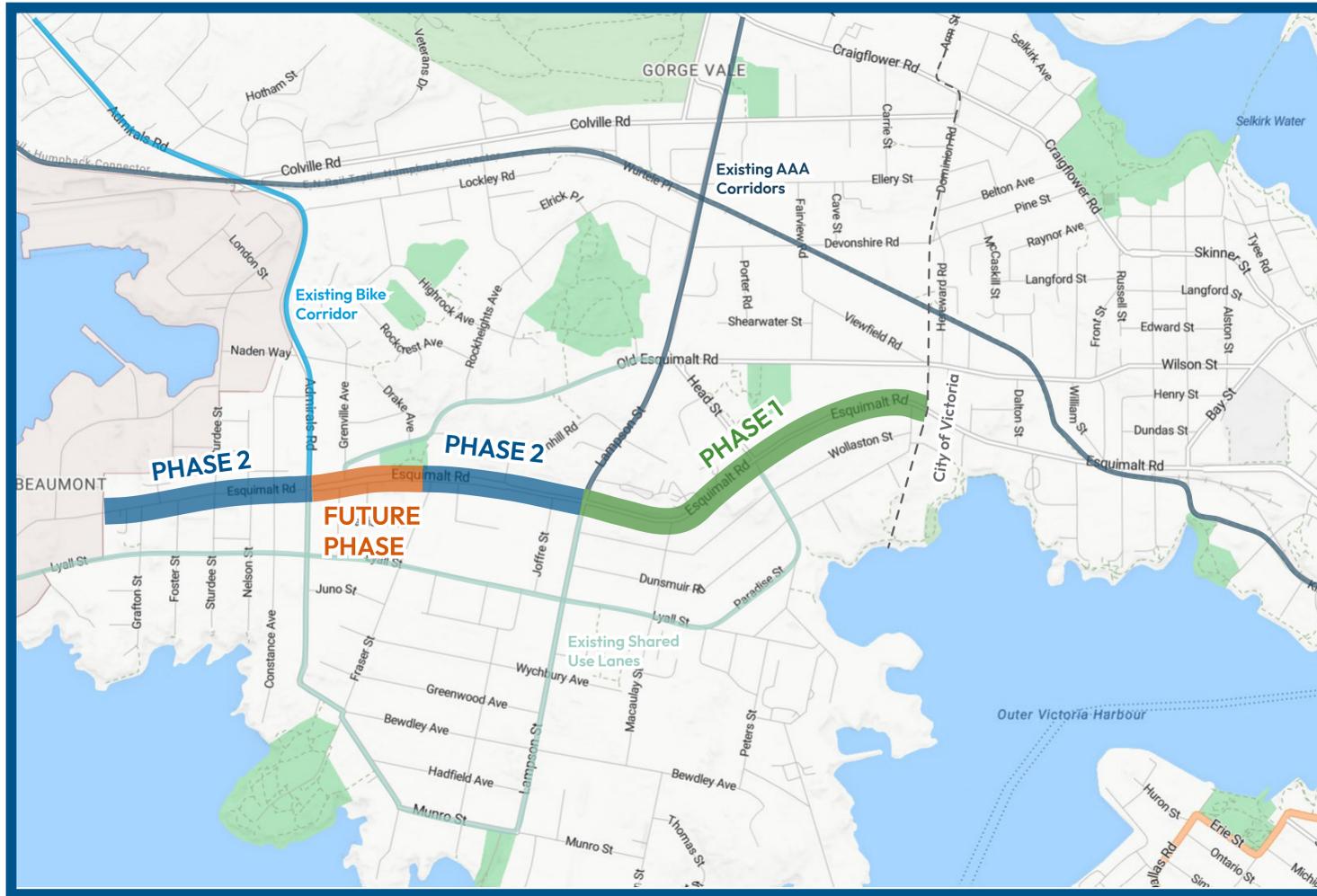


Learn About Upcoming Active Transportation Improvements on Esquimalt Road!



What's Happening Now?

With Phase 1 of the Esquimalt Road AAA Bike Lanes and Underground Utilities project nearing completion, it's time to look ahead to Phase 2. This next phase builds on previous public engagement and momentum by improving comfort, accessibility, and reliability for people traveling along Esquimalt Road, while also upgrading aging underground infrastructure.

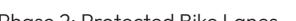
Phase 2 will improve access to key community destinations such as the Archie Browning Sports Center and the Esquimalt Recreation Center, enhance conditions at key intersections and crossings, and support access to CFB Esquimalt and nearby development areas. The project is intended to make traveling along Esquimalt Road more comfortable and intuitive for people of all ages and abilities - whether walking, rolling, biking, or driving.

Phase 2 Will Include:

