>Like Option 2, this is a useless distraction. Do not waste any staff or Council time on this at all. It does nothing to improve safety on Esquimalt Road where the majority of actual destinations are.</p>
<p>It is not connected to other active transportation options, and would not improve regional or even local connectivity. It does not represent any kind of real improvement over the current status.</p>
<p>Seems like the best option actually to support businesses and vehicles as well as paths for bikes and pedestrians and not impacting major busy routes</p>
<p>Seems completely redundant and useless. Does not really offer much to anyone.</p>
<p>This is also a very good compromise. I still fail to understand why protected bike lanes cannot be built on Lyall. thank you</p>



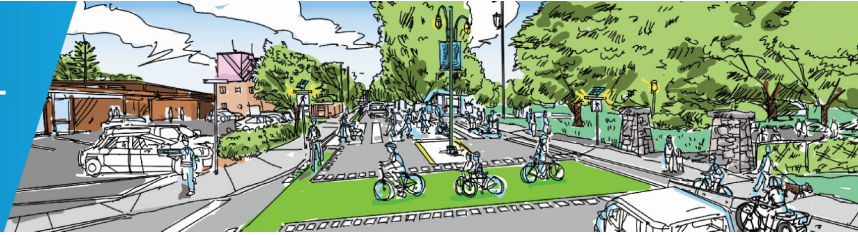
Once again this puts drivers in priority and people will not go out of their way on their bikes to travel Esquimalt, thus being a waste of money
It is least accessible for all, and does not promote greener futures.
Don't consider it.
Stays off Esquimalt road
A lot of money spent for no improvements to the community.
I would strongly prefer protected bike lanes on Esquimalt road
Nothing, there's no need for protected bike lanes if cyclists stay on the side of the road where they belong
I don't really like it, because it doesn't connect to destinations well, but if it has to be the route, please work with the landlord to facilitate bicycle travel through the parking lot between Comerford and Admirals.
allows emergency vehicles to get through when needed on Esquimalt. Seriously, stop screwing with the roads, the "improvements" are terrible
I do not use this route for option 3 currently. Please see my prior responses for my thoughts on option 2. I also want to make a comment about options 2 and 3 regarding using Joffre street instead of Lampson to connect to the existing bike network/PBLs. Why was it decided to use Joffre instead of Lampson to connect back to phase 1 work? Lampson already has PBLs on the north side of Esquimalt road. As a mom cycling my child to school on Lampson, I will have to make this crossing to get back to a bike route. This does not make sense to me and would be very annoying and disruptive for both cyclists and cars. Crossings are already dangerous and difficult to do, even if I'm very thankful for the one in phase 1 at Esquimalt and Dunsmuir, which I will use. Why not use the existing traffic light at Esquimalt and Lampson to connect the Lyall/Lampson/Dunsmuir bike networks?
I like that it is going through less busy roads, that you're taking cyclists away from more cars.
This is not a good option. I would continue to ride along Esquimalt Rd and take the lane. What's missing is connection along Esquimalt Rd.
In order for people to bike it must be convenient and fast. This detour really shows the priority given to cars, and I doubt it will encourage new cycling habits. Historically, the CRD's wayfinding signage for bikes has been quite poor, and I imagine this route may be confusing without good signage.
Again this option keeps traffic flowing along esquimalt road much better than 1 or 1A
Continued construction of bike lanes is causing congestion in traffic causing more pollution, difficulty in deliveries to stores, reductions in parking and we are killing the community just like bike lanes have killed downtown businesses
Takes bikes off Esquimalt rd. Safer for everyone.
It is not needed and a waste of funds.



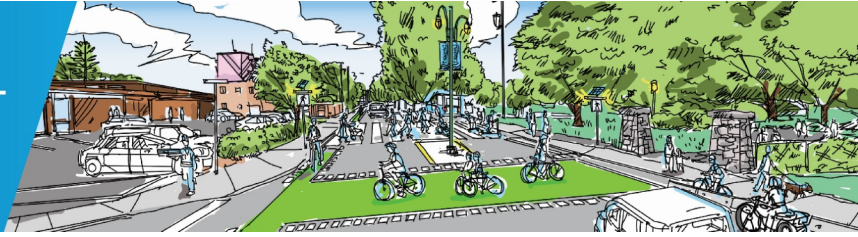
Inconvenient to have non continuous cycling routes. Makes the route for pedestrians longer, and does not improve access to businesses along Esquimalt road. Rather, diverts pedestrian traffic away from businesses. This route is less optimal after dark: less well lit, less "busy", more street crossings mid-road.
Again, diverting traffic away from the main thoroughfare means people will have to divert back to places with poor infrastructure to get to their final destination. For people traveling on Esquimalt Rd and connecting to Admirals, this simply adds a ton of awkward crossings and added risk for something that could be a simple connection.
This will make traffic of other streets worse
Same comments as before. Cyclists will not take the longer route. What are you doing to address the cyclist left turns?
Option 3 also seems like a bad idea. With the Boardwalk development and influx of vehicles, this area will be ill suited for a cycling path. Fraser already experiences large amounts of traffic for the rec centre / lacrosse box / water park, and we'd be creating a cycling route in front of that parking lot. It seems strange to create a cycling bottleneck in front of a parking lot to save a few street parking spaces. Would be very disappointed with this option.
It's missing a section and that's confusing for cyclists and drivers.
I am sure there are higher priorities than mucking about with this.
Making Fraser one way would not work for people south of Esquimalt Rd as Fraser is a main connecting road
Still not separated
Generally as a cyclist, the more turns I have to make while contending with vehicles, the more risk I incur
Chose Option 1. That's about the only way to make this bad idea better.
I like!!
Connection to Recreation Centre is best component of this option but otherwise seems impractical for anyone accessing Esquimalt Road. Turning left onto Fraser or left from Fraser to Esquimalt on a bike would be challenging as this intersection can be busy and is not controlled, potentially leading to accidents.
Totally lame option. Boo.
I don't like that the active transportation corridor is not on a main road. It privileges drivers over other road users.
This will worsen traffic and the overall environmental impact will worsen
Like more protected bike lanes but a single block of protected bike lanes seems like an unideal solution. Recommend space for passing/waiting and a signalled light at Fraser and Carlisle to facilitate bikeway users getting to the Recreation Centre.
I don't like how round about this route would be. I also don't feel like it would benefit local businesses and residents.
This is just ridiculous. Bidirectional bike lanes are great if they are part of a larger connected system, not just one block.
See previous answers
Common sense
Stop [REDACTED] BIKE LANES [REDACTED]



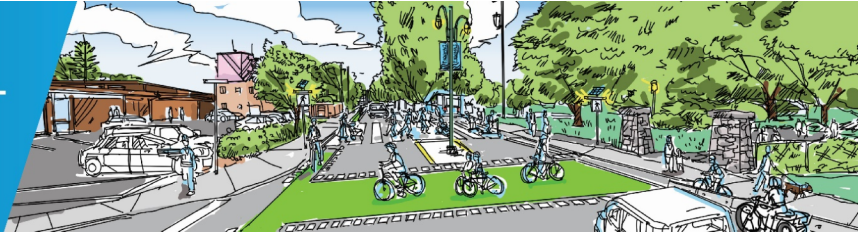
<p>Similar to option 2, the convenience factor of Esquimalt Road is too strong. Cyclists will continue to use it and the goals of cyclist safety and reduced traffic congestion are not met. Option 1 is preferred.</p>
<p>Do not remove parking on Esquimalt Road reroute bike lanes is preferable</p>
<p>Survey is too long and I've list all interest. I would prefer it all being left alone, but if needed, please leave the parking on Esquimalt or those businesses will become impossible to access.</p>
<p>Option 3 works hard at creating a compromise for the biking community without detracting from the MV community. It presses hard to satisfy both needs. Where I foresee it falling short is that it is trying to do too much without a lot of space. I feel persons along the corridor will have a pushback as they will have more disruption to their personal spaces (ends of driveways/lawn areas) they will likely be happy about the resurfacing of these roadways as they are in desperate need but otherwise it will create a disproportionate issue for these individuals.</p>
<p>No changes required</p>
<p>If you don't want me to come to esquimalt just put up a sign, it'd be cheaper</p>
<p>As it doesn't link up I don't see this as a stand alone option. It would be a nice addition to option one or two.</p>
<p>This option makes no sense. Cyclists will not go out of their way for two blocks. They will continue on Esquimalt Road and face the dangers we face today. This option would be a huge waste of money and it would do nothing to improve the safety of pedestrians and cyclists on Esquimalt road</p>
<p>see previous comments</p>
<p>This option is awful and as someone who bikes to Esquimalt Plaza, the Library, rec center, Memorial Park, etc. regularly I'm never, ever going to use this. I don't even understand who this route is for. I really cannot overstate how useless I find this option.</p>
<p>I do not like Option 3 at all - Esquimalt Road should not have bike lanes. Leaving street parking on Esquimalt Road and detouring bicycles to bike lanes on Lyall Street</p>
<p>Don't use Esquimalt Rd</p>
<p>diverts too much of the bike traffic away from the commercial businesses. And I think they'd need those to balance out losing the parking spots.</p>
<p>I don't like that the lanes are not protected. I think people driving can walk a bit farther as long as some parking spots are preserved for people with accessibility needs.</p>
<p>This is a wimp-out that will set back proper first class active transportation infrastructure by years.</p>
<p>Much better than option 2 But biking on roads with parking on both sides is difficult so people will have to learn some courtesy</p>
<p>It doesn't kill all the businesses. That's a good start.</p>
<p>same as option 2, not direct, esquimalt rd remains unsafe.</p>
<p>This route doesn't make sense, but I support adding the traffic calming measures in combination with option 1.</p>
<p>Better than bike lanes on Esquimalt Rd</p>
<p>slightly better than option 2 but still not direct</p>



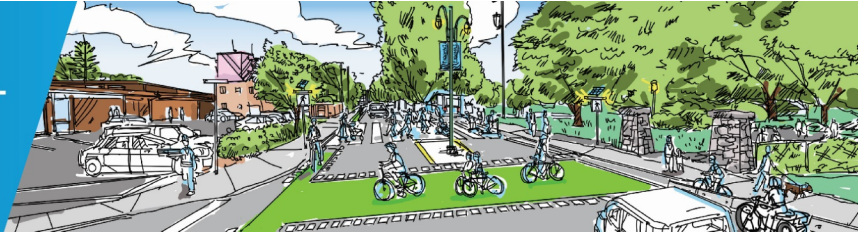
<p>This is absolutely silly. Esquimalt road is more than the Red Barn and McDonald's. This does not connect West Esquimalt with the central area near Head street with the Highschool and Shoppers drug Mart.</p>
<p>Victoria West is a thing. To not consider transit to the other municipalities is short sighted and silly. Sometimes, people want to go through the municipality, similar to View Royal for Colwood -> Esquimalt.</p>
<p>Why on earth would any cyclist leave Esquimalt Road for a tour of the neighbourhood? This is bizarre. Most direct route, please.</p>
<p>Scrap this option too</p>
<p>I do not like bi-directional bike lanes. I think they are often counterintuitive for people and more dangerous, especially if pedestrians end up walking along the route. I only find them a good option when they are totally divorced from other road infrastructure so that cyclists are not switching to and from different "modes" of traffic rules. In this very plan we have people moving from bi-directional protected lanes into shared spaces with cars. Stupid and dangerous, but better than no protection at all I guess.</p>
<p>As with option 2, this is a less direct route and I am inclined to believe people will avoid using it and instead continue cycling in traffic because they are ultimately more lazy than they are concerned for personal safety.</p>
<p>It's a deterrent for cyclists. It would be more inconvenient than Esquimalt rd., but not necessarily less dangerous (eg, Fraser st.). Most cyclists are likely to stay on Esquimalt rd.</p>
<p>Do not implement active transportation plan</p>
<p>Option 1 is better for actually using</p>
<p>Cyclist deserve protection from vehicles, these neighborhood byways do not guarantee that as much as bike lanes with curbs or bollards do</p>
<p>Again, this plan does not connect cyclists with businesses on the stretch of Esquimalt that is omitted - also, notably, where most bike racks are. And the bike store...</p>
<p>This is much better than the Joffre street option, but still much worse than putting the bike lane along Esquimalt. Also, again, Constance does not make sense. The bike lanes already exist on Admirals, and there are businesses on Admirals to be visited, buses to connect with, and it is the other major north route out of Esquimalt. Constance is a quiet back street with no destinations and likely out of the way of cyclists headed anywhere but the base, or a residential address in that area.</p>
<p>I already use this route all the time from the rec centre on Fraser st via Carlise to Admirals instead of constance Ave.</p>
<p>I don't like the one way on Fraser idea.... more detouring involved... more hassle/ headache. Yes, some parking areas will be maintained but there needs to be more.</p>
<p>Too much off course from businesses and amenities on Esquimalt Road</p>
<p>Best option by far. Like the direct connection to esquimalt rec. dont think we need bidirectional section.</p>
<p>It's slightly better. Designated routes for vehicles</p>



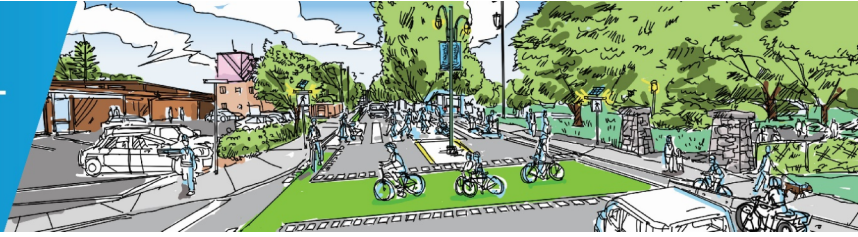
Love this option.
We need a regional plan and consistent means of separating traffic. We need to get crd the power to take this on.
No more bike lanes!
no more bike lanes... stop the madness
Prefer option 1 or 1a
I think that as a connector, it should be direct. Cyclists and pedestrians out exploring will zig and zag, but the most direct route is preferable when a destination is in mind. Build for the destination minded, and let the rest of us veer away from the chosen routes as we will.
Extremely unfriendly to vehicle drivers. Especially commercial drivers.
The same as my response to Option 2 – it is an awkward detour for cyclists that we'd be unlikely to actually use, meaning that Esquimalt Rd. would still be the preferred but risky route.
I like it. Keeps Esquimalt Road bike free and keeps existing parking on Esquimalt Rd.
similar to option 2 - continous network with limited stops for bikes should be the goal
All of the options proposed will serve to add congestion and reduce access to key destinations in and accessed though Esquimalt. I do not support the inclusion of any more bike lanes in the community as I truly don't think they are needed.
i like that it is protected
I don't really think of the streets involved as destinations
Nothing. As I keep saying - you are not taking into account the needs of the users of Esquimalt Recreation Centre, especially the large number of users who are elderly, disabled or mobility challenged, as well as young families who need parking when they use the Centre, Unless you can address the parking situation at the Rec Centre which is frequently full, then you are placing a lot of vulnerable people on the street who can't find parking
Of all the options this is the most unnecessary. Fraser is the safest of all the streets. Drop this option and save some precious resources.
Same as option 2, this does not meet the active transportation goals and will further keep the focus on cars down the Esquimalt corridor. This should not be the focus and continuous design down Esquimalt Road should be maintained.
Nothing. Please build it on Esquimalt. This is too much out of the way.
This is a circuitous and inconvenient option that will likely not have a positive impact on the alternate modes of transportation. One would have to know this confusing path to follow it. A user of the Esquimalt Rd protected bike lane from phase one would likely just continue along Esquimalt Rd. This option would then leave them to being filtered into regular vehicle traffic, which would decrease the appetite to use active transportation in this area. Please, don't do this.
Also a better option due to the fact that it routes bike traffic along smaller roads rather than the main road. Also minimal impact to business along esq road.
It's not a direct route for cyclists, and having to share the road with cars without a bike lane is stressful. It makes bike trips longer, the route harder to memorize, and the trip less safe, which all create barriers to active transportation.



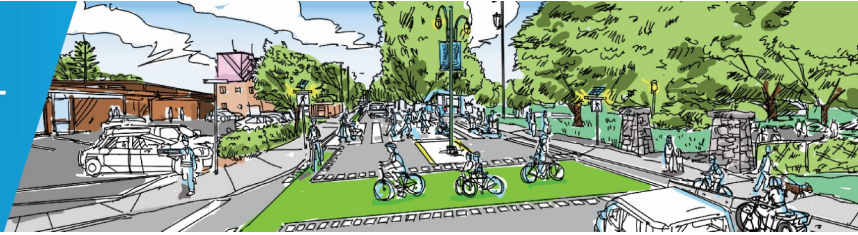
<p>Same problem as Option 2: It is an inconvenient detour that destroys the through-line of EsqRd. Routing through Constance avoids adding congestion at Esq and Admirals but disrupts the flow onto the next major bike route, Admirals heading north. Option 1 is still better</p>
<p>it preserves most street parking along Esquimalt Road to serve our local businesses. I like that it connects safely with the Rec Centre. I think the municipality should consider planting more trees in medians and boulevards along the Lyall Street and Fraser street portions for added traffic calming measures. More traffic calming and environmental aesthetics by installing additional trees in medians and boulevards along Esquimalt Road would also be greatly helpful. Thank you.</p>
<p>An improvement but makes for an odd detour and indirect route which seems counterproductive to encouraging active transport use they should be given direct route priority</p>
<p>Don't like it. Bikes are vehicles, and should be continued to be allowed everywhere cars can drive</p>
<p>Detours from Esquimalt</p>
<p>Dont know</p>
<p>It's a good option to get off Esquimalt road to access the rec center and town core with less disruption to traffic on Esquimalt road. It's not a good option to anyone commuting to the base by bike as it's a detour.</p>
<p>I like that it keeps some parking spots and I like the traffic calming on Fraser. It seems like an awful lot of twists and turns when you could have a straight shot down Lyall. I still prefer the Lyall option.</p>
<p>This seems like a decent plan, leave the main arteries for car traffic.</p>
<p>I don't like having to turn on and off Esquimalt Road</p>
<p>Don't use Carlisle. You're putting a multi million dollar public safety building and a giant apartment complex on it. Leave it alone it already has parking issues</p>
<p>I like how it maintains the flow of traffic on Esquimalt Rd but displacing that much traffic from those side streets will clog up the main roads to unmanageable levels.</p>
<p>One way on Fraser, Dumb!</p>
<p>It provides no new protection from motor vehicles and does not connect cyclists with the key downtown Esquimalt amenities. I would not use this route</p>
<p>It is ok, better than Option 1, maybe slightly worse than option 2. I think Fraser near Esquimalt is busy/difficult enough to navigate without adding a protected bike lane in this segment.</p>
<p>Not much to like.</p>
<p>Cyclists deserve direct routes to important destinations on Esquimalt Road. Side routes are not reasonable options. Try telling drivers to not take arterial roads; they would cry and complain!</p>
<p>Doesn't seem as efficient as option 1</p>
<p>These roads are safe already to bike on as is.</p>
<p>Again, bike lanes everywhere. If only one option can be chosen, then Option 1—otherwise, do all the options and make every road easier for bikers and harder for cars.</p>
<p>I'd much prefer separated bike lanes from vehicle traffic</p>



