

EPW-19-037: Attachment 1 – Cross-Sections

Existing Cross-Section (from Esquimalt Road to Transfer Street)



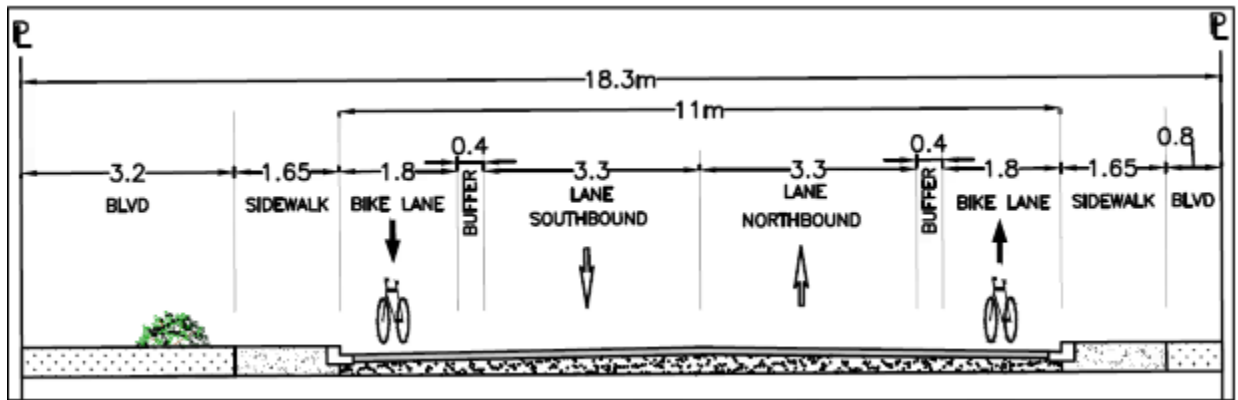
The cross-section elements are as follows:

- 3.2 m boulevard
- 1.65 m sidewalk
- 2.2 m parking bay
- 3.3 m travel lane
- 3.3 m travel lane
- 2.2 m parking bay
- 1.65 m sidewalk
- 0.8 m boulevard

Option 1 – Do Nothing

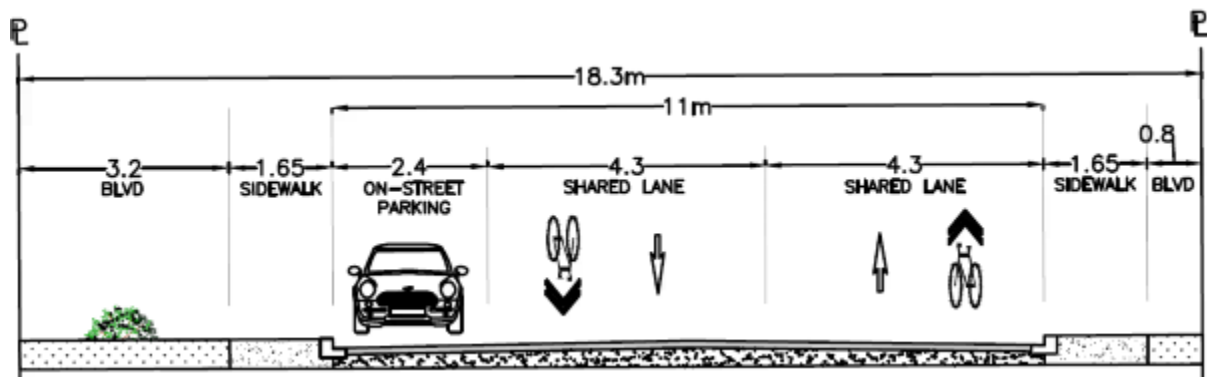
Pros	Cons
No cost option	No provisions made for cyclists
No loss of parking	