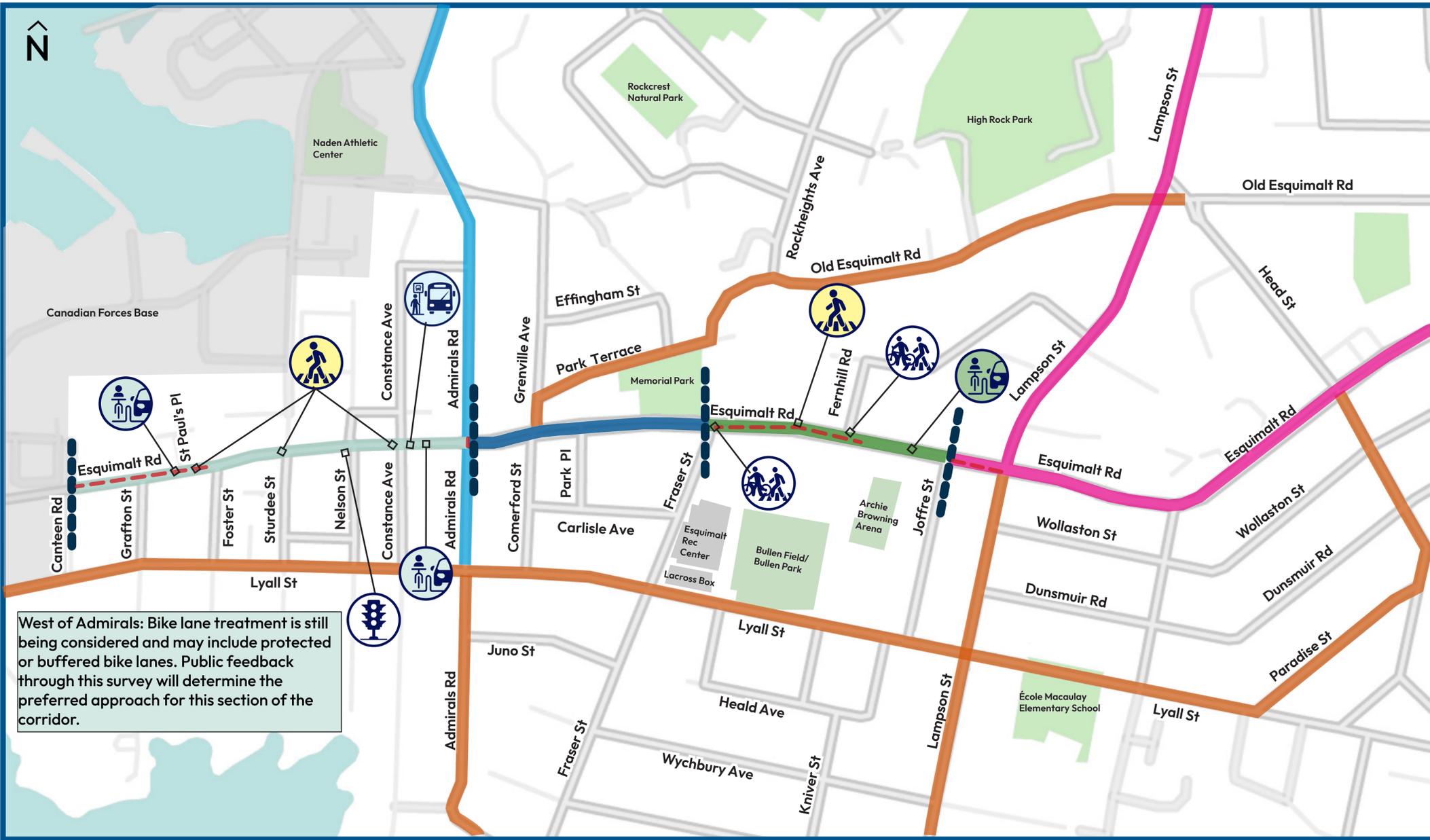
- Quick-Build Protected and Buffered Bike Lanes, with Treatments Varying Along the Corridor;
- New Pedestrian and Bike Activated Flashing Lights at Select Crossings;
- New Centre Two-Way Left-Turn Lanes West of Sturdee Street;
- Parking Maintained Between Sturdee Street and Admirals Avenue in Select Locations;
- Traffic Signals and Street Lighting Upgrades at Key Locations;
- Pavement Rehabilitation; and
- Sanitary, Storm, and Water Utility Upgrades.



Legend

-  Phase 2: Buffered or Protected Bike Lanes
 - 
 - 
 -  Phase 2: Protected Bike Lanes
 - 
 -  New Multi-Use Crossing with Flashing Lights
 - 
 -  Upgraded Crossing with Flashing Lights and Improved Lighting
 - 
 -  New Traffic Signal and Intersection Crossings to Support Development Growth (\$500k Development Funded)
 - 
 -  Proposed BC Transit Stop (Eastbound) to Service Route 40 (Dockyard / UVic) and Route 46 (Dockyard / Westhills)
 - 
- Future Phase**

 - 
 -  Existing Buffered Bike Lanes
 -  Existing Protected Bike Lanes
 -  Existing Shared Use Lane
 -  Phase Boundary
 -  Underground Utility Upgrades



West of Admirals: Bike lane treatment is still being considered and may include protected or buffered bike lanes. Public feedback through this survey will determine the preferred approach for this section of the corridor.

Making Esquimalt Road a Comfortable, Better-Connected Route

This project is part of the Township's Active Transportation Network Plan. During the first round of public engagement, the community identified the following as key priorities:



Easy access to destinations;



Access for all transportation modes;



Improved pedestrian and cyclist crossings; and



Connectivity to active transportation corridors (eg., Lampson St., Admirals St.) and the City of Victoria.

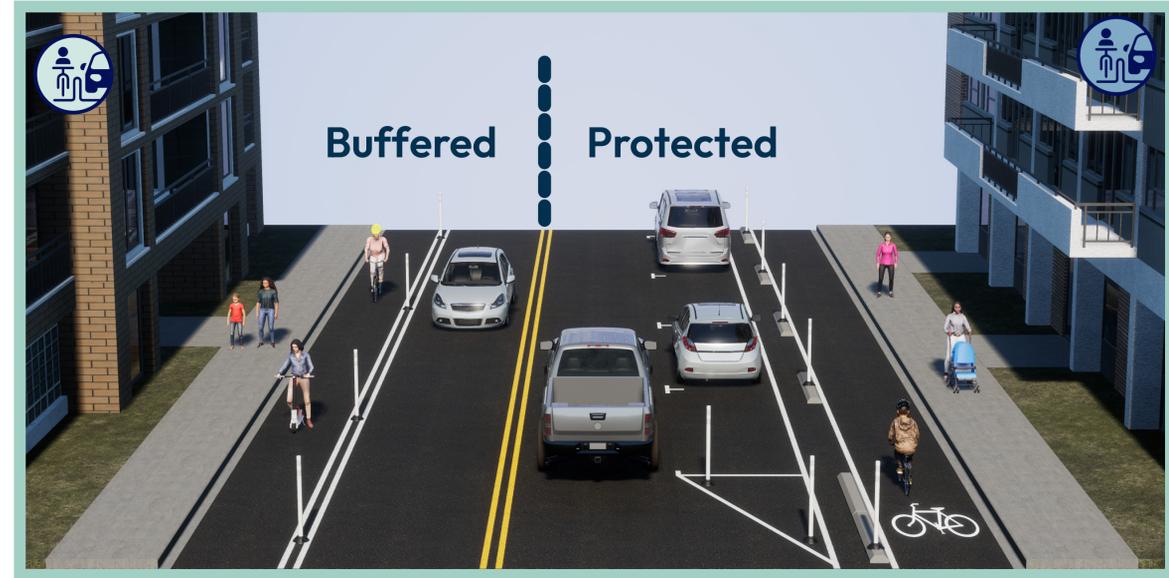
We want to make Esquimalt Road more comfortable, accessible, and better connected for people of all ages and abilities. We're pairing these improvements with utility and pavement rehabilitation to save on costs, minimize future disruptions, and streamline construction efforts.