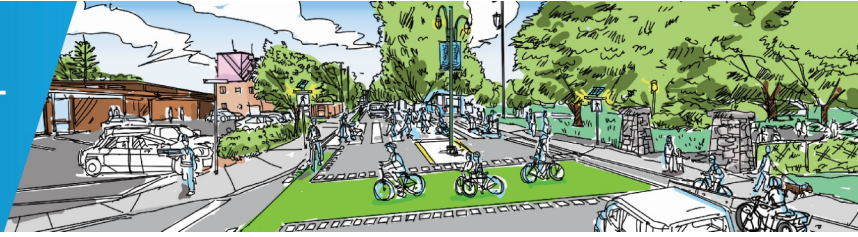
<p>This option seems so have the least negative impact but would on the community.</p>
<p>People are more important than cars. Safer to have a protected bike lane along Esquimalt Road. Traffic calming measures are not always effective. Important to have incentives to get people out of their cars and using environmentally friendly modes of transportation.</p>
<p>This is the best option in my view. Keeps bike committee closer to the core, while style ensuring a safe route, maintains Green space, maintains parking for business accessibility to keep esquimalt thriving and does not prioritize one type of road user above all others</p>
<p>Quit playing politics and take a stand behind proper engineering: Option 1 is the only acceptable one</p>
<p>This is a bad option. The only thing I like is that the protected lane on Esquimalt Rd would be extended past the main commercial area (Country Grocer etc) and past the library.</p>
<p>I would prefer no change</p>
<p>It doesn't connect well to the network. Seems a bit daft.</p>
<p>Fraser St can be quite busy given location of large pre-school centre and recreation centre.</p>
<p>Do not agree changes.</p>
<p>Nothing compared to option 2.</p>
<p>Same feedback to option 2. The protected bike lane with median (option 1) is really the best approach to get people of all ages and abilities using bicycles for practical purposes.</p>
<p>I prefer Option 2</p>
<p>I don't think it will do much to stop bike traffic on Esquimalt as it doesn't seem that convenient, with having to turn multiple times.</p>
<p>Why would you want to divert active transportation away from businesses along Esquimalt Road? If you want people to actually patronize the businesses, then have the infrastructure right next to them. Study after study has shown business *increases* when bike lanes go in and you make it an active space where people can gather, shop, go to the library/rec centre, and interact. Don't go backwards Esquimalt. Join the 21st century.</p>
<p>I really like the connection from Esquimalt Rd. to the Rec. Centre. Fraser is a busy street with no safe way to bike on it. The Fraser piece should be included in all of the options.</p>
<p>it would be better if you don't build it at all. don't put protected bike lanes in esquimalt</p>
<p>I still like the idea of making Lyall safer for children going to Macaulay. I don't think bicycle commuters will choose to ride down Lyall instead of straying on Esquimalt Rd because Option 3 (like Option 2) simply slow down cyclists who are commuting while offering nothing to protect and assist child or novice cyclists.</p>
<p>This is a truly awful option. If I'm understanding correctly one of our main roads (Fraser) to our services like Police, library and rec centre would become one way for cars at one of our busiest intersections in that side of town?!?!?! That's ridiculous. This would push all of the Rec Centre and Library/Town Hall traffic to where? How would these people leave? Push them all to side streets? That would make everything less safe. And again, no one is going to take a multi-turn, zig-zag bike lane. It will go unused and upset the entire traffic flow of that area for all modes of transportation.</p>
<p>most probable option</p>



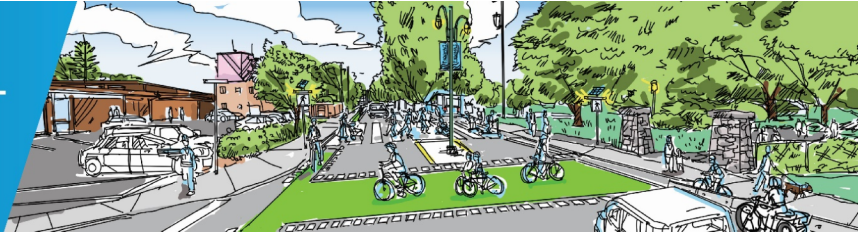
<p>I don't think one way traffic on Fraser is a good idea. Accessing the rec centre and parking lot are key for many community members. This will increase vehicle traffic on Lyall and make turning hazardous. Please don't do this.</p>
<p>This option makes no sense.</p>
<p>I would not use this corridor.</p>
<p>If change is required within our Township, this feels like the best option for mine and my family's needs.</p>
<p>This option is confusing for accessibility and removes functionality of an important roadway to one-direction traffic only along Fraser. This is too convoluted of an option and is not feasible.</p>
<p>No protected bike lanes. This is ableist and does not consider the transportation needs of people with disabilities. I have to drive. "Rolling" is not an option.</p>
<p>I'm unlikely to use a route that isn't directly connected to downtown as it will slow me down.</p>
<p>Discourages cycling. No one wants to have to cycle 1.8 times as far as the actual distance they would otherwise have to go. Imagine forcing drivers to follow this ridiculous route. Try that for a week and let us cyclists know how that goes.</p>
<p>Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.</p>
<p>Putting children on bikes on the same road with giant trucks with massive blind spots and careless drivers is unsafe. Traffic volume is far too high to qualify as a "shared street", and there's no guarantee that these changes would reduce traffic volume to the necessary level. If traffic volume doesn't decrease enough, will that be ignored, or will a protected lane need to be built anyways? Build option 1 instead.</p>
<p>Use admirals road</p>
<p>look at research on bi-directional bike lanes</p>
<p>I would much prefer a fully protected bike lane along Esquimalt Road at least from Lampson to Fraser. This would meet the needs of people who live north of Esquimalt road and use Memorial Park as their route to Esquimalt Road travelling back and forth to downtown Victoria, and avoid an inconvenient workaround down to Lyall. I am neutral about the changes west of Fraser. I like the idea of the protected route along Fraser to the rec centre, as that's a very busy route for young families.</p>
<p>Same failure as option 2: bypasses key destinations, forces 2 left turns across a busy road to go W.</p>
<p>this route takes more time, might be more safe for bike riders</p>
<p>Again, no one on a bike will go out of their way on this convoluted bike path for the sake of 3 blocks. they will continue to use Esquimalt Road, making this a waste of time and money</p>
<p>A better option would be to leave things as is...</p>
<p>No protected bike lanes would make it better. Again - what is wrong with unprotected bike lanes? Seem to be working just fine.</p>



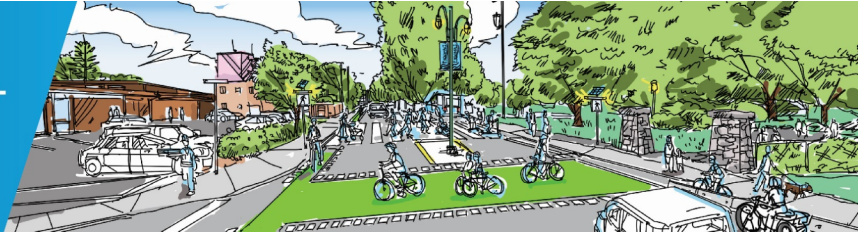
<p>You've got to let go of this deluded fantasy that a few bike lanes in esquimalt is going to save the planet, this is going to help 0.1% of the population and hinder 99.9%</p>
<p>Poor alignment. Use Esquimalt rd.</p>
<p>Get rid of the bike lanes!</p>
<p>If the town MUST build bike lanes, keeping them off Esquimalt should be priority number 1. This option at least takes care of part of that, but is still a very bad idea. Again, lyall would be a far more advantageous bike route as the majority of Esquimalt will be using Esquimalt Rd to get to work and school. Either that or all the traffic will be racing through the residential side streets to "beat traffic".</p>
<p>I like NOTHING about option 3. One way on Fraser? Nonsense.</p>
<p>Same as comments on Option 2. Make the bike route as direct as possible.</p>
<p>nothing leave it alone</p>
<p>See my previous comments re: hard features like concrete lanes, bollards, and traffic diverters</p>
<p>I'm concerned about how turning Fraser into a one way street will impact families accessing the Rec centre. Also worried about having to turn left on my bike to cross from esquimalt road to the connecting lane on fraser.</p>
<p>I don't like it.</p>
<p>As I've said before, please return the streets back to the vehicles we share them with the bicycles. This taking out parking beautifying and wasting a lot of money needs to end. We have other things we need to spend our money on for the community.</p>
<p>The route is so convoluted as an alternative to Option 1 that it won't serve as a practical alternative. Option 3 can happen in addition to Option 1, but Option 1 still should happen.</p>
<p>I think this is a somewhat better option than the others. Fraser Street at least appears to be wider than Lyall. I am a little concerned about the 2-way bike lanes as many bicyclists in the GRD seem to be blissfully unaware of speed limits and other bicyclists. In this whole project I have not seen anything that tells me that bicyclists will held to a standard for responsible use of the new configuration.</p>
<p>Same criticisms as Option 2, plus doesn't reach as far. Least favored option.</p>
<p>Safe biking route</p>
<p>Something worth considering, some might see biking beside the police/fire station as a safer option, well others might recount losing say a pet or loved one to a fire or altercation & not appreciate such reminders even if not directly related to said police/fire hall directly, that's why I consider asking for donations in front of the 100 year old pub that burned down poor tact, maybe red barn or the new tea/coffee shop that opened up where the Tim Hortons was might fair better in this regard. You might consider it poor tact to bring this up, though I recall knowing someone having experienced such a loss, and am currently reflecting upon a lot of losses as of late, along with many serious health battles playing out, any callus words shared here as feedback, just don't feel as callus relating the whole cement slab thing & not allowing for enough emergency stops, sorry I just don't want to hear or be part of such a tragic news story potentially in the future, worth considering maybe?</p>
<p>Better than option 1</p>
<p>Seems safer to me</p>



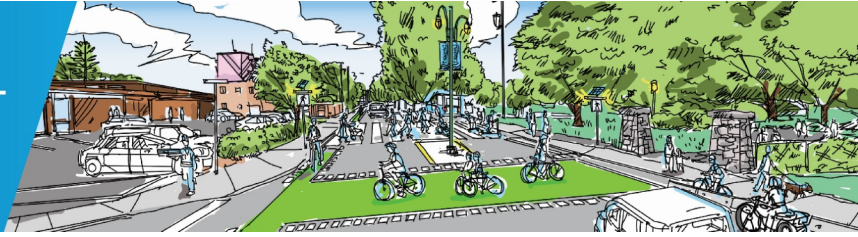
Better than one but just another bike lane expansion. Sheesh.
Tgis would be best, keep the bike lanes off esquimalt road
IN terms of the big plan, which I disagree with, it is an option
Nope
Nothing to like.
None of it. It just spreads the madness around.
Bike routes on the main street allow direct access to facilities
N/A
What's missing in All these options is the provincial need for all modes of transportation to be insured with ICBC. Also...red lights and stop signs and turning signals need to be enforced and respected by everyone using our roads and highways.
Fraser St is a main corridor for people accessing Saxe Point Park; by preventing traffic flow back to Esquimalt Rd from Fraser St, traffic will be diverted onto what other street? This could increase traffic on side streets that are not built for that level of use. Option 3 does not improve travelling conditions on Lyall St, which is the established cycling corridor, and only diverts traffic off of Esquimalt Rd for a short stretch. How does this proposal address increased population from new developments that are approved along Carlisle and Comerford?
Nothing - use painted lines, save the money and reduce taxes
Similar to my comments on Option 2. Option 3 fail to make cycling to destinations along Esquimalt road more attractive. Diverting cyclists off on a side street away from businesses is not ideal.
Don't do anything, i'm happy with the way things are. Save money, lower taxes.
None of these options, including option 3 meet my needs.
Unnecessarily complex. These streets are already fairly quiet and safe for cycling. The complicated route would be confusing/offputting and I would avoid this area when cycling if this option was implemented.
Common sense
What is the point of having such a small section of protected bike lanes on Fraser St?
This route is too limited to be worthwhile. Improve rec centre connectivity to Esquimalt and Lyall.
Too many questions
it is already wonderful
Fraser St is fairly wide, I'd rather see it be maintained as 2 way traffic. I currently don't feel unsafe biking along it
Cancel this waste of money
Better than what exists currently. However from a cyclist's perspective it is not very direct and I would be tempted to just stay on Esquimalt Rd or Lyall, even with these improvements, rather than divert to these side streets.
Promotes keeping parking on Esquimalt Road.
Use Lyall St from Joffre to Constance for bike corridor.



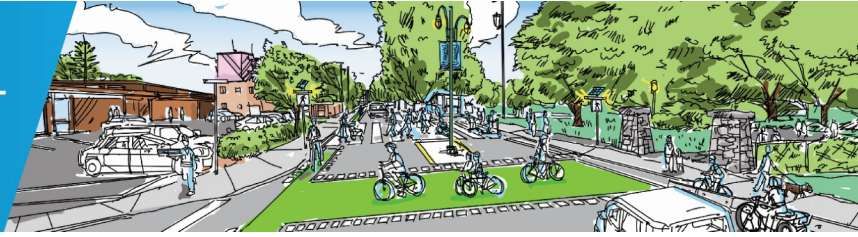
<p>Reconsider the bike lane plans. Too much focus on bike lanes. Bike lanes provide very little service to the majority of the Esquimalt population their transportation needs. How do you know that the bike lanes are such a priority? There has been no referendum about bike lanes.</p>
<p>I like option three as a backup to option two. It could work and but not as good as option two.</p>
<p>Separated and protected active transportation lanes on Esquimalt rd.</p>
<p>nothing</p>
<p>Have you thought about the impact to the rec centre?</p>
<p>Not direct! The route is sub-optimal and confusing. I would not recommend it. People cycling want direct connections and easy access to destinations. This route option does not achieve either.</p>
<p>I think the best method to get people out of their vehicles, and to reduce greenhouse gases is to make transit free. The majority of people don't want to bike to work and the weather is not always nice enough to do so.</p>
<p>I live on Carlisle, so I hope my voice is considered especially pertinent to this option. I love it. Full support. Better access to the rec center, library, etc, great for new renters who will be moving in to the new construction south of Carlisle. So great that I would actually really love to see Carlisle closed to car traffic. Make it a pedestrian and bike pass through. Add community garden boxes and charging plugs for e-bikes. It's a tiny little stretch of road cars don't need. Be bold, Esquimalt!</p>
<p>With new housing we are bringing in hundreds of people ... most with vehicles that will have nowhere to park or drive so 6 people can use a protected bike lane twice before they lose interest.</p>
<p>Shared routes feel dangerous. Some drivers seem to vent their anger at cyclists when they feel they're "told to share"</p>
<p>Making Fraser 1 way from Esquimalt to Carlisle would cause significant problems with traffic flow. ATNP goals would not be met.</p>
<p>These options are terrible this one is 6 turns added? Have the people designing this ever rode a bicycle in their lives?</p>
<p>Same as option 2, can't have cycling off main routes and expect people to use it</p>
<p>I'd prefer direct cycling along Esquimalt. Not sure this will entice cyclists off Esquimalt.</p>
<p>Option 3 with bikes sharing the road will not provide a safe environment for cyclists as more and more people live in the area. Please do not consider this option.</p>
<p>If I might suggest, upgrading existing bike corridors like the E&N with lighting and ventricles accessing adjacent roads to get to main roads would be a much better use of funds and efforts. For main roadways, where "protected bike lanes" are desired, but conflict with existing infrastructure and commercial/public accessibility to buildings, homes and businesses, I suggest using a textured roadway, whether painted or a ground out/back-filled rumble-strip style divider, as this approach is much less destructive to cars and cyclists alike, as well to mitigate environmental impact and materials requirement.</p>
<p>Best of the options</p>
<p>I think it's a downgrade from a protected bike lane on Esquimalt road. I feel far less safe biking on shared roadways. This feels like a half measure that will only please drivers.</p>



<p>Leaves esquimalt alone for fuller access by everyone. More development means more vehicles people and more access. Transit particularly lyrics.</p>
<p>Option 3 seeks to shunt bikers away from their destinations in downtown Esquimalt, and as such will not make Esquimalt more friendly to mixed-use travel. It ONLY improves travel AROUND Esquimalt. As a biker, I would frankly ignore the side street shuffle and just continue to bike on Esquimalt Rd. without the safety improvements. I think this is a bad compromise, which even as a compromise still will increase congestion on Esquimalt Rd. without any visible improvements to it.</p>
<p>No biker is going to divert off a main corridor out of their this much. I don't believe this is an option that will be used</p>
<p>It becomes inconvenient for the residents that live on these streets and that issue will be increased when the new buildings go up on Carlisle and Lyall streets. There needs to be parking for the residents!</p>
<p>This option de-prioritizes active transportation by making the route to Downtown Esquimalt more inconvenient.</p>
<p>what's is missing Esq. sent lots of \$ for new library building and Fraser street its only vehicle access point and you want to now divert traffic around the block to access the parking for Library and municipal buildings. Assuming that parking on Esquimalt road is gone.</p>
<p>Nothing, you want to make part of Fraser St a one way, with a two way bike lane, WHY? As I drive and cycle I completely avoid taking Lampson St up to Tillicum due to the congestion those changes have caused. On one instance it took me almost 45 minutes to get from Burnside back to Esquimalt Rd. The bike lane barriers are a result of this, especially on garbage or recycling days as these vehicles have no choice but to stop the traffic while they do their job. I find I take Admirals out of Esquimalt these days.</p>
<p>Cycling away from main roads, but less direct.</p>
<p>Question 24 needs another option: I am happy to use this route as it is. I prefer Option 2 to this, though I see the points that the Town Center Business proposal makes about the problems with this route along Lyall. I prefer their proposal.</p>
<p>still dangerous</p>
<p>Better sol'n Add more street lighting</p>
<p>I Do Not Like this option whatsoever, in fact how about putting the 3.28 million into hiring physicians like the City of Colwood is doing for their residents ? We need doctors not active transportation initiatives</p>
<p>It is good that this uses a tertiary corridor however it does not do enough to de conflict, bicycles, and vehicles over the full length of Esquimalt Road</p>
<p>I just think most people will still use Esquimalt road and this option doesn't really address the issue.</p>
<p>I like having some cycling options off of esquimalt road. I think esquimalt road is quite busy and congested already, and with the influx of new developments both on esquimalt road itself and nearby, I fear that traffic and congestion will only worsen. I fully support any plan that will not cause further traffic issues. When you think about all of new developments under way, that is hundreds if not thousands of new residents AND cars to our neighborhood.</p>



Hate it... once again.. these question's sure do suck at trying to get information... who the hell made these questions.. very poorly designed survey! If someone likes one design, stop asking the exact same questions about the other designs, muddy's the data you are going to collect!
There seems to be a lack of analysis of users of the surrounding areas, the splash park, the new housing on Carlisle, the Esquimalt plaza. Goals to "reduce climate impacts" don't incorporate additional idling times of future traffic and regional collaboration should not be a goal but an outcome if so desired.
Changing Fraser to a one way street near the rec Centre is going to increase the traffic on Esquimalt Road and make getting to and from the rec centre much more problematic.
Full protection for cyclists
Turning at Fraser is doable, but I don't see the point.
This is only slightly less worse than Option 2. It also treats active transportation users as second class citizens and prioritizes 50 parked cars over hundreds of people.
Same as option 2 - a detour route should be avoided; it should be as contiguous as possible to encourage people to actually follow the route rather than a 'path of convenience'
Don't do option three. Keep the bike lanes on Esquimalt Road.
Do not like the option at all. Will be circuitous and user unfriendly, particularly to those unfamiliar with Esquimalt's layout. Does not meet goals of active transportation plan.
you are putting the rights of cars and carowners above those without. Cars are the ones that need to slow down and use alternative routes, not pedestrians/cyclists/mobility scooters.
I do not like Option 3
Seems like it would have minimal effect to get bicycles off Esquimalt Road for such a short distance.
compremize where no one is happy
Option 1 or 1a is the best and safest and most in line with the community and goals of the plan
need connected protected bike network
Don't do it. What's missing is an honest attempt to put cyclists on equal footing with motor vehicle users. DETOUR? No thanks!
better than nothing
Bad idea
seems too long, not convenient for biking
Make sure you keep some on street parking for the residents who live on those streets.
Don't like this option.
No more bike lanes.
We do not want to see any residential only parking areas changed to allow general parking as it just clogs up the streets and causes residents difficulty when trying to park especially if you own any kind of boat, trailer, camper, etc. Residential only parking needs to be monitored better than it is.