Option 2 – Buffered Bike Lanes



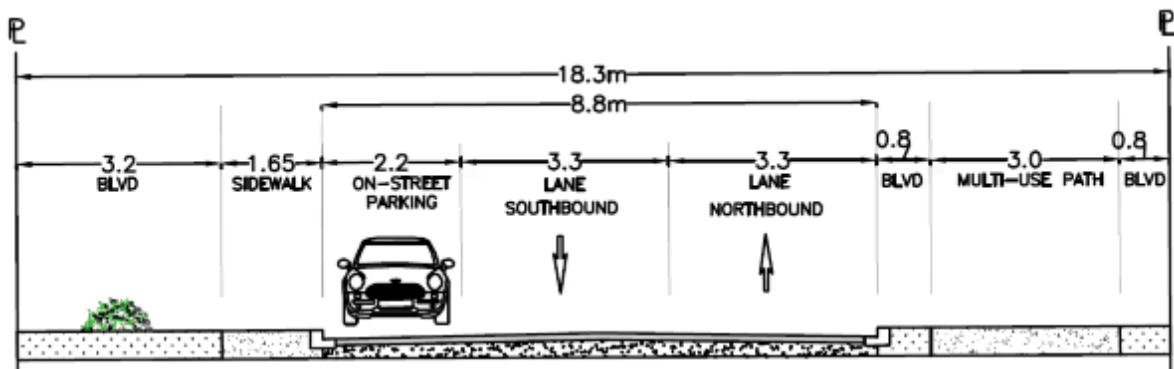
Pros	Cons
Buffered bicycle facilities increase bicycle safety and attraction	Loss of parking
Relatively low cost	Not a Class 1 (full AAA) bicycle facility
	Narrower vehicle lanes
	Loss of turn lanes at Esquimalt Road and Old Esquimalt Road
	Requires signal phasing and timing adjustments, but traffic operations can be mitigated
Option 2 is considered a Class 2 bicycle facility (comfortable for many users)	

Option 3 – Shared Lanes



Pros	Cons
Relativity low cost	Shared bicycle facility increase bicycle/vehicle conflicts
Serves to identify Lampson as a connection route in the bike network	As a Class 3 facility on a busy road it does not materially improve cycling accommodation over a do nothing option
No impact to turning lanes on Lampson	
Option 3 is considered a Class 3 bicycle facility (comfortable for confident users)	

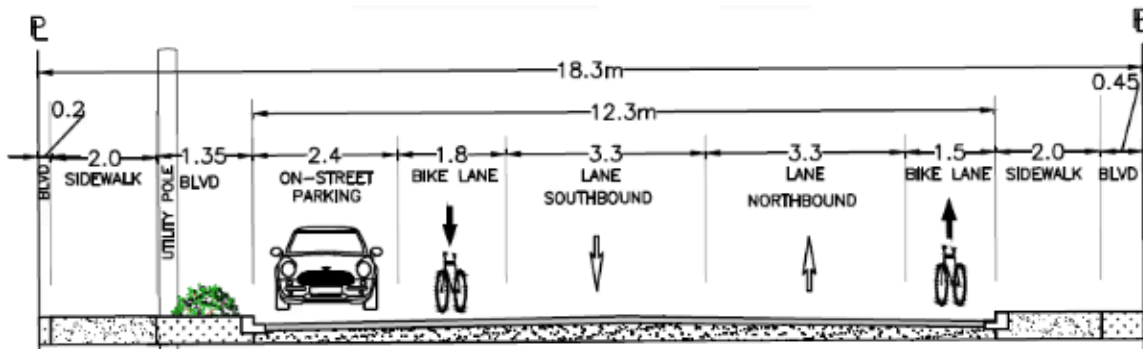
Option 4 – One Sided Multi-Use Trail



Option 4 – [cont'd]

Pros	Cons
AAA cycling facility – physically separates cyclists from vehicular traffic	Shared pedestrian/bicycle facility increases conflicts and reduces speed/convenience
Preserves parking on one side of the road	Multi-use path positions bicycles closer to numerous driveways (safety risk)
	Construction costs relocating one curb and multi-use pathway
	Loss of turn lanes at Esquimalt Road and Old Esquimalt Road
	Requires signal phasing and timing adjustments (but traffic operations can be mitigated)
Option 4 is considered a Class 1 bicycle facility (comfortable for all users)	

Option 5 – Bike Lanes With Parking



Pros	Cons
Dedicated bike lanes increases bicycle safety and attraction	Construction cost for relocating of curbs, sidewalks
Preserves parking on one side of the road	Not a Class 1 (full AAA) bicycle facility, nor as beneficial to cyclists as a wider buffer facility (Option 2)
Option 5 is considered a Class 2/Class 3 bicycle facility	