Existing Corridor (West of Admirals)



New Buffered or Quick Build Protected Bike Lanes with Parking (West of Admirals)



Existing Corridor (East of Admirals)



New Quick Build Protected Bike Lanes (East of Admirals)



5 Managing Parking Changes

Phase 2

What is Happening With Parking?

The majority of on-street parking on Esquimalt Road is being removed to accommodate new protected/buffered bike lanes within the existing Esquimalt Road corridor.

The available curb-to-curb width of Esquimalt Road does not provide enough space to retain all of the following in every location:

- ✓ Two vehicle travel lanes;
- ✓ One centre two-way left-turn lane;
- ✓ Dedicated bike lanes; and
- ✓ On-street parking.

To deliver these roadway elements within the existing corridor, most on-street parking must be removed.

What is Changing?

A total of 69 on-street parking stalls are proposed to be removed along Esquimalt Road between Admirals Road and Canteen Road, and between Fraser Street and Lampson Street.

11 on-street parking stalls will be retained where space allows between Sturdee Street and Admirals Road, to support short-term parking needs.



Parking Removals Along Esquimalt Road

2 Hour Limited Time Parking (53 Total Spaces, Monday - Saturday 7:00am - 6:00 PM)

Two Hour Accessible Parking (1 Total Space)

Parking Retained Along Esquimalt Road

Fifteen Minute Limited Time Parking (3 Total Spaces, Monday - Saturday 7:00am - 6:00 PM)

Thirty Minute Limited Time Parking (3 Total Spaces, Monday - Saturday 7:00am - 6:00 PM)

How the Township is Addressing Parking Removals?

Township staff looked at existing parking types, utilization and reviewed nearby streets to identify opportunities to increase parking supply and turnover.

Parking Added on Nearby Residential Streets

- ✓ 56 new on-street parking spaces will be added on nearby residential streets.
- ✓ All new spaces are located within a 5-minute walk of the Esquimalt Road core.
- ✓ Parking is managed with time limits to support turnover and short visits.
- ✓ Future on-street accessible parking will be added following construction of the public safety building.

Parking Utilization Counts

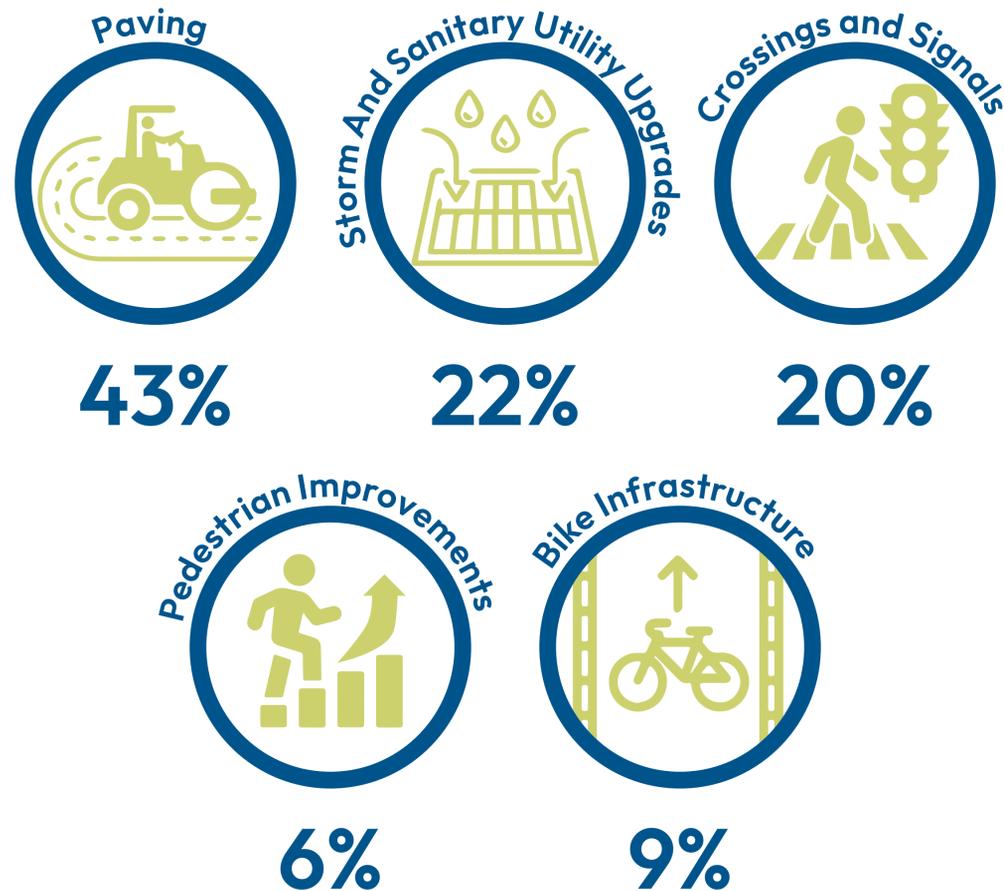
Parking counts were completed at varying times and days of the week, including weekends, and identified the following:

- ✓ Esquimalt Road (Admirals to Canteen): On-Street Capacity 61, Average Count 17, Average Occupied 28%
- ✓ North of Esquimalt: On-Street Capacity 137, Average Count 85, Average Occupied 62%
- ✓ South of Esquimalt: On-Street Capacity 122, Average Count 66, Average Occupied 54%

Roads and utilities are essential components of our infrastructure. We're investing in the future of Esquimalt Rd by re-paving portions of the roadway and repairing utilities, such as storm, sanitary, and water pipes, that have surpassed their design lifespan. Replacing these systems is critical to meet current and future transportation, drainage, and wastewater demands, ensuring reliability and sustainability for years to come.

The current amount budgeted for Phase 2 of the project is \$4.0M. This includes \$3.5M of capital budget as well as \$500,000 from development contributions.

The percentages below represent the share of each category in the overall budget.