None of the presented options adequately consider impacts to bus drivers, vehicle drivers or cyclists and the population densification. The changes already made on Esquimalt roads already have made it very difficult for bus drivers to easily navigate turns onto streets and staying within the reduced lane size; with street parking, vehicles regularly have to stop to let vehicles travelling in the opposite direction pass so that there is space between parked and moving vehicles not to mention when cyclists are present on the road. The speed limit reductions are causes increased aggression of drivers. The protected bike lane barriers will make snow removal even more dangerous as they will be easily covered by the snow. These existing barriers throughout Greater Victoria have been driven over by vehicles regularly and caused untold amounts of damage to the vehicles and will result in increased financial expenses for the cities to be maintained.

Would avoid using, does not connect to locations needed, and is not a direct route.

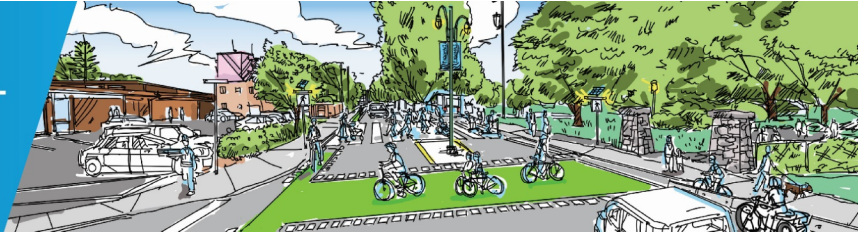
same answer as option 2- active transport needs to be direct and be the best option to get more people to choose it. Option 1 is the best way to make this happen.

Lampson to Lyall and then Constance is the logical route. Would serve more residents.

You could just not do it at all.

Option 3 misses the point when it comes to why most people ride a bike. Most of us ride to get places. The businesses we want to access are on Esquimalt Road for the most part. For bicycle through traffic, I would suggest doing the thought experiment where you imagine that all car traffic going down Esquimalt Road must take the detour instead. That'd never fly in a million years, so why would we force cyclists to make the choice between that or being unsafe? Westbound cyclists would also have to wait for two signalized crossings on top of the detour, so in my mind this represents a gesture that reinforces the idea that cyclists are second class citizens. For these two reasons, I think that option 3 is unacceptable.

I drive on these streets frequently as I go in and out of the library. There is minimal traffic during the variety of times during which I pass through. Definitely a safer and less invasive option.



Option 3 does not meet the goals of the Active Transportation Network Plan and will not support our citizens in choosing active modes of transportation. Many of my comments here are similar to those for option 2, as I find options 2 and 3 comparable. Esquimalt Road is a major artery that allows people to travel East-West through Esquimalt - not just Esquimalt residents, but those from surrounding municipalities too. For cyclists travelling East into downtown or West into View Royal, it is inconvenient for them to have to make a detour among side streets. Generally, most commuters (both cars and cyclists) want to travel the shortest route. Drivers get frustrated by temporary road detours caused by construction, so I'm not sure why it is acceptable for cyclists to have to deal with a permanent detour on side streets. If Option 2 is chosen as the "designated bike lane", my concern is that most cyclists would continue to bike along Esquimalt Road since that is the most direct route to travel to downtown/View Royal, or to visit local businesses along Esquimalt Road. And if Esquimalt Road is where most people want to bike along (due to how direct it is, and its proximity to major local businesses), then this is where the bike lane should be built. There are many local businesses along Esquimalt Road between Constance and Joffree and I think it is important that cyclists have a safe and convenient bike lane so that they can reach these businesses easily. Putting a bike lane on a side street will not help with this. What is missing with Option 3 is a continuous and protected bike lane. At least it is on roads that are less busy than Lyall Street. But it is still not safe to have cyclists navigating between moving and parked cars that do go along these side streets.

As an alternative to option 1 it is insufficient as it does not connect directly to businesses on Esquimalt Road.

Again, I'd probably still just bike on Esquimalt Road to get to things on Esquimalt Road. The non Esquimalt Road options are not as good. I'd rather just have a nice time cycling on Esquimalt Road, and people who want to drive on it can park and walk a block, instead of me riding three blocks out of my own way for me to go places. Everyone who is upset about losing parking spots on that road is just asking me to go out of my way instead!

One way on Fraser is not good for the community or the businesses.

makes each trip further and uses more time and gas and traffic problems will increase

Again, I like Esquimalt the way it is. I don't think the bike lanes are necessary. Traffic has already been slowed down to 30 or 40.

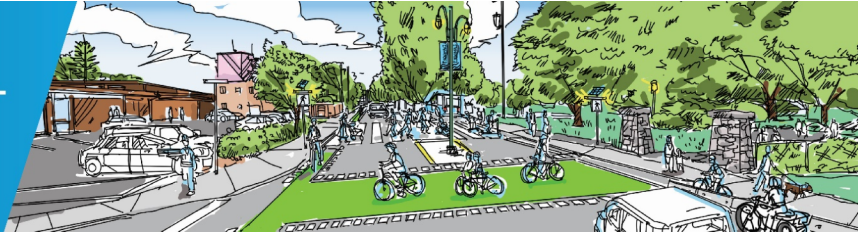
This would be fine but I really think the only way to get substantially more people cycling is a full bike lane on Lyall.

I like the idea of more traffic calming measures. I think this option will be very confusing to people, and it will be unlikely they will truly be followed.

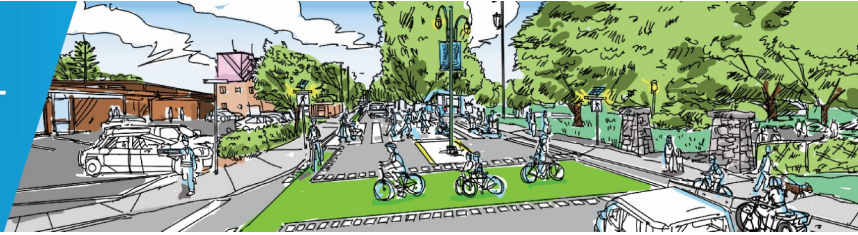
Do option 1

I don't think it's great having cyclists have to navigate so many intersections, I think this would be the least safe option.

This is better than option 2 in my opinion. I use the Rec centre all the time, and the access to the rec centre should be far better, and some bidirectional protected bike lanes should help with that. This is better than option 2 in my opinion, but not by that much. Option 1 is still far preferred. However, the city council really should implement all 3 options.



<p>If we are going to install/improve bike lanes, Option 1 is doing the job right. Yes parking is impacted, but we have to try. Option 1a is a close second, but adds left turn problem and removes plants. Options 2 and 3 are lip service, not real solutions to anything. Real cyclists will just continue down Esq Rd as they do today.</p>
<p>same comment as before. car centered infrastructure is a mistake we seem doomed to repeat again and again. Build for humans, not cars.</p>
<p>Use Lampson/Lyall</p>
<p>this approach feels like it will adds complexity to a bike network by necessitating the crossing of streets for a block or two.</p>
<p>I strongly dislike Option 3 for similar reasons as those state in response to Option 2. Option 3 is even more circuitous and complicated for cyclists, which will discourage cycling as a primary mode of transportation.</p>
<p>Fraser street is very busy with cars turning into and out of the recreation center and town square. I feel it isn't a safe choice for cyclists and pedestrians.</p>
<p>Like - Encourages bikes off Esquimalt Road, leaves some parking for businesses on Esquimalt Road who don't have designated parking available. Therefore less impact for others using side street parking. I don't see one way Fraser St working well given the volume of traffic, both ways, to/from Rec centre off of Esquimalt Road. Will negatively impact Carlisle and Lyall - more traffic diverted there.</p>
<p>This option is the somewhat better than the other Options. I do not see how any of the options are better than it is now. There will be more vehicles idling as there will be more congestion. In the last 40 years I don't remember there being any cyclist hit by cars. Why fix something if it is not broken</p>
<p>I think this makes things unnecessarily complicated. Cyclists can turn off of the main roads if they wish to enter this area</p>
<p>Refer previous comments. Parking is mandatory and shouldnt be neglected. Bike lanes are important but do not require physical separation to be safe. Physical Anti-Car 24h year round permanent counter mesures are not an option.</p>
<p>Option 1 better</p>
<p>Option 3 concerns me mostly for the construction and traffic and small children in the daycare needing to go on walks etc.. on Fraser street. Our parents and community will enjoy the bike lanes but 100 1-5 year olds do not mix well with construction danger or traffic issues.</p>
<p>No improvement from Fraser to Lampson</p>
<p>Active transportation users need direct access to the business in Esquimalt. The idea of the corridor in the first place is to make Esquimalt accessible to all. Making people on bikes detour doesn't serve this goal</p>
<p>Does not meet community needs.</p>



I'm not totally clear how this connects to other bike routes. If we end up using Option 2, for example, how does option 3 fit in with that? I really like the idea proposed for Fraser street. With the restaurants, daycare and rec centre there is it very busy and traffic is a mess. It makes it really hard to commute to the rec centre on a bike with the kids. How does this option support a connection to the E&N? Is the plan to have cyclists take Admirals? If so, I'm not clear on why Constance Ave is being proposed (though love the idea of a crosswalk there). I think depending on which option is chosen (1 or 2) it might be worth revising the solutions for option 3 to align better.

- Option 3 does not make sense. To reach Tudor House from points east of Fraser, a cyclist would have to make FIVE (5!!!!) turning movements when Option 1 requires ZERO (0). Each turning movement, particularly the movement from WBL to Fraser, increases the collision risk profile.
- Nearly all cyclists would ignore this route as there is no point in using it. They would continue to use Esquimalt Rd, despite the lack of infrastructure, or not bicycle here at all. The extra distance one would need to travel to deviate would be greater than the distance cycling directly (w/o bike lane) to your destination on Esquimalt Rd.
- Per comments on Option 2, Option 3 still includes a section on Lyall. No information has been provided on how the traffic volumes will be reduced on Lyall (i.e., what type of diverters and measures and their locations).

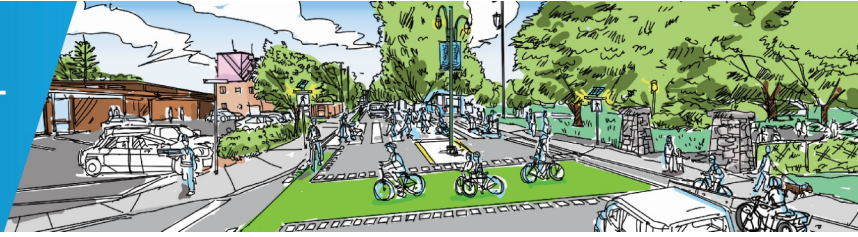
This option is also preferred, as it gives cyclist options and does not disrupt parking for businesses.

It is the most reasonable of the options presented and least intrusive to the majority of the population locally (>>>99%) who chooses not to or is unable to ride or roll. I will no longer attend this area of Esquimalt and spend my money and time elsewhere if option 1 or 2 is completed.

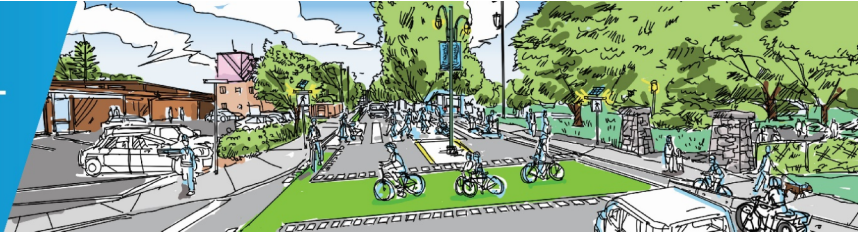
I don't think it's necessary at all, but it is the better option. The people all sharing space with my small business and their own small businesses have never come across a single client that thinks there is anything wrong with the current biking conditions in Esquimalt.

Leaving things as is already meets the needs of the community. Not broken, don't feel the need to fix it. Don't block people from accessing routes they have now. Forcing cars from one area to another just makes for angry drivers. Pedestrians and cyclists are safe on these routes now. If you want to spend tax dollars on improvements, do some resurfacing to the dodgy uneven sidewalks and plant more trees.

Comment #28 - I think using Lyall all the way with protected curb & ensure all use their driveways that live on Lyall. General comments - Widen Lyall St - sidewalk & protected curbs for cyclist. - Esquimalt Rd already too used as well as very frustrating to drive it, let only add more congestion. - As we have overbuild more homes it has created such chaos? for the school cyclists as well as safety for all - create a safe bike parking lot to park their bikes to be able to shop and not have to worry about theft.



<p>Like: Option 3 separates cyclists and drivers for greater safety. This option keeps the car congestion limited to one road - the main road and keeps major traffic off of Lyall, a residential street. With an increase in new and occasional cyclists plus the lack of required training/licensing to cycle in traffic, I'd rather see new cyclists travel on a quieter street so they can maintain awareness of all the surrounding risks. As a new cyclist, I would avoid cycling along Esquimalt road even with protected bike lanes. There is just too many risks - cars coming out of driveways, pedestrians not paying attention to traffic on bike lanes, etc. What's missing - Replacing lost parking spaces with increased parking options at Town Square underground parkade, Rec Center and Esquimalt Plaza. Work with those property owners to provide multi-level public parking options in existing parking lots.</p> <p>What's missing #2 - Adding more trees on sidewalks along the Esquimalt Rd corridor from Dominion St. to Nelson St. Or at least between Park Place and Constance St. Walking along Esquimalt Rd outside of the core (Lampson to Fraser St) does not feel comfortable nor welcoming. It feel more utilitarian and does not promote a calm vibe in that section of the corridor.</p>
<p>This route places Active Transportation on safe, underused streets - this is effective use of roadways that works for all transportation.</p>
<p>Speed should be 30 kph.</p>
<p>Sorry, too long a survey.</p>
<p>Like: Reduces and calms vehicle traffic on Fraser</p>
<p>As with the Lyall option, this is relegating bicycles and active transport to a secondary route, away from the downtown core. It's slightly closer than Lyall, I suppose, but still a detour.</p>
<p>See earlier comments.</p>
<p>Minimizes the amount of shared roadway and doesn't impact all of Lyall Street.</p>
<p>This route forces cyclists to make an awkward left turn across Esquimalt onto Fraser. It also means traveling most of the way down busy Esquimalt Rd, which defeats the purpose of diverting cyclists from heavy vehicle traffic. Also, the one-way stretch of Fraser St will create unnecessary havoc around the busy rec centre and town square.</p>
<p>The parking is left alone for esquimalt, and the bike routes are out of the way.</p>
<p>This route makes little sense for cyclists as it would require them to divert four blocks out of the way (two south, then two blocks north again) to rejoin the bike route at Constance. It is very inefficient and would not be used. If we are going to improve the active transportation network, efficient and safe options are needed. This option would be confusing with all the additional turns and would not improve safety as it will add to confusion and require more traffic crossings.</p>
<p>See my suggestion to a previous question re one way for Esquimalt and one way for Lyall. Admirals / Fraser / Lampson could be connecting streets.</p>
<p>This is SO much complication and trouble just to appease people who don't like bike lanes and see them as a lightning rod for their general grouchiness. I urge council to weather the storm of criticism from the vocal minority and just build the lanes properly on Esquimalt road. it will pay off, I promise.</p>
<p>do nothing</p>



I like how the route is close to businesses and services but off the busiest street. Access is easy even if the official route doesn't use those streets. It maintains a balance of the needs of the variety of users in the community. Ensuring the needs of pedestrians especially around the busy rec centre will be important.

I don't like anything about Option 3 because I just can't see any use for it.

It seems rather silly and circuitous to preserve parking spaces when side street parking could be better utilized. This option also seems like it could route more traffic on to Lyall to access the rec center if Fraser will be reduced to one-way. Considering the growth coming to the lot across from the rec center this seems very limiting and like it will increase congestion.

Again please stop the project. Using Fraser St is an unacceptable option. You are removing needed parking space for residents and businesses and narrowing roadways to shoehorn in bike lanes.

I implore you to reevaluate the long-term repercussion of congestion with the increased population density coming Esquimalt in the coming years.

Money spent on active transportation is better spent on more housing development, law enforcement and public transportation and safety. Please break out of the current paradigm of removing local parking and combining cyclist and vehicle on the same roadway. Cyclist should have their own separate routes that minimize co-usage with motor vehicles.

I like that it would improve access to the Rec center for cyclists, but I would continue to travel on Esquimalt road to meet my needs.

Nothing.

Once again, barriers are needed to support people of all ages and abilities in getting out on their bicycles. Protected bike routes must be prioritized in order to encourage greater ridership and meet our active transportation goals.

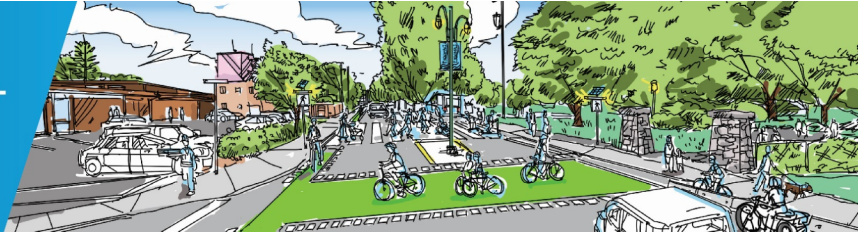
Question 32

Do you have other comments about the route options?

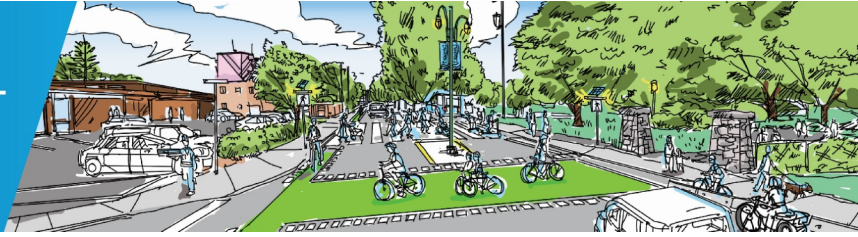
It's currently at spots pretty sketchy to walk on Esquimalt Road; I welcome these active transportation improvements and hope the municipality does not water these down in favour of retaining parking unduly.

Overall as Esquimalt Road continues to develop and change I will probably be more inclined to walk in the community, rather than the one trip a week I take to Red Barn Market. Make the pedestrian realm work better, please!

