

Esquimalt Active Transportation Network Plan

ROUND 1 ENGAGEMENT WHAT WE HEARD REPORT



Prepared by Watt Consulting Group
June 2021



#501, 740 Hillside Avenue
Victoria BC V8T 1Z4



ESQUIMALT ACTIVE TRANSPORTATION NETWORK PLAN

Round 1 Engagement – What We Heard Report

Prepared For: Township of Esquimalt
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1.0 OVERVIEW

The Township of Esquimalt is an active and recreational community owing to its proximity to the ocean, access to regional trails and parks, and its compact geography. Its compact geography and short distances between origin and destinations help explain why the community has one of the highest walking mode shares in the Capital Region. Despite this, the Township recognizes that there are significant gaps in its active transportation network and has undertaken several technical studies and plans over the last 15 years to better document its barriers and the specific opportunities for improvement. However, these studies have largely been completed on an ad hoc basis and the Township has not yet holistically examined the overall quality of its active transportation network.

To this end, Esquimalt is developing its first Active Transportation Network Plan (ATNP). Its purpose is to [a] identify deficiencies in the pedestrian and cycling network, [b] identify gaps in the pedestrian and cycling network, [c] develop the vision and goals for the network to address the deficiencies and gaps, and [d] create an implementation plan to identify the critical projects needed in the short-term (1-10 years) and the long-term (10+ years) to increase the share of trips completed by an active mode and more broadly reach the greenhouse gas (GHG) targets set out in the Official Community Plan.

1.1 BACKGROUND

The Esquimalt Active Transportation Network Plan is being developed in a four-phase process, as shown below:

- **Phase 1 – Network Summary & Baseline Conditions Assessment** initiates the project and undertakes the analysis of past plans and the existing conditions.
- **Phase 2 – Community Engagement** undertakes the online engagement to involve the public, stakeholders, and others to gather input, understand the challenges and opportunities, and craft the vision, direction, and goals for the ATNP.
- **Phase 3 – Draft Plan** pulls from the ideas gathered in Phase 2 and undertakes detailed technical analysis to determine the key directions for the plan and the



recommended actions with the specific time horizons (e.g., short, medium, and long term).

- **Phase 4 – Finalize Plan and Cost Estimates** develops the ATNP, undertakes an extensive additional engagement with the community, and then finalizes the plan.

This report summarizes the work completed for the first round of engagement under **Phase 2 – Community Engagement**, which took place in March and April 2021. This includes:

- A summary of the engagement undertaken to date;
- A summary of what the community sees as the key barriers and challenges in the active transportation network; and
- A summary of the desired improvements and opportunities that the community would like to see in the Esquimalt ATNP.

All of the feedback provided in this report—particularly the desired improvements—will be subject to further technical analysis before recommendations are made in the ATNP.

AN ENGAGED COMMUNITY...

Over the months of March and April, 2021, the *Engaging Esquimalt* website saw considerable activity including:

1,200 site visits

253 survey responses

351 locations pins

35 ideas

Esquimalt is an engaged community and as shown in the feedback below, there are lots of ideas on how to improve active transportation in the Township.





2.0 WHAT WE DID

The Esquimalt community was invited to share their thoughts and feedback on current concerns, challenges, and opportunities surrounding the active transportation network. More specifically, the purpose of this first round of engagement was to:

- Inform the community about the Esquimalt Active Transportation Network Plan process including its purpose, objectives, and desired outcomes;
- Obtain specific feedback from the community about barriers and challenges they currently face when using active transportation in Esquimalt; and
- Generate enthusiasm for the project by asking the community to share their ideas about the opportunities and desired improvements that could be explored through the development of the ATNP to enhance the community's active transportation network.

GETTING THE WORD OUT!

