



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

Legislation Details (With Text)

File #: 19-558 **Version:** 1 **Name:**

Type: Staff Report **Status:** Engineering and Public Works Staff Report

File created: 12/2/2019 **In control:** Committee of the Whole

On agenda: 12/9/2019 **Final action:**

Title: Review of Lampson Street Cross-Section to Accommodate Bike Lanes, Staff Report No. EPW-19-037

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1: Cross-Section

Date	Ver.	Action By	Action	Result
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REQUEST FOR DIRECTION

DATE: December 4, 2019 Report No. EPW-19-037

TO: Laurie Hurst, Chief Administrative Officer

FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:

Review of Lampson Street Cross-Section to Accommodate Bike Lanes

ESSENTIAL QUESTION:

What type of cycling infrastructure should be constructed on Lampson Street?

RECOMMENDATION:

That the COTW receive Staff Report EPW-19-037 for information and direct staff to include any cycling infrastructure options in the 2020 - 2024 Financial Plan budget discussions, as required.

BACKGROUND:

In the 2018 - 2023 Financial Plan, a study of Lampson Street from Esquimalt Road to Craigflower Road was approved. The scope of the work for this project was:

- Review the road right-of-way cross-section and determine if this cross-section is capable of being modified to accept bike travel lanes
- Utilize CRD Bike Guidelines to determine class/level of service of proposed bike lanes
- Utilize information from the traffic study to determine level of services for current vehicle movement and comment on impact on this level of service
- Determine impact on street parking if bike lanes are added to the road cross- section

- Provide a preliminary geometric design to show the proposed cross-section complete with road marking drawings
- Provide a cost estimate (Class C - 15% for contingency) for the proposed work

An engineering consultant with Watt Consulting was engaged to review the cross-section and further propose alternatives.

The existing road cross-section generally consists of a curb-to-curb roadway that has a width of 11m, with intermittent sections of on-street parking. Sidewalks are present on both sides, and the right of way is approximately 18.3m wide. The total of on-

Street parking spaces between Transfer Street and Esquimalt Road is approximately 33. On-street parking is located on the west side of the street in front of Lampson School and along the section between Old Esquimalt Road to Transfer Street.

The section of Lampson Street between Craigflower Road and Transfer Street will not be altered under this project due to the majority of vehicular traffic utilizing Transfer Street to continue in a northern direction. See [Attachment 1] for existing cross-section.

ISSUES:

The main focus of the study was to determine if the road corridor had the capacity to add two bike lanes and based on the space available in the corridor, it is possible to add these bike lanes. The Consultant, in conjunction with staff has prepared five potential options for this corridor segment. Staff will take the direction from the Committee as to which option should be added to the budget requests for the 2020 - 2025 Financial Plan. The project request will be reviewed and evaluated during the budget process.

The consultant identified five options for this corridor:

- **Option 1** - No bike lanes are added and road cross-section remains the same
- **Option 2** - Buffered bike lanes are added to the road cross-section, with curb and gutter alignment maintained. Bike lanes are created by eliminating street parking and turning lanes from the corridor
- **Option 3** - The corridor is converted to 4.3m wide “shared” lanes, allowing cyclists to share the lane with drivers and preserving parking on one side. Existing curb and gutter alignment maintained
- **Option 4** - One curb and gutter alignment is maintained while the other is relocated to allow for a 3.0m wide “multi-user” trail on one side of the road, preserving parking on one side
- **Option 5** - Both curb and gutter alignments are relocated to allow for a 1.5m on-street bike lane, while preserving parking on one side.

See [Attachment 1] for the proposed cross-sections of Options 2 through 5. The pros and cons of each option are also listed.

The approximate order of magnitude cost of each option is as follows:

- Option 1 - \$0 (No change)

- Option 2 - \$70,000
- Option 3 - \$70,000
- Option 4 - \$1,200,000
- Option 5 - \$1,300,000

ALTERNATIVES:

1. That the COTW receive Staff Report EPW-19-037 for information and direct staff to include any cycling infrastructure options in the 2020 - 2025 Financial Plan budget discussions, as required.
2. That the COTW provide alternative direction to staff.
3. That the COTW request further information from staff.