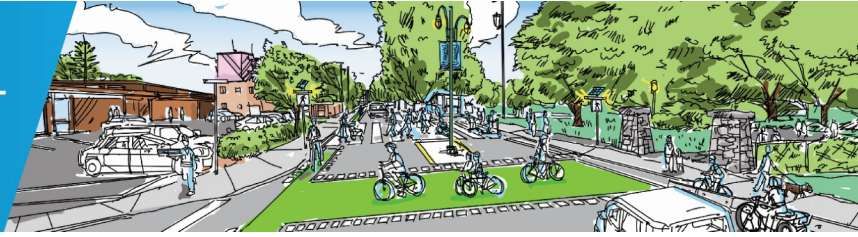
Please do a total rethink or find better parking options for those using the Recreation Centre and local businesses.



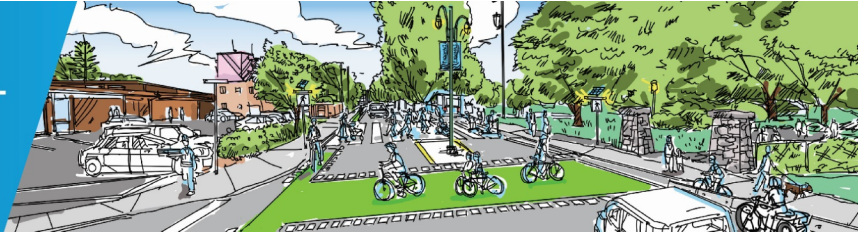
<p>Please put the protected bike lanes on Esquimalt. I will ride my bike more often to continue visiting the businesses along the corridor instead of being nervous riding next to traffic with a bike lane that is fractured and too narrow. This will be a huge boon for the folks that cycle commute to the base and could encourage even more cycle commuting which would lead to fewer cars during the rush hour.</p>
<p>Try to keep it off main roads and for sure need to minimize parking reduction, parking already sucks.</p>
<p>I really hope that Option 1 will be chosen. The improvements in the bike network in Victoria are the thing I'm most proud of our city for achieving, and it's enabled my household to live car-free. The future is in more active transportation, especially with the climate crisis, and we need to move away from car-centric infrastructure for the benefit of our planet and communities.</p>
<p>Option 1 is so clearly the best option for moving forward as an AAA township. The other options create inconvenience for all road users and undermine the usefulness of the proposed paths for the sake of a handful of parking spots. I hope the streamlined path along Esquimalt Rd can come to pass! thx!</p>
<p>It is important to consider the needs of our local businesses for parking especially during tough economic times. Thank you.</p>
<p>No</p>
<p>Esquimalt road is a public through fare and should be safely accessible to all road users. I would urge you to reconsider the concrete barriers. Cars need to be able to pull over for emergency vehicles, which they won't be able to do with the way Esquimalt road is congested most of the time. Lyllal street is a big enough detour that people will use Esquimalt instead anyway, I know I will. The whole point is to reduce congestion and dependency on cars so that everyone can safely get around the cities.</p>
<p>One thing that was not mentioned or considered in the materials is the interaction with cyclists and buses on Esquimalt Road. Cyclists still have to navigate the buses coming in and out and there will be more chance for cyclist/bus interaction if there are more cyclists on Esquimalt Road. There are quite a few stops in the corridor and I think that the buses would move more easily if there aren't cyclists (and more cyclists with Options 1/1a/3) on that road.</p>
<p>Anything other than a route along Esquimalt road will be a lot of effort for bike lanes that will see little usage.</p>
<p>People who do not have the option to bike, walk, roll or take public transit need to be taken into consideration. There is a high population of elderly and disabled people in this city and no amount of altering the streets will make them able to be pedestrians and cyclists. People that have to depends on their vehicles to engage in the community are just as important as pedestrians and cyclists and need to not shoved aside for their benefit.</p>
<p>I ride my bike with my 3 year old daughter and the current bike lane which is often half blocked by parked cars just past Fraser forcing me to ride into car traffic. It is not safe and discourages active transportation.</p>



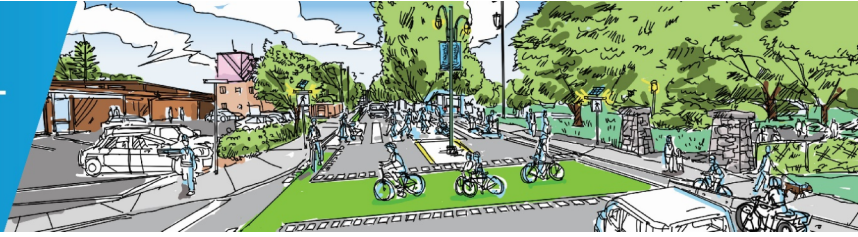
<p>As much as I would like to see the protected bike lane as shown in Option 1, vehicles are by far the most prevalent means of transportation, and aren't going away anytime soon. They need parking spaces, so I suggest that the parking area at the back of the Archie Browning building be increased by the construction of a multi-level parkade on that site.</p>
<p>Better bike lanes make it easier to get new riders (adult learners like myself, kids, etc) on the road, and help everyone be more healthy. There should be a concerted effort to make the roads more hostile to cars, with the aim to get people out of carbon-emitting vehicles and onto bikes, or walking, or etc.</p>
<p>People are more important than cars. Safer to have a protected bike lane along Esquimalt Road. Traffic calming measures are not always effective, especially if not implemented properly. It's important to have incentives to get people out of their cars and using environmentally friendly modes of transportation. People coming into Esquimalt from other areas and vice versa on bikes/skates/on foot/bus have longer commutes and use more energy than people driving cars, so the routes for them should be more direct and simple. Cars are convenient enough to get around with as is, so let's make it easier to get around with alternative modes of transportation that don't run on fossil fuels and don't contribute to climate change.</p>
<p>Omitting turn lanes for parking space is a RIDICULOUS compromise that will create traffic and get backlash. No side-routes: the only people who want these are those who won't use them.</p>
<p>If council and staff are serious about maintaining safety through its active transportation plan then the only acceptable option is 1.</p>
<p>Connecting to the regional network via protected bike lanes on major routes is the way to go</p>
<p>This is a busy street with lots of people accessing business so it needs to have good sight lines so we can clearly see people pulling in and out of parking lots, crossing sidewalks and riding bikes. Your proposed plan includes hazards and adds confusion. Leave the roads as they are.</p>
<p>I like option 2. Option 1 creates too many problems and forces all cyclists to be with the cars, even if separated.</p>
<p>Very exciting work. Please keep up the good work, the protected bike lanes on Tillicum Rd and Lampson St are fantastic.</p>
<p>Stop being a sheep and following the others.</p>
<p>It feels unsafe being that close to cars and busses and I don't always think drivers are looking out for cyclist and pedestrians when turning off Esquimalt Rd. into parking lots or onto side streets.</p>
<p>To be honest I'm disappointed we're still having this discussion after all these years of engagement and ATN development. We need to get on with it, the current geometry is completely unacceptable and unsafe. My kids need safe streets to ride on and my mom needs safe streets to walk on. Please build option 1.</p>
<p>there is no need for any of these option or routes, because we don't want protected bike lanes anywhere.</p>



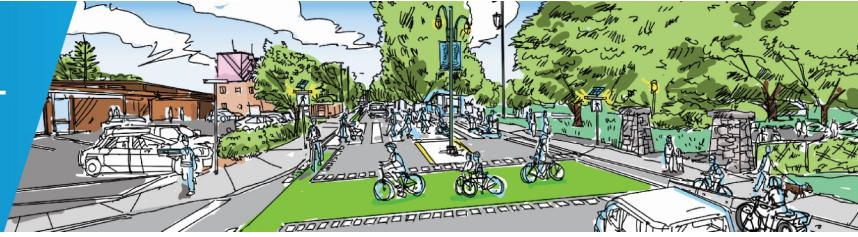
<p>I feel comfortable and confident riding and walking down these streets (but I used to ride Tillicum, pre bike lane). I would not allow my children to ride down these stretches and I don't feel comfortable letting my kids walk through the Esquimalt and Admirals intersection. I also do not feel comfortable with the stretch of road in front of the plaza for children.</p>
<p>I think the current options as outlined are missing a clear additional hybrid option. A bi-directional bike lane on one side of Esquimalt Rd with parking on the other side with redesigned medians/turn lanes and one-side</p> <p>It feels like there is enough room, granted I don't have an engineering degree to make this plan happen. We're most likely going to need to tear up or repave sections of esquimalt rd to account for new cross walks, or what not, why not start from scratch? Yes, it would remove existing medians, but I think narrower, medians would suffice. A bi-directional bike lane would be consistent with the vast majority of bike lanes throughout downtown so it's not a new concept and, if there's room for parking then it would please the local businesses as well. Having single lane uni-directional bike lanes on each side of an already narrow street seems silly.</p>
<p>To much vehicle traffic to ride safely.</p>
<p>Do not remove Esquimalt Street's on street parking to meet the needs of cyclists only when more suitable options are available.</p>
<p>I have had a few close calls on Esquimalt Rd on my bike and would feel safer in a protected bike lane. But I don't want to see the meridians removed from Esquimalt Rd.</p>
<p>Stop making cyclists detour through side streets. Drivers are given direct routes to everywhere, while cyclists are given a fragmented, dangerous, unusable network that is impossible to follow without checking a map at every corner. Get into the 2020s already and just build protected infrastructure on ALL these streets.</p>
<p>Pause any more spending on the ATNP. Other than the aggressive biking community - a minority of the population - I don't see much support for this proposal. Property tax increases are unsustainable and further expenditures on this minority are a nonstarter. Other infrastructure matters are much more pressing and benefit the many, not the few. This is entirely a discretionary item.</p>
<p>Option 1 is the best, and only option 1 and 1A are safe for cyclists of all ages and abilities. Please build option 1.</p>
<p>every road should have a safe method of travel for pedestrians and active transportation lanes.</p>
<p>Please prioritize a protected cycling corridor along Esquimalt at least between downtown Victoria and Fraser Street. This would mean wonders for our family, and allow me to start cycling more regularly with my toddler. I have a disability and enjoy cycle commuting as I've found an accessible bike that works for my needs, but I'm not comfortable doing it in heavy traffic. As a disabled mother with a toddler who lives in the neighborhood, a protected bike lane would enable me to cycle more regularly and avoid using the car and being stuck in traffic.</p>
<p>Options to turn off of esquimalt road onto neighborhood streets would be greatly appreciated</p>



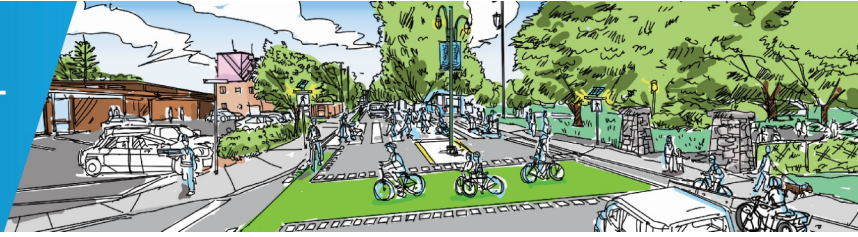
<p>There is so much parking elsewhere (underground at library, country grocer, small lots) in the vicinity of Esquimalt road, it seems ridiculous to be using that as an excuse to not have safe, active transport options. Bus stops and routes should be considered when developing these bus lanes, as when they are an afterthought, the bus often has to cross the bike path and that is unsafe for all.</p>
<p>Esquimalt Road is one of the main arteries to the Naval base. limiting traffic on that route will cause delays and possibly more motor vehicle accidents. It is already very busy during rush hour.</p>
<p>no</p>
<p>“Protected” bike lane are more dangerous than unprotected bike lane... don’t do it...</p>
<p>Esquimalt road is the best option.</p>
<p>Get rid of bike lanes!</p>
<p>Keeping Esquimalt Road open to general traffic is preferred for businesses along the route and may be more advantageous for emergency vehicles wanting to use the route to get to different parts of town.</p>
<p>Push all bike lanes to Lyall and make it a single lane, one way road. It's a far more apt corridor for bicyclists, which also allows for Esquiamlt to function as the primary vehicle corridor. Additionally, I'd focus on ways to prepare Esq Rd for the massive influx of vehicle traffic which is enroute.</p>
<p>Completely unnecessary. I'm angry that tax money is being spent on this nonsense.</p>
<p>No more bike lanes please.</p>
<p>Remove the bike lanes we have major employers in this area that pay taxes to Equi. We need to get their employees in out of work quickly and the large equipment that needs to service those businesses return and remove the bike lanes and caught and remove the calm traffic calming.</p>
<p>The street parking on Esquimalt road between constance and Fraser is what makes the road unsafe to bike on, but the route is convenient and will be used since it is such a direct connection to the existing bike routes on either side of this area. Removing the street parking and extending the bike lane is the quickest and safest option.</p>
<p>I rarely took my bike out as an adult, sometimes to go hang out with friends in the off hours, never for long work commutes, gave my bike to a friend who had his car break down, the bike broke down like 6-8 months later, the bus stops all get graffitied, by the way, love how they added a clock to the bus, best addition since the wheel on that front. Though my consideration on slabs being a safety risk in itself especially as it relates removing access to emergency stops, I'd rather have cars have a place for such though I could understand this being considered less as it relates say, the downtown core, that I would get, but I rather less worry on if bikes hop on and off the sidewalk, especially given the diverse range & needs of some using mobility devices & it being considered perfectly fine for them to use sidewalks, all for what, to maybe enforce rules on biking? to add or remove flowers/trees from the roadway? I consider expanded sidewalks & less focus on random rules or flowered pot holes being of higher importance.</p>
<p>I drive so want safest route for everyone</p>
<p>Yeah i dont agree with council on this.</p>



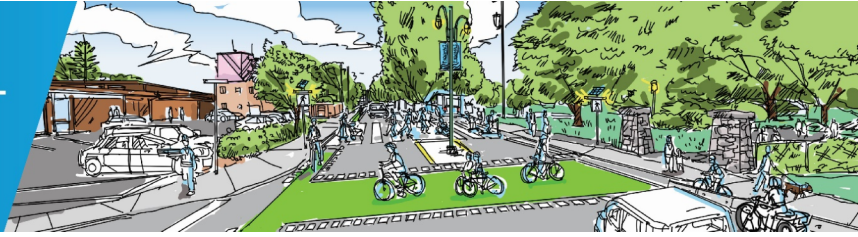
<p>I wouldn't bicycle along Esquimalt. Question- what are the statistics on vehicle/bicycle incidents or injuries in Esquimalt?</p>
<p>Sign them line them. Get off the band wagon. Use our money elsewhere.</p>
<p>Protected bike lanes on Lyall from Canteen to Head would be best. Not sure why this option was scratched. I've already said it once but worth saying again</p>
<p>Very much dislike the bike lanes, concrete separation barriers and bollards.</p>
<p>I am a dedicated cyclist who uses my bike as my main form of transportation, and I regularly use Lyall St and Dunsmuir to access Esquimalt Rd near Dominion and the cycling infrastructure that connects to downtown Victoria. I also regularly use Lyall to access Admirals Rd as a connector to the E&N at Colville Rd. I strongly feel that maintaining the central corridor of Esquimalt Rd as a corridor for traffic to flow through the township and to access businesses, while calming adjacent side streets to make them safer for vehicles, cyclists and pedestrians, is the best option. On the occasion that I cycle on portions of Esquimalt Rd between Joffre and Constance I feel that the existing painted bike lanes provide some space for me to do so, but due to the busy nature of the road it will never be as inviting as using an adjacent corridor. Protected bike lanes on the main corridor of Esquimalt Rd will only increase frustration for drivers and push them to increase use and traffic on side streets, while only providing a false sense of safety for cyclists, who face the real risk of being hit by traffic crossing the bike lanes to enter side streets and parking areas. I frequently bike along Wharf Street where there is a protected bike lane, and can attest to the challenges for drivers in seeing cyclists approaching when they are attempting to turn through the bike lanes. Options 1 and 1 A will result in poorer outcomes for cyclists and drivers. I am particularly concerned with the proposal to remove vegetation, thereby increasing hardened surface areas and removing heat-mitigating tree canopies under Option 1A and strongly disagree that this option aligns with the stated goals of "Reducing Climate Impact".</p>
<p>Use painted bike lanes, if you must have bike lanes, save the money and reduce taxes</p>
<p>This survey is clearly designed to create the illusion of public consent for these changes. I find the fact that it will be used to manufacture a mandate from the people of Esquimalt for these projects insulting.</p>
<p>I actually felt less confident cycling along this route after the installation of the quick install curb thingy at Esquimalt and Constance. As a cyclist, it pushes me from close to the curb into the part of the lane that cars use. I worry that features like this one that are intended to be traffic calming would be installed along Lyall, Fraser etc. and would be poorly designed or make cycling less appealing. Option 1 seems much more straightforward for cycling and design.</p>
<p>Esquimalt Road is an important transportation corridor, used by people going to work, whether their destination is in Esquimalt or elsewhere. It's also the primary business corridor in Esquimalt. Please do not reduce access to businesses, including by people travelling by car. Surely ways can be found to safely accommodate cyclists on routes other than Esquimalt Road.</p>



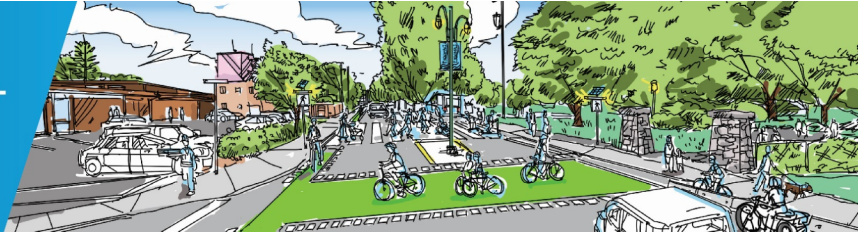
<p>Let's take look at a better way to have people traverse Esquimalt by bike that is less of a compromise and does not depend on cramming more into our two already busy streets. Could we partner with DND on an oceanside route that creates an attraction for our community, keeps people away from traffic yet allows connectivity to services downtown?</p>
<p>Options that meet the needs of both active riders and people who need to drive and park are preferred</p>
<p>Too many questions</p>
<p>no</p>
<p>Cancel all plans of bike lanes</p>
<p>I feel unsafe walking as bicyclists do not stop for me on flashing lighted crosswalks. Cars always stop.</p>
<p>Leave existing infrastructure in place and do not make changes. Put all plans on hold. Make the expansion of existing ATNP an election issue to be decided by Esquimalt rate payers.</p>
<p>Keep vehicles and everyone else as separate as possible. Different streets are ideal. Users (vehicles, bikes, pedestrians) cannot be trusted to operate appropriately even when protection measures are in place.</p>
<p>Separate bike traffic from the main through fare</p>
<p>I'm very disappointed with the impact of phase 1. It has drastically increased my commute time to everywhere but downtown. My husband and I work full time and volunteer, it is very hard to make evening commitments because we can't get out of Esquimalt from via Coleville, Lamson, Tillicum. Please don't create the same challenges on Esquimalt Rd.</p>
<p>Separated and protected active transportation lanes on esquimalt rd.</p>
<p>leave it as is</p>
<p>I would like to know if you've done analysis on how the changes previously done in the community have impacted driving, cycling. The barriers in Rockheights seem to be causing people to drive crazy because they now need to weave in and around things. Before impacting the main part of Esquimalt, it would be nice to know if other projects are considered successful. Emergency vehicles can no longer use Lampson because of the bike lanes, how with this affect the new Fire Hall with trucks getting in and out. I feel like this is solely focused on bikes, without other considerations being made to determine if it's even a helpful idea.</p>
<p>Please consider option 1 and work with BC Transit to minimize impacts to transit and with local businesses to find creative parking solutions.</p>
<p>These options do not reflect status quo. How many pedestrian, bicycle accidents are we seeing each year? Children avoid Esquimalt road because it is busy and that's OK. Experienced riders use it regularly without incident. The status quo should be an option. It works fine and is most likely the preferred option for kost residents and taxpayers.</p>