Approx. Cost of:

- ✓ Green Conflict Zone Pavement Markings: ~\$90 000.
- ✓ Pavement Marking (Not Including Conflict Paint): ~\$70 000.
- ✓ Bollards: ~\$20 000.
- ✓ Bike Lane Medians: ~\$60 000.

Flashing Beacon Crosswalks (RRFBs) along Esquimalt Road:

- ✓ St. Paul Place: ~\$ 60,000 - \$80,000
- ✓ Sturdee Street: ~\$70,000 - \$90,000
- ✓ Constance Avenue: ~\$ 65,000 - \$85,000
- ✓ Fraser Street: ~\$85,000 - \$120,000
- ✓ Fernhill Road: ~\$ 70,000 - \$90,000

Notes: The above percentages are based on current budget allocations as well as preliminary cost estimates. Percentages will vary based on detailed design and tender prices.
 Crossings and Signals - Includes full traffic signals, pedestrian, and multi-use (pedestrian/bike) crossings.

Pedestrian and Multi-Use Crossings

Crossings are marked with signs and pavement markings to improve visibility for everyone. Some crossings are multi-use crossings, identified by white “elephant’s feet” markings. These indicate that people biking or rolling may also cross at these locations.

Types of Crossings Along Esquimalt Road

Ground-Mounted Crossings

- ✓ Pavement markings and ground-mounted crosswalk signs.
- ✓ No flashing lights.
- ✓ Drivers are required to yield.

Multi-Use Crossings with RRFBs

- ✓ Includes elephant’s feet markings.
- ✓ Pedestrian and bike-activated flashing lights.
- ✓ Increases visibility and driver awareness.

Why Are Some Crossings Getting Upgraded

- ✓ Higher walking, rolling, and biking activity.
- ✓ Key connections to community destinations.
- ✓ Provide consistent crossing treatments.
- ✓ Improve lighting for all road users.

RRFBs are proposed at the following locations along Esquimalt Road:

- | | |
|--------------------|-----------------|
| ✓ St. Paul Place | ✓ Fraser Street |
| ✓ Sturdee Street | ✓ Fernhill Road |
| ✓ Constance Avenue | |



Rectangular Rapid Flashing Beacon (RRFB)

At some locations, crossings include pedestrian- and bike-activated flashing lights.

When someone presses the button, the lights flash to alert drivers that a crossing is in use.

Street Design Elements

Center Medians (Existing Center Medians Retained)

- ✓ Separate traffic moving in opposite directions.
- ✓ Help reduce vehicle speeds.
- ✓ Provide a pedestrian refuge area at crossings.

Center Two-Way Left-Turn Lane (Where Required)

- ✓ Provides dedicated space for vehicles turning left.
- ✓ Keeps through traffic moving more smoothly.



Possible cross section west of Admirals

Accessibility and Sidewalk Improvements

- ✓ New or upgraded curb ramps at selected intersections.
- ✓ Improved access to pedestrian push buttons.
- ✓ Sidewalk improvements near selected intersections.

Lighting Improvements

- ✓ Upgraded at crosswalks and intersections where required.
- ✓ Improves visibility for people walking, rolling, biking, and driving.



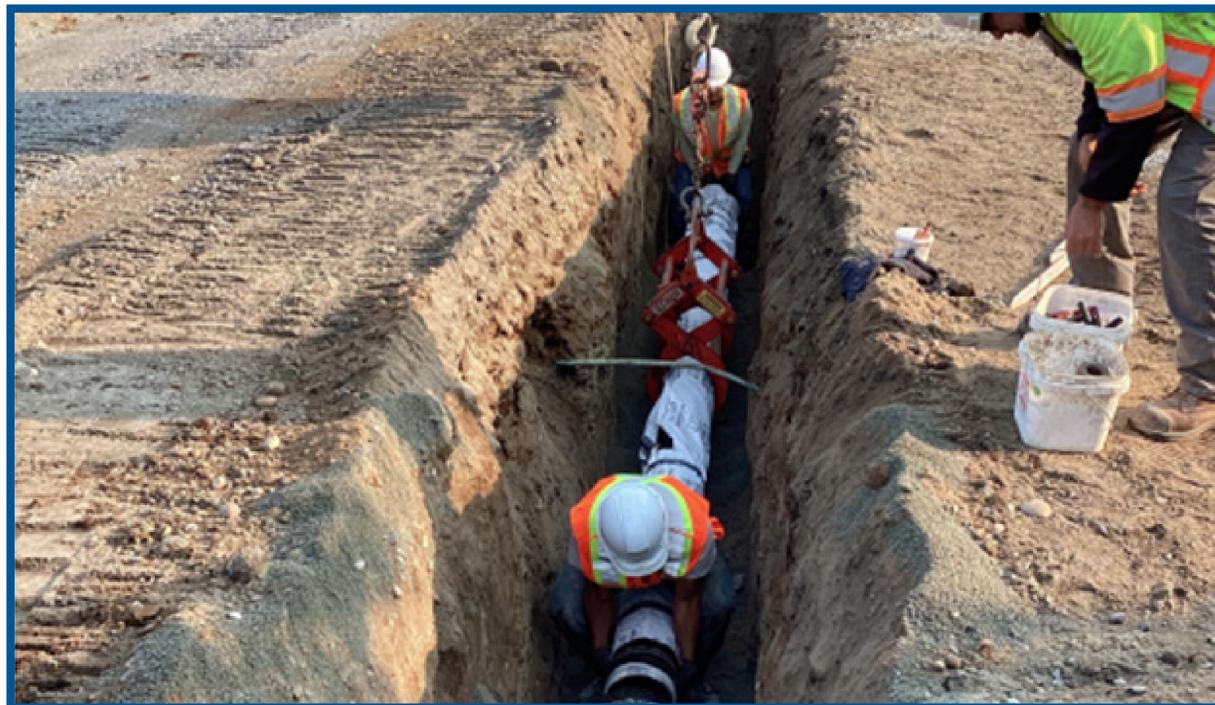
Utility and Roadwork Upgrades

Sanitary and storm utilities are underground infrastructure that manage wastewater and rainwater. Along Esquimalt Road, many of these systems are near or beyond their design lifespan and need to be replaced to meet current and future demands.