<p>I think the plan to implement bike lanes on Esquimalt Road will greatly negatively impact the community, As the majority of those street parking spaces on Esquimalt road are currently used by many people throughout the day, whereas I see hardly anyone cycling in the current bike lanes, even in nicer weather. I think that the removal of any green spaces would make the area look much less appealing. The removal of the middle turn lane would have a large negative impact on the flow of traffic and would just increase congestion. I feel that the plants currently in the medians have more of a benefit for the local environment than what bike lanes will. Most people don't live Close enough to the work to make cycling a viable option, and the weather is not always nice enough to do so. I think any additional bike lanes or removal of street parking will negatively impact the community. The removal of any medians or green spaces will make the area far less appealing and look ugly/boring.</p>
<p>I bike with a special needs kiddo who is sharply unsafe on Esquimalt in its current condition. We frequently use the side roads mentioned, but they aren't terribly safe in their current circumstances, either. The heart of Esquimalt currently isn't AAA bike accessible - let's fix that!</p>
<p>This is destroying Esquimalt. Businesses will close, more accidents and injuries will happen</p>
<p>Street parking on Esquimalt road (if retained) should never be free</p>
<p>I grew up cycling in the UK so am generally quite comfortable cycling in traffic. But if we want to create a network that will encourage as many people as possible to choose active methods then the lanes have to be protected from traffic.</p>
<p>Those traffic calming measures like curb extentions just push cars into the bicycle lane. They can also get garbage and puddles in them forcing me to ride my bicycle into the car lane. I commute daily by bicycle. I don't know why you pencil pushers keep putting in dangerous lane seperaters in. With them seperating the bicle lane I can't pass slow grannies peddling at walking speed. Can't avoid trash in the bicycle gutter. They don't get cleaned by street sweepers. It is like you make these lanes for recreational bicycle users only. What if I want to turn left? You expect me to not be able to merge into traffic? I have to go all the way to the intersection to start my left turn at a sharp angle with cars wizzing past? Thanks for nothing.</p>
<p>No proactive bike lanes as it doesn't help emergency vehicles blocked the road ways in a emergency and other vehicles can't pass.</p>
<p>Are there options to buy land and make another parking lot along Esquimalt? Like the one across from the municipal hall?</p>
<p>I appreciate the difficulty in developing bike lanes in this area. However, the fewer parking spaces available along Esquimalt Road is the better choice for safety reasons in this scenario.</p>
<p>Narrowing roadways makes drivers uneasy and force commercial/large vehicles to conduct unsafe operations to conduct day-to-day affairs, barriers provide a false sense of security to cyclists, lowering speed limits creates high-rpm low gear driving habits which is very CO2 heavy and bad for vehicles. Having basic bike lanes are fine, otherwise, consider expanded sidewalks to completely segregate road from bike/pedestrian traffic (i.e. tillicum by hampton park)</p>
<p>I just feel that circuitous side-street detour cycling routes that don't directly connect to businesses don't meaningfully impact mode-share and would be so disappointed if any route than 1 or 1a was chosen. Would feel like a waste of a project.</p>



<p>You haven't really considered buses in this survey.</p>
<p>Please publish statistics on car vs cycling usage. Not the active transportation plan, but hard independent data.</p>
<p>I'm a fairly confident biker, so I don't feel as strongly for my own use, but my spouse is less confident and I also believe bike lanes should be safe and secure for families to travel with small children, kids to bike along, etc.</p>
<p>none</p>
<p>What happens when it snows and the plows have to get through, there is no margin for error, IE if the vehicle slips or slides into bike lanes</p>
<p>Poor transportation infrastructure costs lives to all road users. Safe activate transportation networks help keep everybody safe -- including drivers from themselves. I sincerely hope you will implement the safest option for the sake of your community, and thank you for this survey!</p>
<p>Victoria traffic is a mess - Please don't make Esquimalt's traffic a mess as well. The changes to Lampson/Tillicum/Craigflower have caused massive congestion at key times and even Saturday and Sunday's are terrible now with a long line of idling cars from the Tillicum/Craigflower intersection backed-up all the way to Gorge/Tillicum. Traffic flowed quite well before, but now it takes several lights to get through - which in my opinion is not doing much for the environment.</p>
<p>Removing parking only pushes people to park elsewhere, which causes friction within the community.</p>
<p>I would like to see consideration given to the Town Center Business proposed routes.</p>
<p>As a cyclist, I remain unsure of the value of protected cycle lanes on busy roads. They add congestion and are, frankly, dangerous (almost hit three times at those junctions where bikes going straight have priority over vehicles turning right). Mitigated routes need to be combined with relatively flowing arterials, and this is not surrently being done intelligently. I cannot imagine how annoying it must be to be sitting in an electric Kia in a jam on Esq road looking at a second lane empty of bikes and separated by small concrete blocks. Since the introduction and adoption of electric vehicles of all types I think the context has changed and this has not yet been recognised.</p>
<p>no</p>
<p>They are all a waste of money. There are far more important issues that need to be addressed</p>



These plans seem to be designed only looking at solving one type of transportation, "bicycle transportation". Municipal and regional transportation plans need to be developed, considering all forms of transportation and how they integrate together. We need to facilitate appropriate vehicle transportation capacity for the population expansion. We need to build roads and neighbourhoods that support transit vehicle movement. We need to de conflict, bicycles and vehicles by trying to separate them into different corridors. In terms of the number of people moved and goods moved bicycle transportation is the lowest volume of transportation due to weather and geography. We are spending too much staff time and valuable city resource resources working smallest minority form of transportation without considering the totality of the communities transportation needs.

I know there's a lot of pressure from business owners on Esquimalt Rd to NOT choose Option 1, but if all the traffic from Lyall is diverted to Esquimalt Rd, I think things will be worse for them -- and, let's face it, they won't support that either. Business owners seem to believe that everyone travels by car, but I don't think they have the data to back up their belief. One of the big attractions of Esquimalt is that it's so walkable and cyclable AS WELL AS having good main-road access. Let's not mess it up by closing Lyall off to traffic and create a nightmare on Esquimalt Rd.

Just protect the bikes and call it a day.. save \$\$\$ and stop worrying about a route that is already averaging below normal speeds... where is the survey showing how many people are injured on this road per year by actual road issues and not stupid people doing stupid things. Just make it a little safer and be done. With it... sigh.

Better opinions can be provided by residents if specific information is given, not generalized ideas. And better analysis is needed to address GBI, improving transit not making it more congested, fire access, and emergency evacuations.

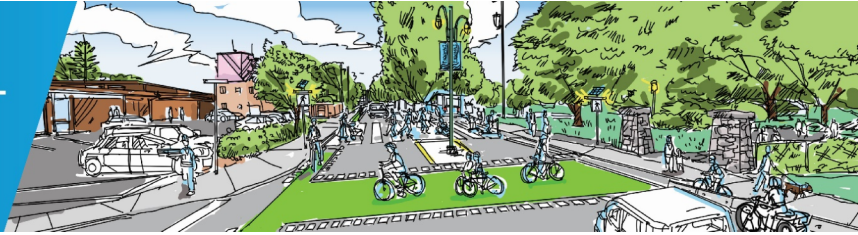
Lack of safety for cyclists, too much concrete and asphalt, not enough green spaces and trees

Please put protected bike lanes on esquimalt road.

Would city council ever consider putting in a road that did take the user to the place where the commercial buildings and civic buildings are located? The thing missing with options 2 and 3 is the political backbone of our elected representatives. Will they vote to make esquimalt road safer for all users and support the towns own stated goals or will they vote to cave to a vocal minority for the sake of parked cars? What would have been better is our council stepping up and leading on this issue the first time they had the chance to make a decision instead of wasting our tax dollars and time having to point out the failure options 2 and 3 represent. Make a decision and own it that is why you were elected.

Dunsmuir/Lyall as a non-primary road route seems workable, as an alternative to Esq Rd - but only if it was traffic-controlled and made a walk/ride-primary corridor, with blocked/must-turn-right intersections that limit vehicle thru-traffic.

The route needs better protected bike lanes.



Concessions to the existing business community opposed to reducing streetside parking in final design decision would be short-sighted and will prevent Esquimalt from improving long term functionality as a 21st century urban space.

I am a driver (and cyclist and pedestrian) and cars are the past. Building the town so streetscape users aren't reliant on cars is better for everyone in the mid and long term on every metric imaginable except for "accessibility to cars". Please put the lane on Esquimalt road, everything else is silly.

Strongly believe in Option 2.

Think I've said it all. The only choices that indicate a true shift to prioritizing alternative transport are Options 1 and 1A. In my opinion, the section of Esquimalt Road between Joffre and Admirals should have been the first priority - long before putting a bike lane up Lampson, and certainly before the section of Esquimalt Road between Joffre and Dominion. Options 2 and 3 are just exercises in shuffling cyclists off the main roadway (where the businesses are!) to make life more convenient for vehicle drivers. Having said that, I wouldn't be opposed to those options being implemented AS WELL AS (in addition to) Option 1 or 1A, for cyclists whose business or pleasure takes them along those other routes. I truly hope Esquimalt steps up and fixes this most dangerous section of road, and facilitates ease, convenience, and safety of transport for cyclists/rollers along all of Esquimalt Road.

Most bike riders especially with children would prefer calmer routes. Same with people in wheelchairs, scooters.

I use the route daily both driving, walking and bus. Leave as BE, let the cyclists walk with their bikes if they are too scared to ride in certain area. Only Victoria has this horrible messy road transportation mess. Those cement barriers are a menace, look ugly. I see an esquimalt city truck hit one and keep going. Bike lanes are used by FEW.

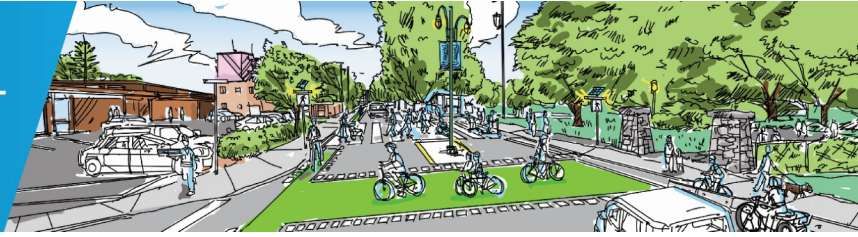
Lyll Street has existing bike and pedestrian lanes so maybe these can be fixed with minimal cost and minimal loss of parking. No need for protected bike lanes this way. Don't take away our important residential parking.

site lines and lighting at pedestrian crossings are important for both cyclists and cars. Several new cross walks with trees/vegetation are being built around the CRD, however over time the vegetation limits the view of the pedestrians (especially children). Elevated pedestrian crossings (as slight speed bumps for vehicles, e.g 5-10 cm higher than the road elevation) should be considered.

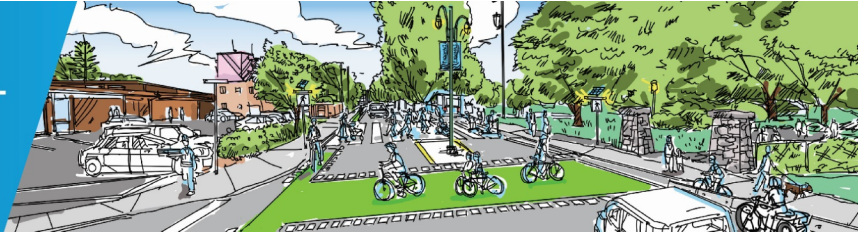
Cycling along Esquimalt Rd is mostly fine as it is, EXCEPT travelling eastbound on Esquimalt Rd in front of the Country Grocer plaza during peak traffic times. Drivers rarely check before crossing the existing bike lane. More protection in this section is required.

Lampson st is the logical route for the bike lane. It's a good junction at Lampson and Esquimalt rd, it connects to more of west bay residents and connects to the safer section of the bike lane heading downtown. Option 2 utilizing Lampson would highly increase my bike use and get me out of my car.

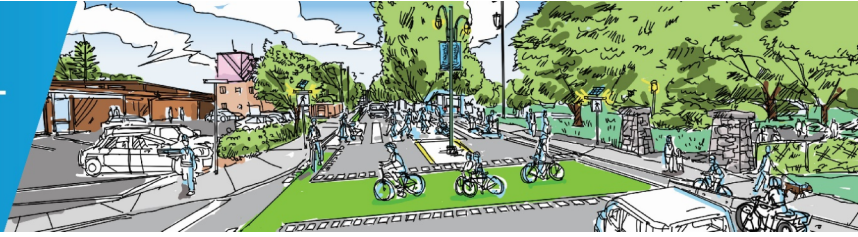
I believe you're catering to a very small group of citizens when you put forth these plans. You have no box to tick for the people who don't want bike lanes and that's very telling. Shame on all of you



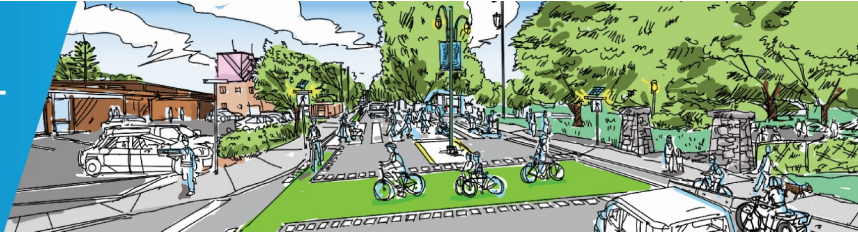
<p>We walk or drive a car and don't bike or use other mobility device so I don't feel we can speak about the biking situation.</p> <p>For people commuting by bike I believe Option 1 with protected bike lanes would be best. However, one must question whether the volume of bikers warrants the difficulty posed to other vehicle traffic and businesses impacted by parking restrictions.</p>
<p>No</p>
<p>I just want you to know that I am a very experienced and very confident cyclist. When I say that I feel uncomfortable on a stretch of road, that means that there is no way in hell that your mom would feel comfortable riding on this stretch of road. If we are to meet our climate change goals and make our city feel safe to be in, then your mom needs to feel comfortable riding her bike to La Belle Patate and Red Barn Market.</p>
<p>I think I have made my thought plain ready. This project is 20 yrs too late for me. If you want old folks to use e-bikes to get around, we need safe lockups for bikes while visiting the businesses in the area. Once the parking is gone, we won't be able to safely stop anywhere - just actively transit in big circles.</p>
<p>While I feel somewhat comfortable and confident on Esquimalt Road in its current state, I do NOT feel comfortable riding with our 3 kids on this road. The bike lane just ends at random spots, causing us to have to ride into the main road. I am always worried that cars may not see us. The other disadvantage of painted bike lanes is that cars can block them at any point, either by driving into them, or by parking in them. I feel strongly that bike infrastructure should meet the needs of all ages and abilities, not just the confident cyclists. Although some cyclists are already comfortable riding on Esquimalt Road as it is, many are not, and this becomes a barrier to more trips within and through Esquimalt. I think that a protected bike lane along Esquimalt Road is a crucial component of Esquimalt's cycling network. It is important not only for local trips within Esquimalt Road, but for cyclists travelling to other parts of Greater Victoria, because of it's links to other existing bike corridors (Lampson/Tillicum/E&N, etc).</p>
<p>Option 2 is the best presented however I suggest the historic way between Esquimalt and Dunsmuir to Head Street, to Lyall street merging at Esquimalt Road at Esquimalt road with DND permission or Canteen road.</p>
<p>I really hate it when the bike lane just disappears into thin air, or worse, the back of a parked car that I then have to negotiate around</p>
<p>expensive and not meeting needs of the majority of residents</p>
<p>I feel absolutely fine walking but I don't currently prefer to bike on Esquimalt road along the route described</p>
<p>The Esquimalt Rd. bike lane currently is unsafe when it just ends where there is parking. It would be safer cycling down Esquimalt rd without the bike lanes as they are currently because then cars aren't expecting that you are going to stay in the bike lane.</p>
<p>I think if all of the options got implemented together, we would really see some biking. Option one is enough to see some however. To really get people to bike though, there needs to be bike friendly transportation options too. Like more frequent busses, and busses that only accept people with bikes, or accept far more people with bike than just 2 ect. We need more mixed modal transportation.</p>



<p>If we are going to install/improve bike lanes, Option 1 is doing the job right. Yes parking is impacted, but we have to try. Option 1a is a close second, but adds left turn problem and removes plants. Options 2 and 3 are lip service, not real solutions to anything. Real cyclists will just continue down Esq Rd as they do today.</p>
<p>Yes use Lampson/Lyall</p>
<p>I hope the Township will not become an outlier in the implementation of robust active transportation infrastructure in the CRD. Only Options 1 and 1A offer a safe and continuous cycling route as part of a regional active transportation NETWORK. We are experiencing a climate emergency! We can not afford to implement a second-class active transportation network that will perpetuate the harm that motor vehicles are doing to our planet.</p>
<p>The options being considered are covering a fairly short distance; I prefer the Lyall St option but would have perhaps made more sense if bike options off of Esquimalt Road further east has been considered and chosen previously. I also wonder how the railway bike line impacts the likely bike traffic on Esquimalt Road. It seems more attractive unless one needs to end up on Esquimalt Road or south of it.</p>
<p>I appreciate the consideration of better bike access to this area as our population increases it is great to encourage folks to take non vehicle options.</p>
<p>Promote Road sharing culture by advertising regulations. This event at the rec center should have been promoted way much more widely (DND Bases, Workpoint residents, Radio, Local Shops, Rec Center, Signs on Lyall and Esq Rd., Facebook and Social media). Enforcing current Road Regulations by sanctioning all road users adoption unsafe misconduct.</p>
<p>option 1 is the best option for long term environmental and community goals</p>
<p>Option 1 is the only viable option. We should be using our streets to move people, whether on bikes, on foot, or in a car. NOT to store cars. I appreciate my highly walkable community and want to see it even better!</p>
<p>I hope that Esquimalt doesn't cave and go for the alternative routes. I don't bike on Vancouver in Victoria because I want to be on Cook. The lack of a bike lane on Cook means that I do not patronize the businesses on Cook north of Pandora. It is a shame.</p>
<p>In any cases, if speed humps are being placed please make them the same way they were made on SELKIRK Ave near Banfield park (the part of the Avenue newly made) with a low space in the middle. Lyall st road is actually in a very bad shape from Constance St to Macaulay St for bicycling. In any scenario it needs some TLC urgently.</p>
<p>I don't see how these ideas improve our community. I think we have greater needs in our community right now.</p>
<p>Commuting use around esquimalt is currently very sufficient.</p>
<p>Thank you for prioritizing and funding these types of projects. I am grateful for any improvements that make it easier to walk or cycle around Esquimalt. I don't commute as much in this part of Esquimalt, but can say that the bike lanes on Lampson have been a wonderful addition, not just for me as a cyclist but as a pedestrian. It feels safe enough now that I let my children walk to/from school on their own along that street. I hope we're able to find a solution for Phase 2 that makes similar improvements without severely impacting those with accessibility issues.</p>



<p>I think these bike lanes were only proposed because there is a majority of cyclists on the Esquimalt council. Get over yourselves.</p>
<p>another waste of taxpayer's money.</p>
<p>We walk, use our bikes and our cars. It is too crowded. Bring back our peace #2 (Lyll St) needs bike lanes ++too.</p>
<p>Choking up this section of Esquimalt road will negatively affect us and will only result in such enormous pushback that the work will be undone in about 5 years.</p>
<p>We want the village atmosphere on Esquimalt Road maintained. We want the speed limit reduced to 30 kph to make it safe and pleasurable for everyone. If that can't be done, we think the AAA route should be off Esquimalt Road.</p>
<p>While I feel somewhat comfortable, and do in fact bike on Esquimalt, I have family members who do not. I'm strongly in favour of Option 1.</p>
<p>None are without major drawbacks. I have cycled for years. to RJH and have always found Esquimalt the most difficult, but I also drive frequently on Lyall Street and the traffic calming measures would be difficult.</p>
<p>As someone who cycles regularly around the region, the most enjoyable routes are the ones that avoid busy streets. Sitting in traffic next to vehicle exhaust (even in the protected bike lines) is horrible. I much prefer commuting via traffic calmed routes (such as the Haultain corridor). The Lyall St option is ideal for all road users.</p>
<p>Has anyone checked with St Peter and St Paul Church re loss of street parking in front of their building if protected bike lanes are situated on both sides of Esquimalt Road???? They now rent to a seniors group during the week and parking sometimes overflows onto the street . . . I've heard that a second church will be renting/leasing the church hall on Sundays and occasionally during the week . . . when there are weddings or memorial services or other special events in those buildings, where will people park?</p>
<p>I haven't ridden my bike since I moved to Esquimalt from Victoria. I used to be able to get to work and do errands by using the protected bike lanes in Victoria. I don't feel comfortable riding my bike in Esquimalt. Bike lanes along Esquimalt road would change my life.</p>
<p>leave the streets alone. find something better to do with your time and my tax dollars</p>
<p>Thank you for the huge amount of work and presenting the variety of options.</p>
<p>I would have liked to have seen Old Esquimalt Road, that has no businesses on it to be a route for cyclist. It is a path beside a school despite the significant grade.</p>
<p>Is there a mechanism in place to measure whether a choice turned out to be a mistake? If it is determined that traffic has slowed, bicycles are not using a route etc, can the infrastructure be removed and another plan developed?</p>
<p>Option 1 makes the most sense. Note, existing parking spaces to the left of Grenville Ave already obscure sight lines when making left turns, so any option that removes these spaces is preferable for me as a driver, cyclist, and pedestrian. I think it's important to consider the professional opinions of the consultants and engineers over those of the vocal minority who seek to retain parking solely for their own benefit. Increased safety for everyone should be the guiding principle in making these changes.</p>
<p>I do not feel comfortable walking on Esquimalt and already find poor behaviour of drivers and cyclist to be abhorrent and the situation continues to worsen.</p>



As an experienced cyclist that uses this corridor daily, I have challenges with a couple tight spots that I often don't like having to ride through. I'm not "anti-car", I just want fully viable alternative methods of transportation. I also want our infrastructure to be accessible and safe for my family to use independently.

Thank you for these proposals for improvements. I think a lot more people would choose biking if the area was made safer for biking and was made more beautiful, so the community could feel more connected. People really need to get out of their cars more and enjoy the bike lanes.

Please leave Esquimalt Road the way it is! If anything, open up more street parking, or add some crosswalks with lights.

Question 34

Which of the following describes you? Live, own/rent property, work, school, visit, business owner, other. If you chose "other" in the question above, please specify:

Additionally to the above I regularly participate in recreation in the area, and frequent many businesses in the area

None of the above. I live in the CRD. I rarely go to Esquimalt, but that's in part because driving along Esquimalt Rd is a barrier for me.

Use community amenities (parks, rec centres, library, public space) and support local businesses in the Township.

I visit Esquimalt at least once per week from May to September and probably once a month the rest of the year

Walk and bike to shop for food in Esquimalt

I have health issues, I cannot put my life more in danger for bike lanes.

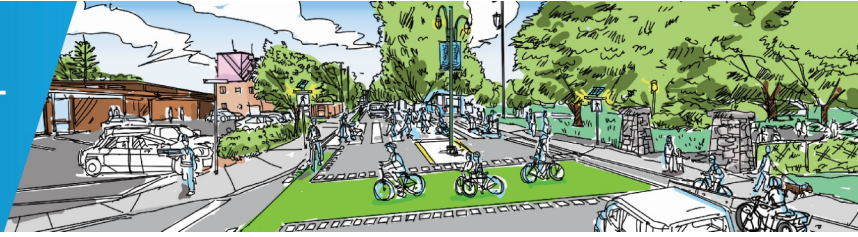
I frequently visit friends within a few blocks of the area and bike along Esquimalt Road or Lyall to get there, go shopping / spend time at Esquimalt Town Square (pub and coffee shop), or access parks.

I must say that, given the option I would only rank Option 1 and not rank any of the other options. That is I would rank all the other options as "last". So for example, Option 2 and Option 3 are to me not appropriate and one is not better than the other. Likewise Option 1a is not appropriate and is not better than Option 2 or 3 - they are all not appropriate. At least from a the point of view of a commuter cyclist and recreational cyclist. Perhaps the committee has some extra money to burn and need to "do something". Or that option 2 and 3 are something those people who live on those streets have said they want - so be it. But options 2 and 3 are very much like Esquimalt's first attempt at a bike lane where they created paved paths done the side of the sidewalks. Anyone remember that?

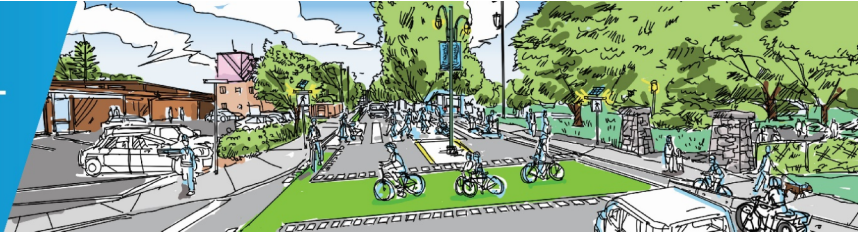
Use many of the businesses in the community and along Esquimalt Rd

N/A

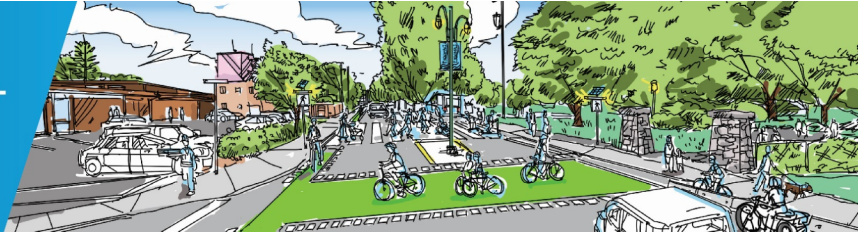
Visit friends and family regularly



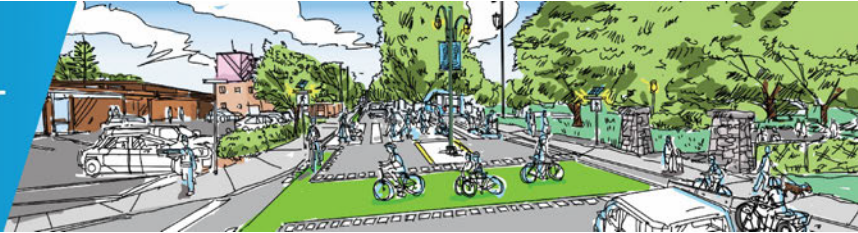
I live on Vic West/Esq border on Dalton off of Esquimalt rd. We primarily use businesses, library, recreation, groceries, and other resources in Esquimalt.
I live just outside Esquimalt in View Royal, near Craigflower and Admirals. I visit Esquimalt almost daily for shopping, food, events, etc.
I've lived in Esquimalt for over 20 years and chose it as a place where I could age in place without having to travel to other municipalities. As I near retirement my physical capabilities have diminished and my cycling decreased while my reliance on driving has increased. Option 1 would severely limit my mobility and access to local businesses for groceries, pharmacy, dentist, massage, physiotherapy, chiropractor and doctor.
I have friends in the area I visit often, and sometimes stop by the shops en route
This is a final comment as there is no other field at the end: I like the plans provided. I would like to hear more about bike and mobility parking. There is a lot of thought put into vehicle parking and accommodation for vehicle users however, there is no mention of covered parking and security for other users. These facilities are extremely important for active transportation users.
I don't live in Esquimalt but visit the Rec Centre
recreation and sports in esquimalt, and leisure, and shopping.
I use the rec Centre daily
Daily commuter twice a day. Weekly farmers market enjoyer. Frequent shopper of Esquimalt road stores. Lyall street Enthusiast.
The question on ranking for the different preferred options prior to this question is crappily designed
I do not own a car. I am committed to walking, cycling or public transport (occasionally I carshare).
Live in Vic West, adjacent to the Township, and use many businesses in the Township.
Visit occasionally. Would visit more if there was safer biking infrastructure to get to key destinations
Visit Esquimalt most in the summer to bike and walk around, swim in the Gorge, and occasionally to attend special events like this year's Lantern Festival.
Infrequent visitor to Esquimalt. Supporter of Active Transportation Improvements in the region.
I don't go into the esq road area that often but that is partially due to the fact that it sucks to find parking.
I work in Esquimalt and my partner lives in Esquimalt, so I cycle Esquimalt road all the time. There's no way around it.
I live near to the Township.
Doggie Daycare
Regularly participate in several sports/extracurriculars out of Archie Browning and rec centre programs.
Live across the street in Victoria
Used to live and work in esquimalt, want to move back in the future, I still go to esquimalt now but no longer live and work there.
Take handicapped individual to day program on Comerford.



<p>Along Craig flower Rd -Commute to work downtown Victoria, shopping, restaurants, to visit family and friends. The bike lane (white painted lines) are usually littered with debris, one flat tire in the last 400kms of commuting. Every single time I ride my bike I'm thankful to have made the round trips safely home to my family.</p>
<p>Shop weekly at Country Grocer on Esquimalt Road and regularly purchase services/goods at Marty's Cycles on Esquimalt Road</p>
<p>You need To remove the speed humps and the yellow standup cones on rock Heights, very challenging to get through that area now especially when I start to move my RV in the spring you can find other ways of putting the money to good use. That was not a good use.</p>
<p>I'd love to operate some businesses here, having to deal with a lot of troubles, the deaths of old family & friends is getting a little excessive too.</p>
<p>Shop & use rec center 5 days a week</p>
<p>Frequently visit family in the township</p>
<p>I lived, worked, and enjoyed Esquimalt for years and want to move back in the future.</p>
<p>All slowdown in vehicle traffic means more pollution, teach people to bike and cross roads safely. Protected Bike lanes are not the answer. I am a senior citizen and can not ride a bike. I think all money spent on bike lanes is a waste of my tax dollars and should be thinking about how to Reduce Taxes !</p>
<p>I've lived in esquimalt for decades. I've worked within esquimalt. I now drive a bus through esquimalt often.</p>
<p>Live nearby in Vic West.</p>
<p>I visit Esquimalt a few times a month from Downtown Victoria, but would be more willing to visit Esquimalt more option with safe, direct cycling options. I usually choose where I do my shopping based on how easily and safely I can cycle somewhere.</p>
<p>Live in Victoria but right on the Esquimalt border</p>
<p>I live in Gorge/Tillicum</p>
<p>I run and walk on these routes daily!</p>
<p>Used to work in Esquimalt, would ride to work along Esquimalt road 5 days a week. Now mostly ride through for pleasure, occasionally drive in to shop with elderly relative.</p>
<p>Songhees resident</p>
<p>Cycle or drive to and through the township to visit businesses, parks and recreation on an occasional basis.</p>
<p>would visit more but don't like the current bike options</p>
<p>Visit the township a few times a month, but less than once a week. Always bike. The situation for bikers could be worse but they could also be much better, I think my answers reflect this.</p>
<p>monthly visits</p>
<p>Weekly trips to businesses in Esquimalt</p>
<p>Currently utilize a lot of the retail, recreational and social resources in the township. It appears that my options for doing so are going to be very restricted in the near future until my decreasing mobility becomes limited to where I need to use a mobility scooter.</p>
<p>I live in Vic West and I like to go to the cool stuff in Esquimalt so I have lots of opinions here haha</p>
<p>Recreation, seeing friends, going to local businesses</p>

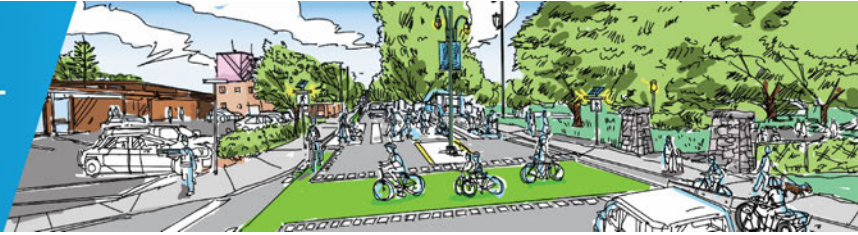


I go to Esquimalt Rec on my bike pretty much every day.
Used to live there, have many friends there
Comment 33. "Retired".
We live in the apartment rentals on the Esquimalt Town Square (above the Saxe Point Public House and the ERC café at The Spruce, [REDACTED]).
I live in Victoria West, so am very close and I love going to the Esquimalt Rec Centre.



Appendix 2: Open House Feedback

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November 2025 Open House

Your preferred option




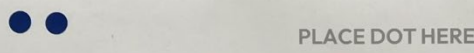
If you had to choose, which option do you like the best?


Your Preferred Option **Phase 2**

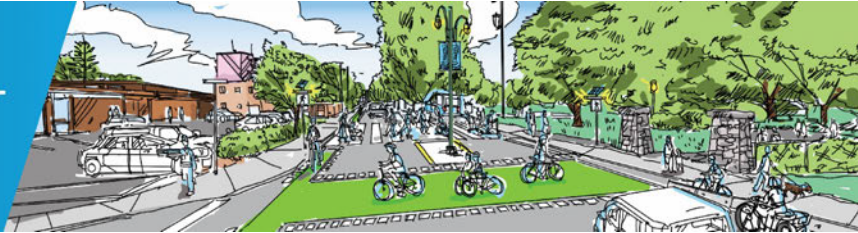
If you had to choose one, which option do you like the best?

Instructions: Using one sticky dot, show us which option you like best.

Which option do you like best?

Option 1	 PLACE DOT HERE
Option 1A	 PLACE DOT HERE
Option 2	 PLACE DOT HERE
Option 3	 PLACE DOT HERE

 EngagingEsquimalt.ca/EsquimaltRoad



Option 1: Esquimalt Road protected bike lanes

What do you like about Option 1? What could we do to make it better? What's missing?

A collection of handwritten notes on sticky papers. The notes are arranged in a grid-like fashion. The top row has three notes: a green one on the left, a purple one in the middle, and a light purple one on the right. The middle row has three notes: a green one on the left, a teal one in the middle, and a pink one on the right. The bottom row has two notes: a pink one on the left and a teal one on the right. There is also a circled number '1' on the right side of the page.

Cycle Routes through Commercial districts have been shown to improve business time & time again.

Please think of the needs of those who rely on the parking to access Commercial businesses - many rely on having those spots!

This is the best option. All the urban planning / active transport data says we need to build protected bike lanes on the most intuitive route. Cyclists won't ride detour routes in high volume.

Being scared of "no parking = no customer access" was the thinking in France in the 70s before they turned downtown pedestrian

Result was:
↑ rise in profit for shopkeepers.
Wide sidewalks are enough for accessibility.

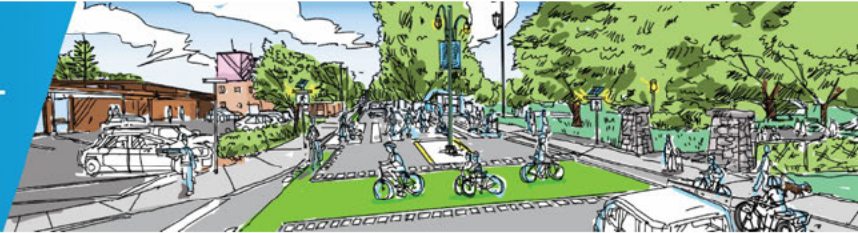
Most practical option for cyclists.

cyclists can walk no more bike lanes looks bad and equipment ugly

This is the best option: A safe, continuous route for cyclists, and fewest traffic disruptions

Yes!

1



- emergency services
- speed hump gaps
- cuts through Memorial Park to access Greenville
- no loss of medians
- like lane down
- Tunison x2
- maintenance of medians
- cut through traffic in other streets
- visuals, costs
- ↑ left turn right - h/w
- curb extensions Sloekin b/L
- Parking
- no barriers

Garbage trucks / Emergency

one way traffic (Comerford) diagonal parking / Park

Removing parking ruining new businesses.

- if we go off route nobody will do that

①

THE [REDACTED] SAYS NO!!!

Resident Constance Ave.

- worried about traffic calming on Lyall!
- Removing parking in front of
- Joffre St. residential parking
- Wall St Residential parking
- 1121 Joffre St. view

For option 2

- too dangerous for bikes on Esquimalt Rd.
- cemented lanes are themselves dangerous
- no passing
- want a bus lane to St Victoria & Corliss
- very few
- no one uses the bike lanes on Admirals Rd

Esquimalt parking reduces sightlines for vehicles

- thinking anti bike vira congestion in
- Tudor house parking lot?
- underground parking cartier park pl.

①

Can we consider making the half blocks near Esquimalt Rd of Park pl & Comerford ONE way and put in Diagonal parking on one side of each.

- Would that not add parking very near Esq. Rd?

I'm looking forward to a vibrant commercial area with bike lanes!

opt. 1

all protected lanes

all users must be considered. Roadways are limited in their areas.

PROTECTED BIKE LANES ON ESQ RD NEEDED

I encourage you to be as creative as possible in creating more 'biz' parking off Esq. Rd.

There isn't currently enough parking for Esq businesses please don't reduce it further. ~~lots~~ lots will not bill regardless of options

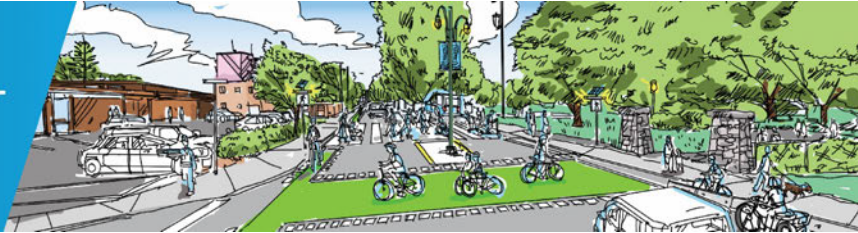
direct route through town to XCRBE

BEST CHOICE FOR ACTUAL USE!

Stop thinking like a vehicle driver when designing & determining bike lanes/routes.

regardless of what you build my most efficient route to work & groceries is Esquimalt Road!! so I'll keep biking but I might not be safe in

①



make sure sub surface infrastructure is in good shape before \$ on surface spend.

Keep it up! We need bike lanes

Cyclists
Fear of Dead End

Esg. Rd has the most entry/turn points, services, service vehicles + store fronts - do not add bike lanes AND cyclists to this mix

Keep Lyall Street as simple bike corridor it is

Ensure safe access for emergency services please

①

Yes please

How will planted medians be safely maintained in the absence of space to put out traffic cones?

maybe its time to de-construct island gardens, we need less confined corridors

Looking forward to safer commute on Esg Road, current avoid this st. ~~area~~ on bike.