Storm Utilities

These systems manage rainwater and runoff from surfaces like roads and sidewalks to prevent flooding and reduce pollution into local waterways.

- ✓ Controls rainwater to reduce the risk of flooding and puddles on roads and sidewalks.
- ✓ Aging infrastructure allows roots and groundwater into the system, reducing capacity and increasing maintenance needs.



Sanitary Utilities

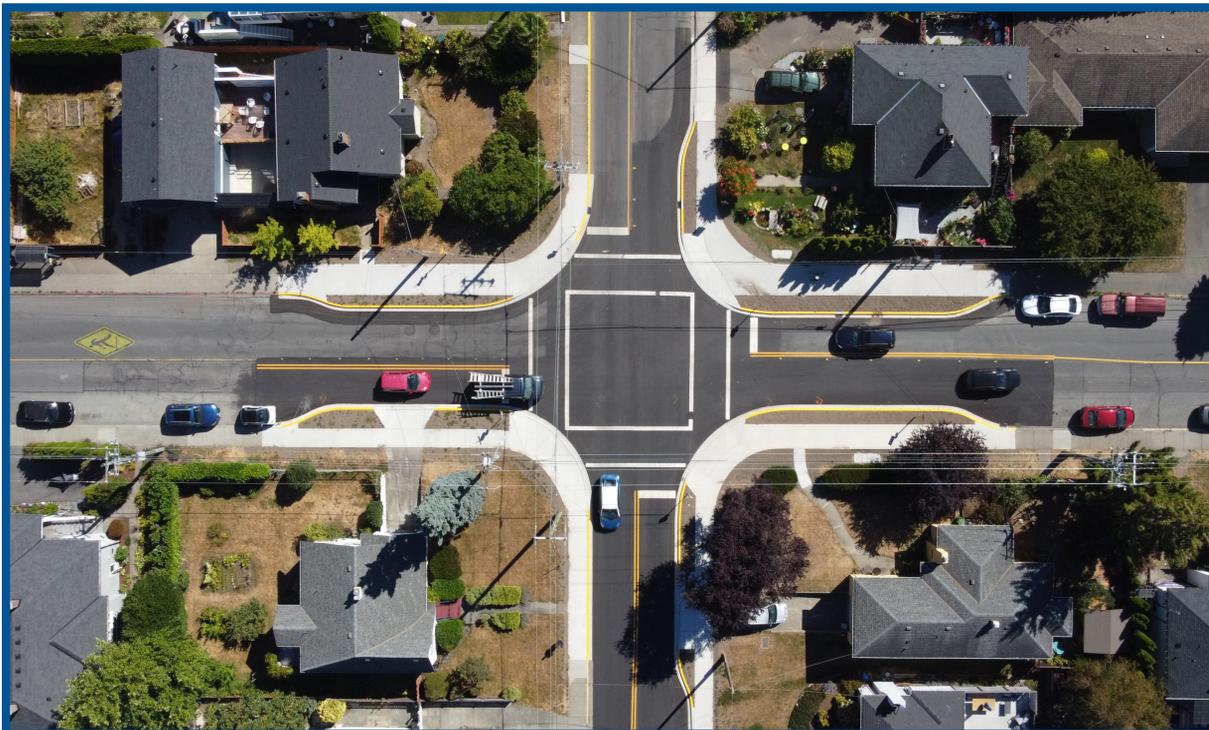
These handle and dispose of wastewater from homes, businesses, and industries. They include sewage systems that collect and transport wastewater to Capital Regional District treatment facilities.

- ✓ An essential utility that ensures wastewater is reliably transported to the treatment facility.
- ✓ Aging sewer pipes are more susceptible to root intrusion and groundwater infiltration, which decreases the system capacity and raises the risks of blockages.

Water Utilities

These deliver potable water to homes, businesses, and industries. They include the network of pipes, pumps, valves, and storage facilities that supply drinking water

- ✓ An essential utility to ensure reliable, high-quality water reaches every tap.
- ✓ Old watermains are prone to corrosion, leaks, and breaks, which reduce pressure, waste treated water, and increase the risk of contamination or service interruptions.
- ✓ The City of Victoria owns and operates the water distribution network in Esquimalt. This project will coordinate closely with the City of Victoria to align planned watermain upgrades with roadway improvements, helping to minimize future disruptions and improve long-term reliability.



Road Rehabilitation

Road rehabilitation is a major component of Phase 2. Much of Esquimalt Road is in poor condition, with widespread pavement deterioration that requires significant rehabilitation either now or in the near future.

- ✓ Mill and inlay removes and replaces the top layer of asphalt to address surface deterioration such as cracking, potholes, and ride quality issues.
- ✓ Full-depth reconstruction, completed where needed, removes and replaces the entire roadway structure, including asphalt, base gravels, and sub-base gravels, in areas with severe pavement failure.