BIKE LANES ON ESQUIMALT ROAD WILL DIVERT TRAFFIC TO SIDE ROADS, AND THEN YOU WILL HAVE CONGESTED NEIGHBORHOODS, & UNSAFE SIDE STREETS TOO. KEEP TRAFFIC VOLUME ON THE MAIN ARTERY, KEEP PARKING ON THE MAIN ARTERY, & MOVE BIKES TO LOWER VOLUME ROADS. THERE IS NO NEED FOR BARRIERS IN THIS CASE EITHER

Commuting Cyclists
going to the Base will go straight on Esg Rd in any event.
So build the lanes here on Esg Road!

Bike racks 900 Esquimalt Rd.

No concrete dividers

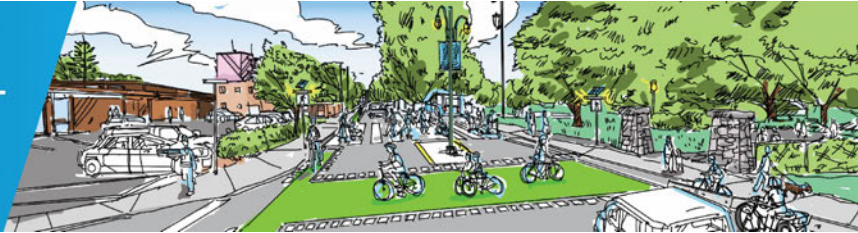
Keep route direct, plant more trees, on/try sidewalks/ find new way to decorate fence - was like

①

I am a local Food delivery driver lanes on Esquimalt would make my job a lot safer and faster

OPTION ①
MAINTAIN PLANTING + ADD PLANTING TO ADD TO CANOPY

Esg rd only, one 2 way bike lane. Just like what st works great.



dividers -
consider
defensive
driving for
all users.

innovative
parking solution?
Stacked, ~~or~~
parkades
as in Japan

Best option.
Our streets need
to be used to move
people by car, foot,
bike or walker... not
to store private
property.

I think concrete
barriers are
essential on
Esquimalt Road

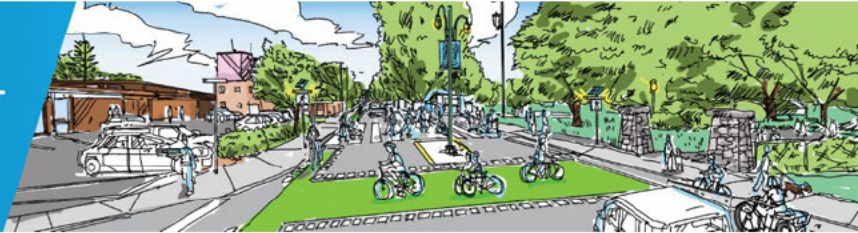
prefer not
biking next to
vehicles - fumes
but if e-bike
become more
viable direct route

Where is the
option of
NO MORE
Bike lanes?

yes
Please!

NO MORE
BIKE LANES
TAXES TOO
HIGH

We need bike lanes +
bike parking.
Studies show that businesses
benefit from bike
lanes -
the community does too.



Option 1A: Median /turn lane removal for partial parking retention

What do you like about Option 1A? What could we do to make it better? What's missing?

1A NO concrete dividers

BETTER: LIMIT LEFT TURNS DURING PEAK TRAFFIC TIMES

1A DO NOT TOUCH THE MEDIANS - HEART OF THE DISTRICT.

1A MAKES it look awful, STARK NO bike lanes

1A I want to take my grand children cycling to the stores. Putting bike lanes off. Eg Rd won't allow that.

1A Ensure safe access for emergency services please

1A Do NOT remove trees during a climate crisis

1A things are good as they are now.

1A As long as alternative parking is provided to access businesses please

1A don't lose support of medians

1A Parking in front of the Ismaili Prayer house is dangerous & blocks sightlines coming off Grenville. Agree

1A LOTS OF GREEN SPACE ELSEWHERE

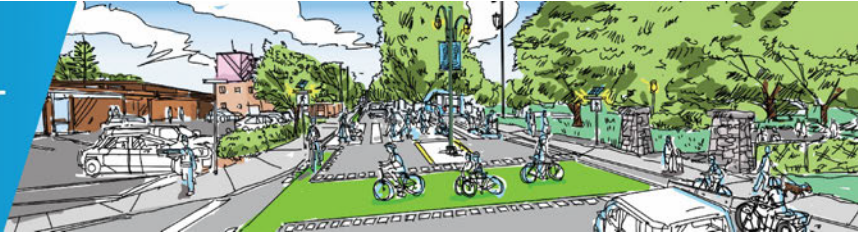
1A GREEN SPACE ON MEDIANS NOT PRIVATE

1A saves some parking

1A PROTECTED BIKE LANES ON ESA RD NEEDED

1A WE NEED THOSE TURN LANES!

1A NO MORE BIKE LANES TAXES TOO HIGH



Option 2 TAKE OUT
The Beautification
ISLANDS on
ESQUIMALT Rd
FORBID TO ADMIRALS
IA

**SAVES
PARKING** IA
do not remove
medians./trees.
IA

Make Lyall St. IA
Simple bike
CORRIDOR with
Painted lines on
one side only

**NO Bike
lanes** IA

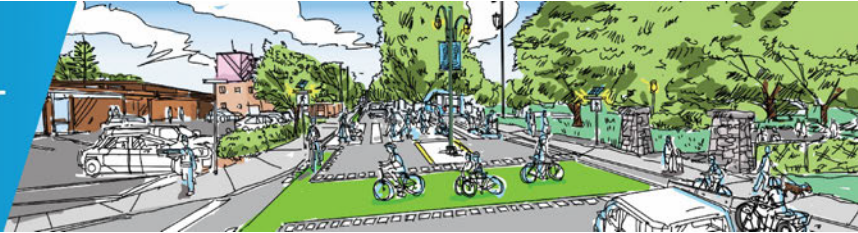
IA IS NOT
A SMART
IDEA / WE NEED
MORE CANOPY
NOT LESS

**NO concrete
dividers.
consider
all users** IA

Trees and planters
make the sidewalk
a liveable space
in the neighborhood
No O, IA

**Great!
Love it** IA

This option seems
to strike a balance
between a safe, direct,
route for cyclists,
and preserving some
parking on Esquimalt
Rd. IA



Option 2: Neighbourhood Bikeways Connector

What do you like about Option 2? What could we do to make it better? What's missing?

This would push more of the cut through traffic on Lyall on the streets to the south. They keep sidewalks, creating a safety issue on Greenwind, Wyndham, Boulder.

WHAT IS Esq MISSION STMT?
↓
ATTRACT Business
↓
WONT HELP

Commuters to the base will not take a detour they will go straight down Esq. Rd anyway creating conflict

Move bikes to Lyall - off Esq - it's easy to pop up a side street if wanting to go to a business but reduces vehicle conflict

Keep Esquimalt the clearest for emergency vehicles. we are a tsunami zone.

RE: IT NEEDS IMPROVEMENT

Very impractical for cyclists

Bike lane. Also if you want people to shop in Esquimalt parking needs to be accessible to business.

Concrete dividers are a NO for bikes and automobile/trucks/bus

TAKES TOO HIGH NO MORE BIKE LANES

I'm cycling to shop there are no shops here

I would support this if it came straight down Lampson. don't take the jog to Jetties

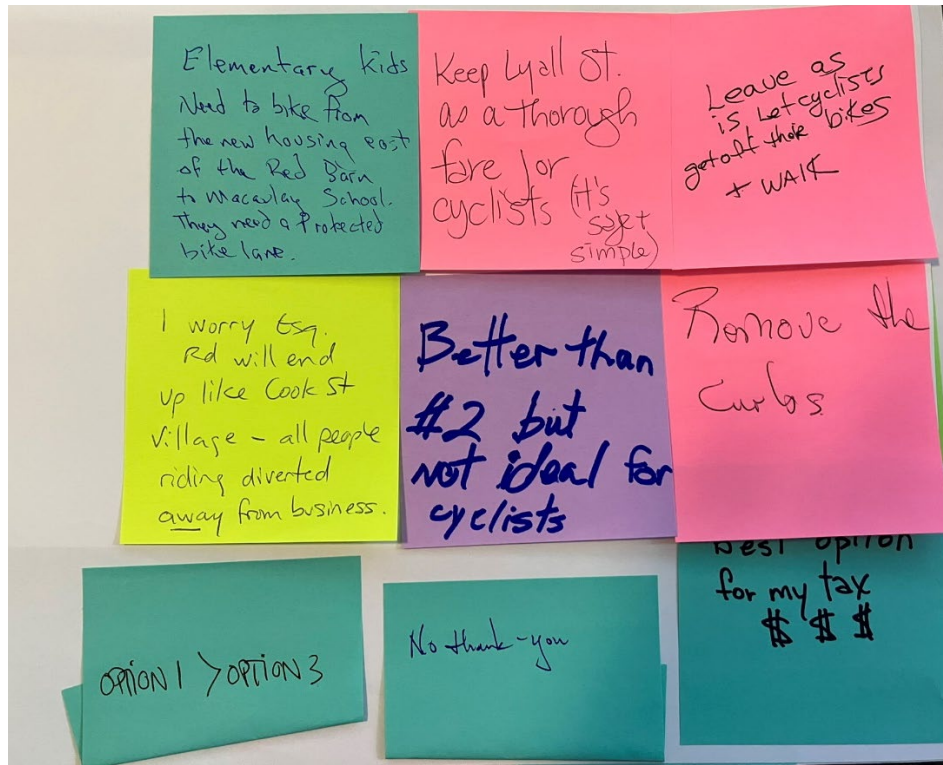
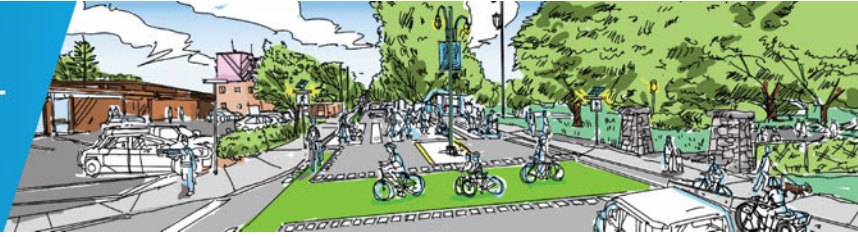
Do not choke farther our main corridors. Consider all users.

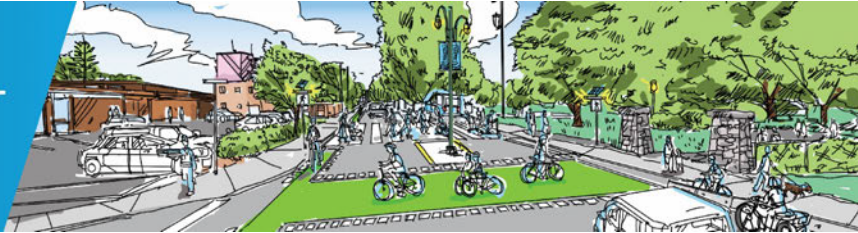
LYALL STREET MAKES MOST SENSE FOR ALL ESQ RESIDENTS.

IF WE HAVE NO CHOICE (IF WE HAVE TO INSTALL BIKE LANES NO MATTER WHAT), #2 IS THE BEST OPTION. PRESERVES ACCESS TO BUSINESS, & MOVES BIKES TO SAFER ROADS.

Road access efficiency req'd for our service vehicles (garbage recycle etc etc) to support community

Slow down our main trading area rather than putting another route





Option 3: Fraser protected bikeway with neighbourhood bikeway connector

What do you like about Option 3? What could we do to make it better? What's missing?

Simplist, cheapest option:
Joffre → Canton
Speed bumps on Lyall.

Leave parking on Esq. + Frazer, Just slow traffic on Frazer.

These roads are already full of parked cars. Where do visitors to condos park?

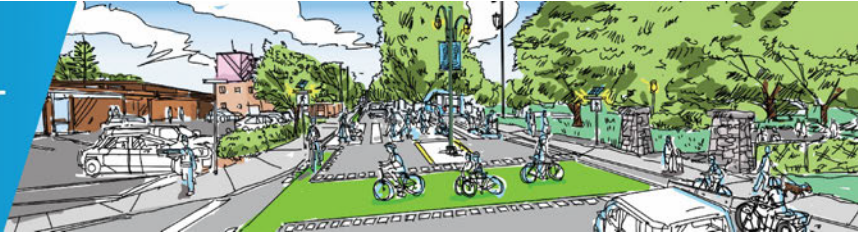
Handicap Parking
There are currently only two **HC** spots on Esq Rd in front of the City Hall. It will be hazardous and a hardship for any resident that requires these essential spots. I have been told that they will be relocated but for anyone disabled; they count every step they take and what may seem close for an able bodied person is not for someone in this condition.

DO NOT REMOVE PARKING ON ESQUIMALT RD

Should Have None of Above Option
Prefer Town Business Options

Not a bike route:

too many turns. as a cyclist going from Lampson to Red Barn I would take the Esq. anyway



ALLOW THE CYCLISTS TO "SHARE THE ROAD" ON ESQUIMALT ROAD

LOWER THE SPEED ON ESQUIMALT RD TO 30 KM

We need to support our business community or they will leave. If folks can't park they won't come

TAXES TOO HIGH

NO MORE BIKE LANES

NO MORE BIKE LANES

NO CEMENT BARRIERS! IN BIKE LANES

NO SURVEY REFORMS IN PROPERTY TAXES too high

With the massive building going on we will only have increased vehicles. ~~How~~ seems where do they go?

Many cyclists wouldn't use the detour off Esquimalt rd, so separated bike lanes are the only sure-fire option.

longer period of engagement

Reduce the road before you put the cars in

How will the residence on neighbouring streets when there is hardly parking to begin with??

Option 1 is the only viable option to keep cyclists safe.

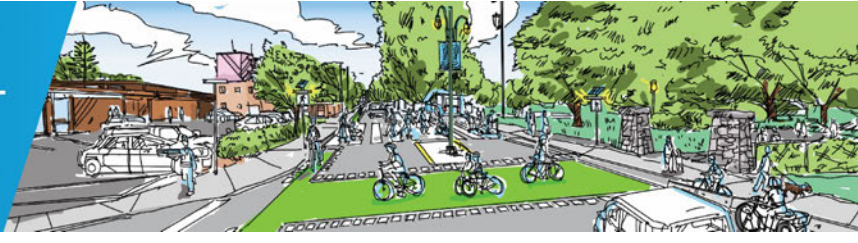
Spending money on sewer water, etc 1st

Who is paying?

NO BIKE LANES AS AN OPTION

NO concrete dividers

Commuting cyclists will go straight down Esq. Rd anyway causing conflict. This option won't work



January 2025 Open House

Your preferred option

If you had to choose, which option do you like the best?

Your Preferred Option
Phase 2

If you had to choose one, which option do you like the best?

Instructions: Using one sticky dot, show us which option you like best.

Which option do you like best?	
Option 1	
Option 1A	PLACE DOT HERE
Option 2	PLACE DOT HERE
Option 3	PLACE DOT HERE

(4) OPTION 4:
NONE!

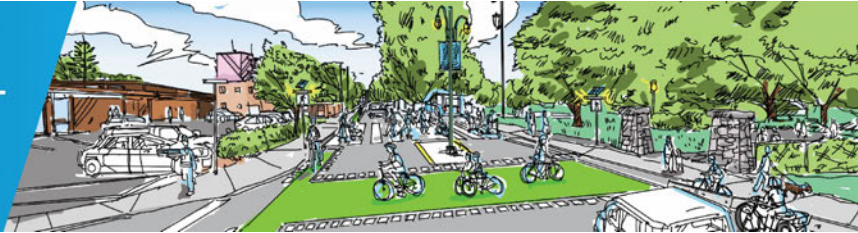
LIARS

What are they going to do?

DEFER ALL BIKE LANE COMPONENTS UNTIL SPONSOR USE

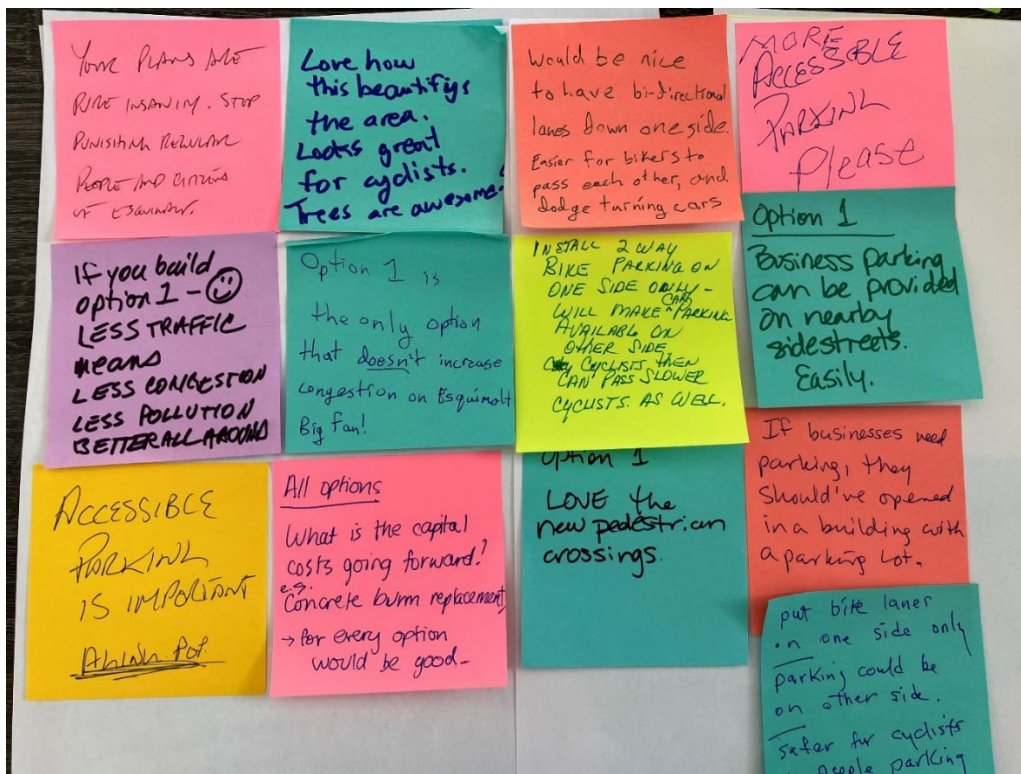
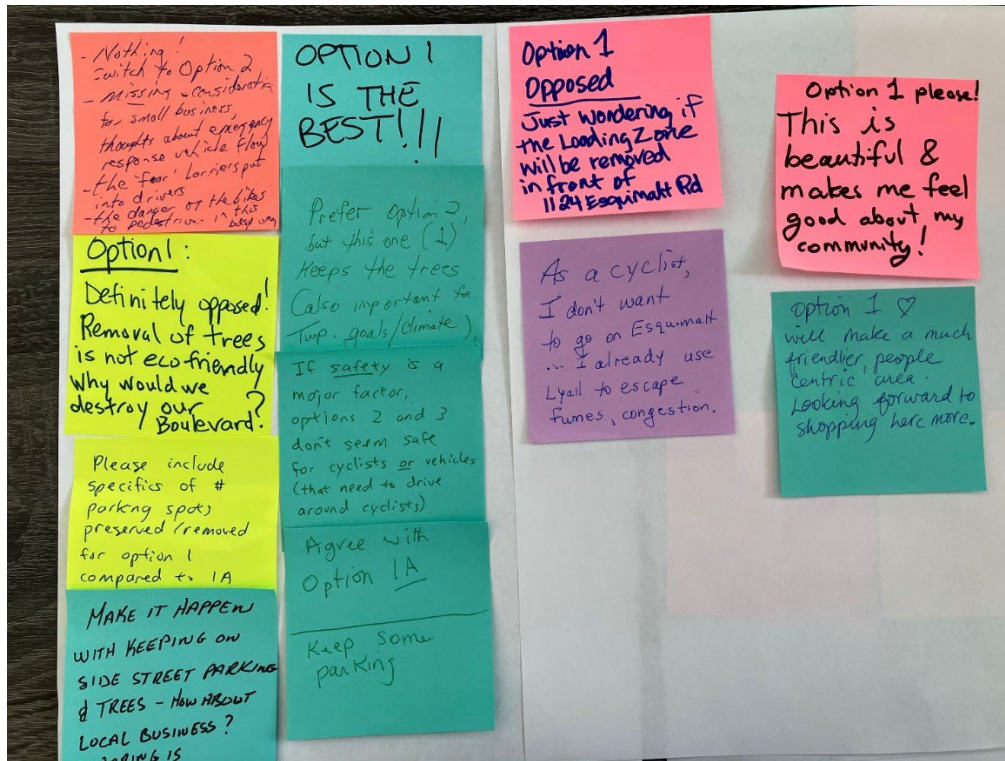
Thank you!
Looking forward to safer roads, especially as population increases