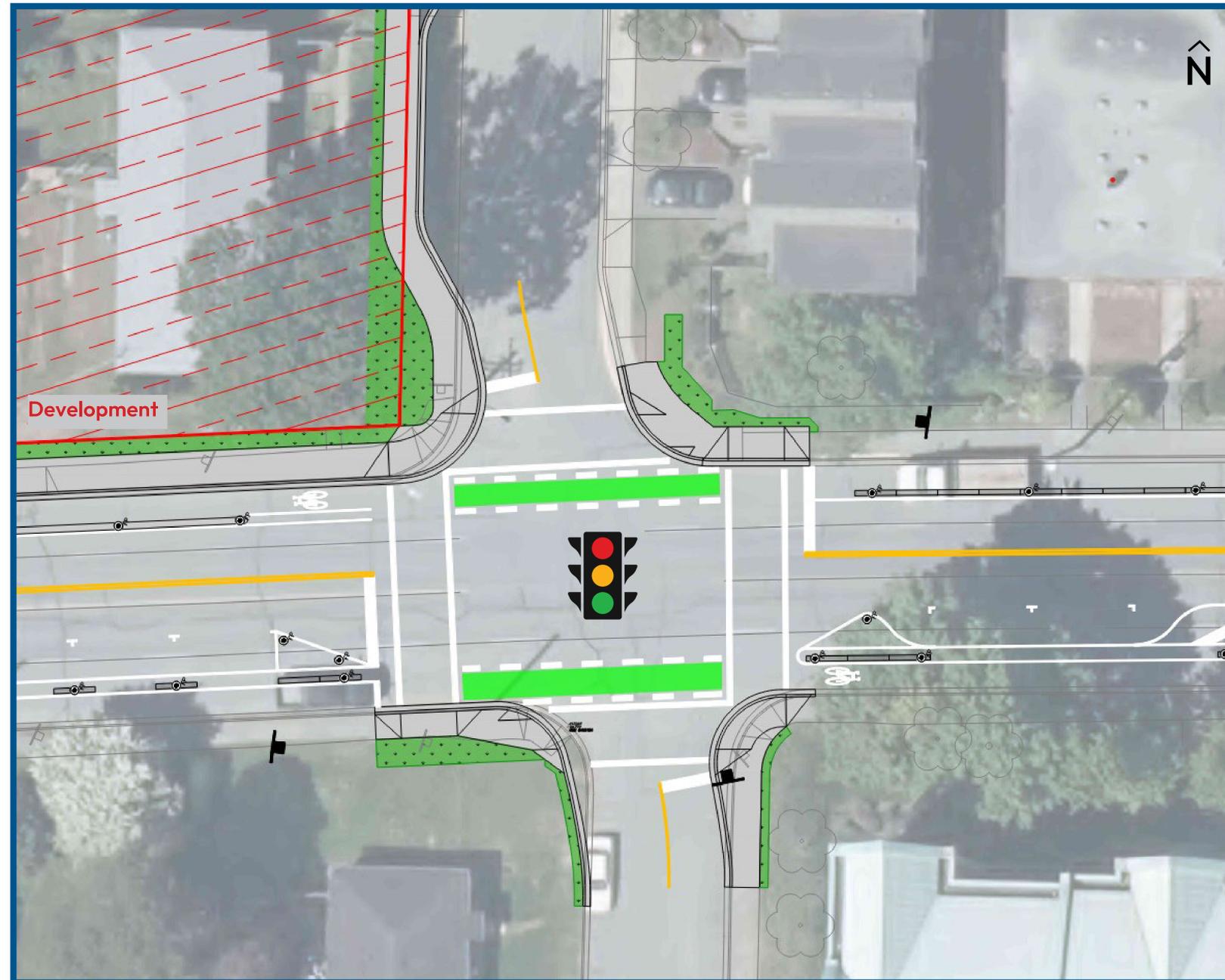
Existing Conditions

The intersection currently operates without traffic signals or marked crossings. People walking, rolling, or biking cross Esquimalt Road without dedicated crossing infrastructure.

Why are Changes Being Proposed Here?

This location serves new and planned development and is expected to see increased pedestrian, cycling, and vehicle activity.

A signalized intersection is proposed to better support crossing Esquimalt Road.



The image above shows the existing intersection with the proposed design overlaid to illustrate where changes are planned.

What's Changing?

- ✓ A new traffic-signal-controlled intersection, providing safe crossings on all four sides;
- ✓ New concrete sidewalks and corner letdowns to improve accessibility, with temporary asphalt letdowns on development frontages;
- ✓ Pedestrian push buttons and overhead detection for cyclists to activate crossing signals;
- ✓ Upgraded street lighting at the intersection; and
- ✓ Northwest corner upgrades, including sidewalks and landscaping to be completed at a later date in conjunction with development.

Existing Conditions

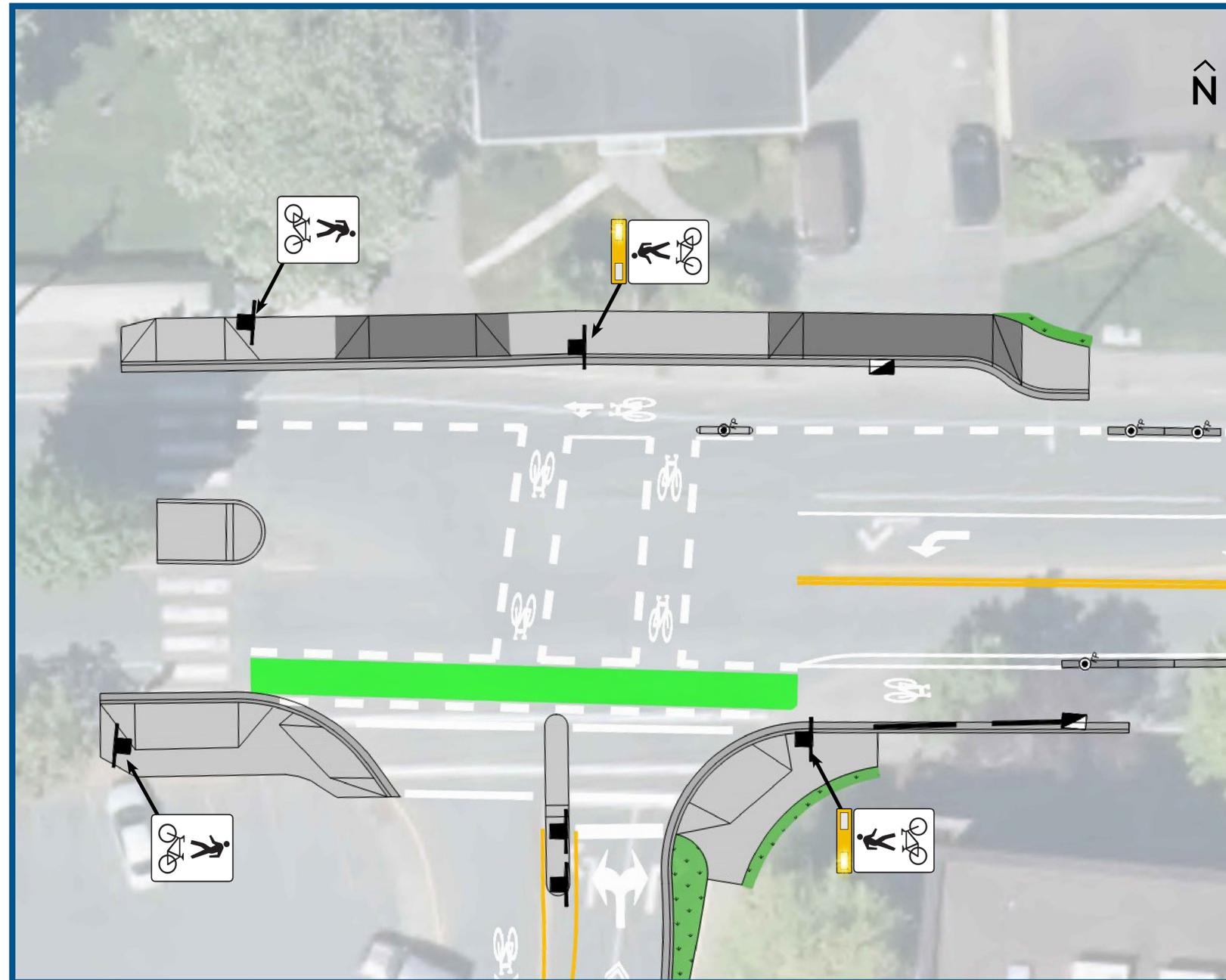
A marked crossing currently exists across Esquimalt Road on the west side of Fraser Street, with RRFB poles and signage.

Sidewalk connections, accessibility features, and support for people biking or rolling are limited.

Why are Changes Being Proposed Here?

This location is a key connection to the Esquimalt Recreation Centre and nearby destinations.

Upgrades are being proposed to better support walking, rolling, and biking across Esquimalt



Existing conditions at Fraser Street and Esquimalt Road with the proposed design overlaid, showing the upgraded multi-use crossing and intersection improvements.

What's Changing?

- ✓ The existing crossing will be upgraded to a multi-use crossing for people walking, rolling, and biking;
- ✓ Two new RRFB poles will be installed on the east side of the intersection and existing signage will be updated at existing RRFB poles;
- ✓ Pedestrian and cyclist push buttons to activate flashing beacons;
- ✓ New concrete sidewalks and corner letdowns;
- ✓ Concrete median island to provide a refuge when crossing;
- ✓ Green conflict paint at bicycle crossing areas;
- ✓ Upgraded street lighting at the intersection; and
- ✓ Fraser Street northbound will be changed to a single lane to reduce pedestrian/vehicle conflicts.

Existing Conditions

A marked crossing exists on the west side of the intersection only.

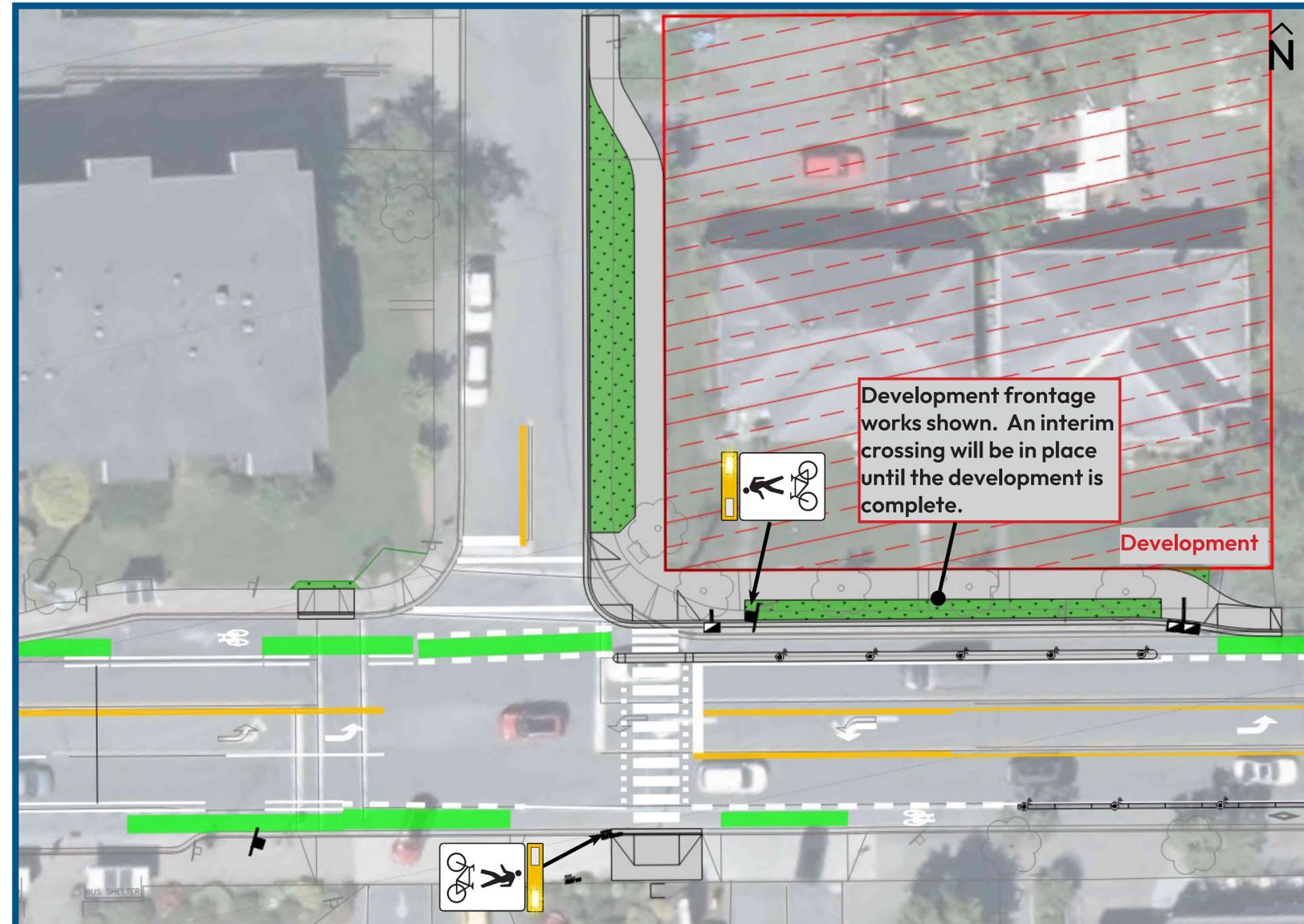
The intersection includes an existing pedestrian traffic signal which is at the end of its design life.

Why are Changes Being Proposed Here?

Changes are proposed to better support walking, rolling, and biking through the intersection.