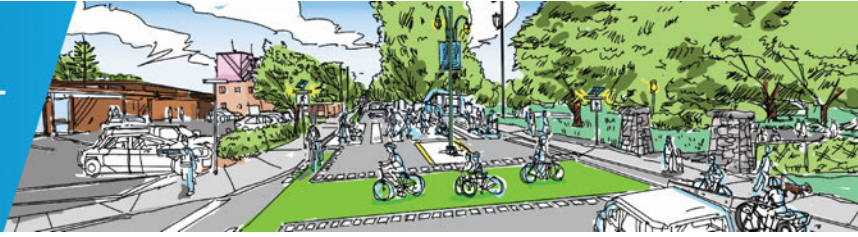
Esquimalt.ca/EsquimaltRoad



Option 1: Esquimalt Road protected bike lanes

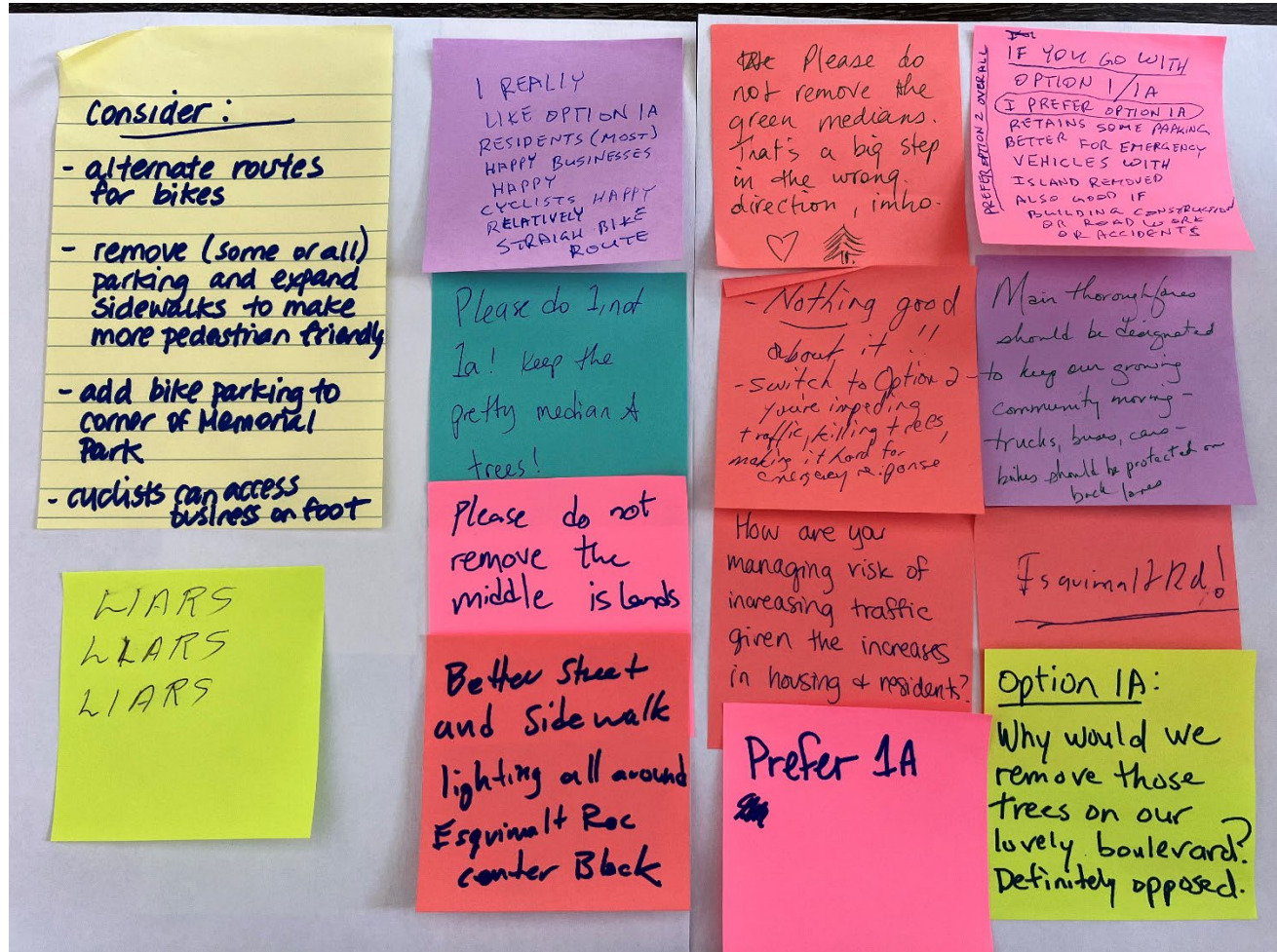
What do you like about Option 1? What could we do to make it better? What's missing?

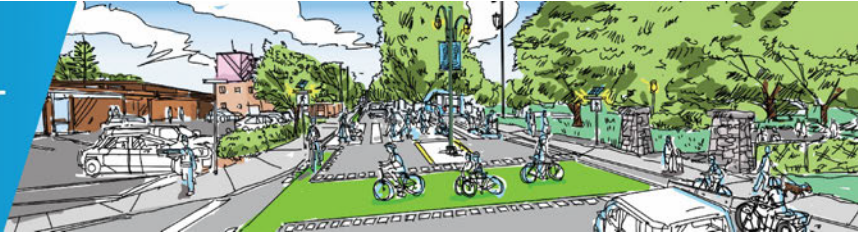




Option 1A: Median /turn lane removal for partial parking retention

What do you like about Option 1A? What could we do to make it better? What's missing?





How about
scrapping this
and funding
a physician
for ESA like
Colwood is
doing!!

Option 1a
No. do not
remove the
Left turn lane.
That will stall
traffic movement

Fund for
Doctors instead
of Bike Lanes

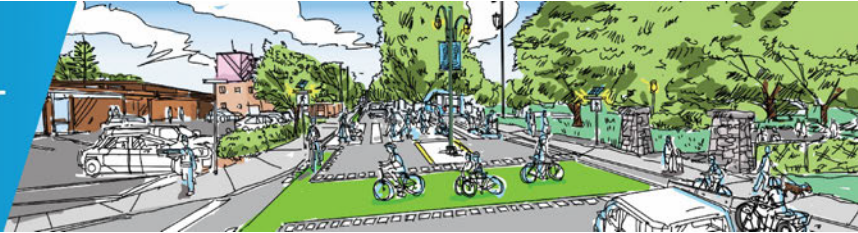
OKAY to remove ~~MEDIAN~~
MERIDIAN.
NEED CARS STILL IN
FRONT OF BUSINESSES, I.E.
HANDICAP.

Phase 1
PLAN 2
Has there been any
consideration of having a
bike thruway behind the
arcade from Esquimalt Rd to
Lyal? Rather than Joffre

WHY ARE YOU
ASKING FOR
OPTIONS WHEN
YOU'DIE ALREADY
DECIDED ON
THE FINAL
LOOK

Option 1a
our main street
should be used
for moving people...
by car, foot, bus.
NOT for storing
cars.

The center median
with plants & trees
hinders the sight
of people crossing
the road EVEN with
the flashing pedestrian
lights. so better to
take them out



Option 2: Neighbourhood Bikeways Connector

What do you like about Option 2? What could we do to make it better? What's missing

There are no barriers being placed
 - McLaughlin School is on this option + several parents + kids + car kids
 - the road is quieter so less impact to the public

KEEP IN MIND THE FRESHALL CORNER'S FUTURE COLOURS

Option 2 is the best of all options bikes safely able to travel in neighbourhood on flat roads

All options:
 what is the cost of all options vs each other.
 Prior bike lanes on Lyall would appear to be somewhat cheaper to remedy than build new -

Do not remove trees or parking on Esquimalt

Leave Esquimalt X put traffic there
 Lyall - no loss of parking
 → no crosswalk on Joffre
 Joffre - no loss of parking
 Joffre speed bumps do not make sense
 - Esquimalt Rd - do not remove trees or park

Excuse me!
 NEED EASY ACCESS FROM PHASE 1 AT JOFFRE'S

I like option 2
 WINDY
 BUSY TRAFFIC STAYS ON MAIN ROAD BIKE LANES REMAIN AS IS NICE SAFE TRAFFIC LANES REMAIN FOR BIKES

NO CONNECTION TO THE ELEMENTARY SCHOOL! Go down Lampson (and traffic calm) to Lyall.

TARGETING MOTORISTS w/ PERMANENT COUNTER MEASURES IS NOT ABOUT SHARING THE ROAD AND SHOULD BE ILLEGAL 3x NO!

As a resident of Joffre, I'm all in favour of speed humps + traffic restrictions on Joffre, there are currently a lot of speeders on Joffre and people that use it to cut through to Lyall/Esquimalt. However, any ingress/egress restrictions that would be required → please put limits at the Esquimalt Rd end + leave Lyall open, it's very hard to leave + enter in a car at Esq/Joffre. Also, obviously, please don't take away the street parking + bonus points for improving it from Residents only to Permit Only.

NO Considerations for emergency evacuation or emergency vehicle routes (given ongoing congestion on ESQ Rd) in diagrams.

Options 2 + 3
 People will still bike on Esquimalt Rd, just unprotected. They will want to get to businesses & take a simple route.

LOTS PAY MORE ATTENTION TO INFRASTRUCTURE THAN BIKE LANES

Cyclists won't take this detour because there's no bike lane and it takes longer to bike along it. - a 9-year-old cyclist

I Do NOT LIKE FLASHING CROSSING ON ESA RD + JOFFRE. TRAFFIC WILL BACK UP THROUGH LIGHT ON LAMPSON + ESA.

Option 2... but access to Lyall from Lampson. This eliminated a left on to Joffre if heading west off Lampson bike lane

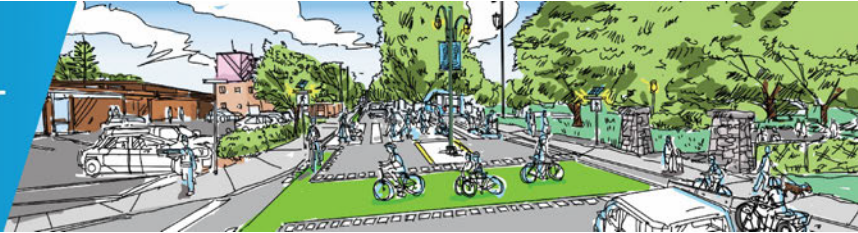
WHY ARE YOU ASKING FOR OPTIONS? YOU'VE ALREADY DECIDED

Option 2 OK.

Option 1 is ideal for...
 Option 2 is a reasonable compromise BUT →

PREFER OPTION 2
 KEEPS EXTRA TRAFFIC DETOURING ON LYALL TRAFFIC CALMING FOR CYCLISTS NEIGHBORS RETAINS PARKING BEST IN OPTION 1 FOR BUSINESS SIDE ST RESIDENTS

Doesn't take into consideration the danger of biking by parked cars (door prize etc)



(2)
~~Is support for the~~ calmest cycling infrastructure
Option 2 would provide
(especially near Macaulay St.)

Perhaps this could be done
in favour of Option 1 or
the ultimate choice

How does AAA
work for seniors,
disabled who live
too far to walk not
on bus route.

Less parking on
Esq. Rd - would
lead to ↑ parking
pressure for Esq. Plaza
which at times is limited
what are merchants'
concerns

Could option 2
have a double bike
lane N. - is there
room for that or 2-
way car lanes?

This Option
2 is great;
? Why not continue
down Lampson,
(after crossing p.1)

p2
Esquimalt) to
Lycall St?

These options (2 & 3)
will increase vehicle
congestion on
Esquimalt Rd

Option 2
is good for
reducing
pollution while
biking.

Option 2
In favor
Overall
Slowing traffic
calming on
Lycall St

In Phase I
pls turn the bike
lane down Macaulay
at the light so bikes go
through the park and
avoids the big hill

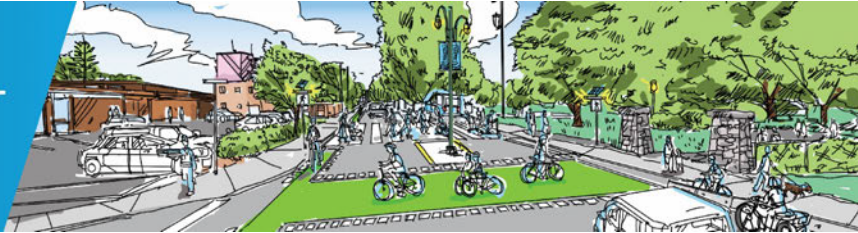
Preferred choice.
Best for kids +
families getting to
school; also those
going to and from the
beach. Makes the most
sense to traffic calm
Lycall street.

Bike lane on
Lycall please!
Also please
don't forget about
wheelchair users
in your road design
- lots of curbs/stumps

People are still
going to bike
straight through
Esquimalt

If we opt for
no separation
between cars
and cyclists
we won't
see a big
increase in cycling

LIARS



Option 3: Fraser protected bikeway with neighbourhood bikeway connector
 What do you like about Option 3? What could we do to make it better? What's missing?

DO IT w/o PUTTING FRASER ONE-WAY

This option will have too many twists + turns for bikes and cars to work together.

It makes no sense to put a tiny bit of protected bike lane that just ends random. Cyclists probably wouldn't use this route - a 9-year-old cyclist

Esquimalt Property Owner. All 3 options are dismal. Options 2 & 3 are horrible. Option 1 alone will close businesses.

I have SPEED BUMPS (OPTION 3) on Rock Heights. (2) Line off on Corner Rockcrest. Traffic more calm. ONLY DISADVANTAGE PARKING STILL BOTH SIDES + NEED to pull over to PASS

option 3 makes it easy to get to/from library & rec centre but too many turns, etc for regular traffic/biking to DND, downtown, etc.

Too many turns and crossing traffic. Also will push too much traffic to Esq. Rd!!

Seems awkward - still using Esquimalt Rd except for 4 blocks. Not enough advantage seen.

Confusing paths won't increase cycling traffic

Can you or put in more flexibilities in bollards?

I am a cyclist + already feel safe on Esquimalt Rd + byall streets.

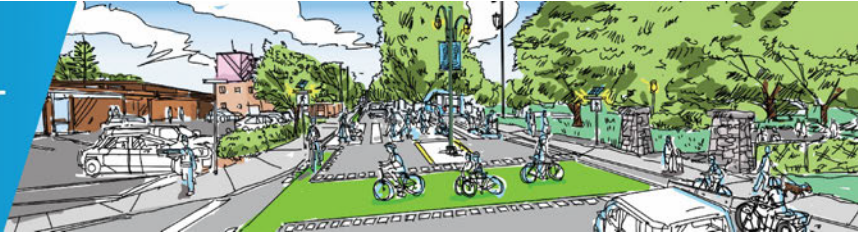
I'm feeling a bit resistant to these proposals mostly because they seem unnecessarily disruptive. I'd like to see a vibrant parking enforcement system put in place immediately

Either updates are making well. Thanks cyclist + DRIVER

LIARS

People want a straight forward route

3



3

Why do we need Protected Bike lanes

In the 40 year I have lived here I don't remember anyone hit on Bikes.

There is more gas emission now than ever and will get worse

My current concerns Page 1

- 1 short cutting through on side street
- 2 Tillicum - I now AVOID at costs it is such a cluster FORNICATION ~~for~~ when CFB + Dock yard are leaving work ESA Rd / Admirals Rd just a BAD
- 3 ~~WANT~~ HAVE any green house gas emission testing been done →

3 Serious concerns with re-routing cycling traffic down Fraser only to re-connect w/ Esquimalt Road a short while later.

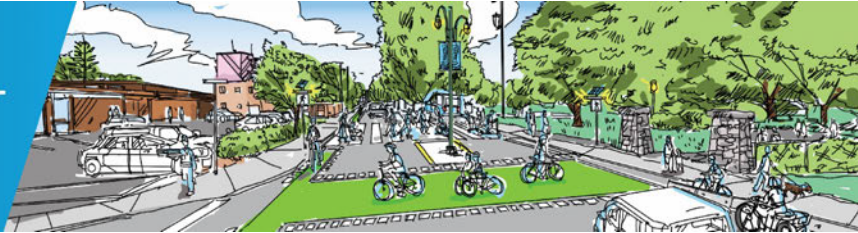
Primary concern focuses on SB vehicle traffic on Fraser and the tendency to pull out the ^{right} ~~left~~ with wild abandon. High risk of conflict in this location!

Page 2

WRT idling its traffic ~~to~~ whilst try to escape ESA on week days.

- leave the roads as they are

Council ~~is~~ !!
 - Please leave the roads alone - invest in health care for our community instead!
 Thank you



Investing in safer roads for cyclists & pedestrians IS investing in health! 😊
And healthcare is a provincial responsibility.

My expectation is that 2 + 3 won't be used by cyclists and are therefore a waste of \$\$\$

3

- Return Esq St to 4 Lanes.
- Remove Bike Lanes from Tilliam RD
- Help move cars and Trucks thru Esq City
- Remove Bike Lanes

LEFT TURNS ACROSS BUSY INTERSECTIONS ARE DANGEROUS AND IMPEDIMENTS TO USERS.

NO CHOICE HERE!

- any kind of barrier are negative for the perception of the driver, especially when an ambulance or emergency vehicle is in the vicinity!

Traffic calming is a great idea for biking + driving.

my clients are very Senior. Taking parking off Esq. Rd and forcing cars to park on side streets will take away my senior clients

Option 3 ?
too many zig zags

OPTION 3 WOULDNT CYCLISTS WANT TO GO IN THE MOST DIRECT ROUTE POINT A TO B PREFER OPTION 2

Do Nothing Respect Taxpayers