The existing intersection has been identified as having sight line concerns.

Moving the crossing location to the eastern side improves sightlines and will meet BC Transit guidelines for separation of crosswalks and bus stops.



Existing conditions at Fernhill Road and Esquimalt Road with the proposed design overlaid, showing the relocated crossing, new RRFBs, sidewalk upgrades, and intersection lighting.

What's Changing?

- ✓ The existing crossing will be relocated to the east side of Fernhill Road;
- ✓ Existing signal equipment and poles will be removed;
- ✓ Two new crossing poles with signage and RRFBs will be installed;
- ✓ Upgraded street lighting at the intersection;
- ✓ New concrete sidewalks and corner letdowns;
- ✓ North-east corner sidewalk upgrades to be completed by the development at a later date, funded by adjacent development; and
- ✓ Shorter wait times for crossing pedestrians, less delay for roadway users.

What's Happening West of Admirals?

This is where you come in! We're looking for feedback from residents on the preferred bike lane treatment for this section of Esquimalt Road.

Two bike lane options are being considered, in addition to the parking-protected bike lanes already designed in sections between Sturdee Street and Admirals Road. The main differences between the options relate to the type of separation, level of comfort, and cost, and reflect how space can be allocated within the existing roadway. Based on existing traffic volumes and speeds, both treatments are viable.

Option 1: Protected Bike Lanes

- ✓ Dedicated space for people biking or rolling.
- ✓ Separated from vehicles using curbs, barriers, or flexible posts.
- ✓ Provides a higher level of comfort through physical separation from vehicle traffic.
- ✓ Well suited for streets with higher traffic.
- ✓ Additional construction costs due to physical separation.

Option 2: Buffered Bike Lanes

- ✓ Dedicated space for people biking or rolling.
- ✓ Flexible bollards installed at regular intervals to delineate but not protect bicycle lanes.
- ✓ Separated from vehicles by a painted buffer that increases space and provides added visual separation between bike and vehicle travel lanes.
- ✓ Suitable for streets with lower traffic volumes and speeds.
- ✓ Lower construction cost, as separation is provided through pavement markings and flexible posts.

Option 1: Protected Bike Lanes



Option 2: Buffered Bike Lanes



What's Being Considered?

A new eastbound transit stop near Constance Avenue is being considered to support upcoming BC Transit route changes and improve transit access along Esquimalt Road.

Why is This Being Considered?

- ✓ Routes 40 and 46 stop at Esquimalt Rd & Sturdee St before turning northbound onto Admirals Rd, with the next stop at Naden Way.
- ✓ This creates an approximately 700 m gap between eastbound stops.
- ✓ Route 40 is planned to become a Future Frequent Transit Network (FTN) route.
- ✓ BC Transit guidelines for frequent routes recommend 350–500m stop spacing.
- ✓ A stop at Constance Avenue would reduce the spacing to under 500 m, aligning with BC Transit guidelines.

How This Stop Would Operate:

- ✓ The proposed Constance eastbound stop would serve Routes 40 and 46.
- ✓ Routes 40 and 46 will no longer be servicing the Sturdee Street stop, only the 15 and 26 will service this stop.
- ✓ The existing eastbound stop at Esquimalt Rd & Admirals (Tudor House) would continue to serve Routes 15 and 26.



Proposed BC Transit Stop (Eastbound) to Service Route 40 (Dockyard / UVic) and Route 46 (Dockyard / Westhills)

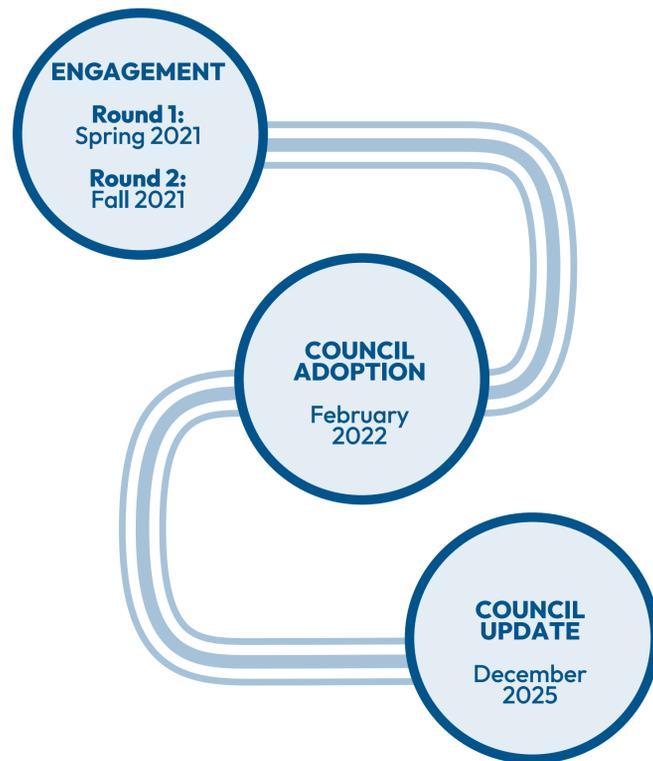
Route 40 & 46

Route 15 & 26

- Existing Route 40 and 46 Stops
- Existing Route 15 and 26 Stops
- Existing Route 40, 46, 15, and 26 Stops

Active Transportation Network Plan

- Engagement:
Round 1-Spring 2021
Round 2-Fall 2021
- Council Adoption: February 2022
- Updated December 2025



Phase 1 – Esquimalt Road from Dominion Road to Joffre Street

Detailed Design

Fall 2024-Winter 2025

Community Engagement

Fall 2024

What We Heard Report/Council Approval to Proceed with Detailed Design

Fall 2024

Tender

Winter/Spring 2025

Construction

Completion Winter 2025

Phase 2 – Esquimalt Road from Joffre St to Fraser St and Admirals Rd to Canteen Rd

Concept Design of Routing Options

Fall 2024

Community Engagement

Winter 2024/2025

What We Heard Report/Council Approval to Proceed with Detailed Design

March 2025

Design Development

April 2025 - January 2026

Detailed Design Engagement

February 2026

What We Heard Report/Council Approval to Proceed with Construction

Spring 2026

Tender

Spring 2026

Construction

Projected Summer/Fall 2026