The Township used several tools to promote engagement including:

- A community newsletter (hard copy and digital)
- A news release
- Media coverage
- Social media (e.g., Twitter, Instagram)

Due to the ongoing COVID-19 pandemic, all of the engagement was done virtually on the Township's *Engaging Esquimalt* website. The Township reached out directly to several groups and organizations to inform them about the *Engaging Esquimalt* website and the specific opportunities to get involved. This included outreach to local First Nations, local school districts, the Esquimalt Chamber of Commerce, the dockyard, and the military base (D&D). The following tools were utilized on the *Engaging Esquimalt* website to generate feedback.

2.1 ONLINE SURVEY

The online survey was intended for Esquimalt residents and those who work in the Township; however, other members of Greater Victoria were able to provide feedback, as well. The survey was available from Thursday March 18 to April 19, 2021. It included



several closed-ended questions intended to better understand the existing barriers, issues, and opportunities surrounding the community’s existing active transportation network.

A total of **253 survey submissions** were received.

2.2 INTERACTIVE ONLINE MAPPING

There were two interactive maps available on the website. The first map asked participants to share their experience as a pedestrian and the second map asked for feedback about their cycling experience. Participants were able to drop pins on the map to identify specific barriers they face as a pedestrian and/or as a person cycling. For pedestrians, this included missing sidewalks, unsafe crosswalks, and accessibility issues, for example. For people cycling, this included the lack of bike facilities, unsafe intersections, and the lack of bicycle parking, among other pins.

A total of **351 pins** were placed on the two maps along with **69 comments**.

2.3 IDEAS TOOL

The ideas tool is open-ended activity that allowed residents to share a specific idea about what they would like to see in the ATNP. This included specific areas of the Township that could be better designed for active transportation and examples from other communities that could be applicable to Esquimalt. See an example below.

A total of **35 ideas** were submitted.

 **Hopeful4_ATPLeadership**
a month ago ⋮ ×

Tillicum Connector: North-South All Ages and Abilities Cycling Route

Esquimalt has a real need and opportunity for a North-South All Ages and Abilities cycling route. There is a natural corridor from Macaulay Point in the South to Tillicum Bridge in the North (further connecting on the Saanich side of Tillicum Road all the way to the Galloping Goose at the TransCanada Hwy). Esquimalt needs a clear vision and bold leadership - the Tillicum Connector would fill a major gap in Esquimalt's and the Region's cycling network.

Share     4 Comments 9 



2.4 EMAILS FROM THE COMMUNITY

In addition to the *Engaging Esquimalt* website, some residents emailed the Township directly with specific concerns that they would like to see addressed in the ATNP. The feedback in those emails is summarized in this report.





3.0 WHO WE HEARD FROM

The online survey included several demographic questions to allow the project team to better understand who participated. The following results are specific to the online survey and do not reflect the demographics of the participants who engaged in the other tools.

3.1 GEOGRAPHIC REPRESENTATION

The majority (83%) of the respondents live in Esquimalt with 15% in another 'Core' municipality and 2% as other. See **Figure 1**.

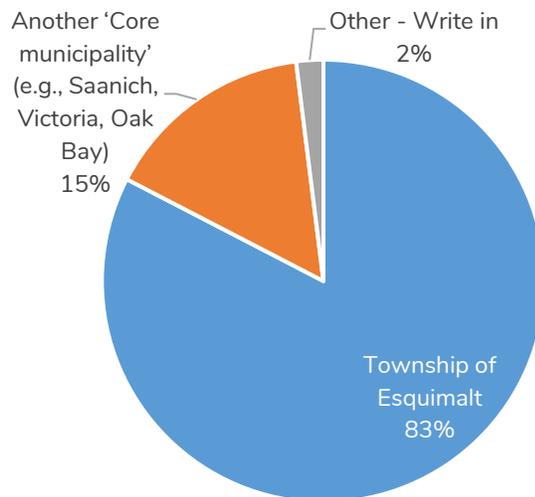


Figure 1. Geographic Representation of Survey Respondents



Among those who live in Esquimalt, there was an equal distribution among the neighbourhoods. The top three included 'South of Lyall Street' (22.5%), 'West Bay Area' (16.4%), and 'Gorge Area' (16%). See **Figure 2**.

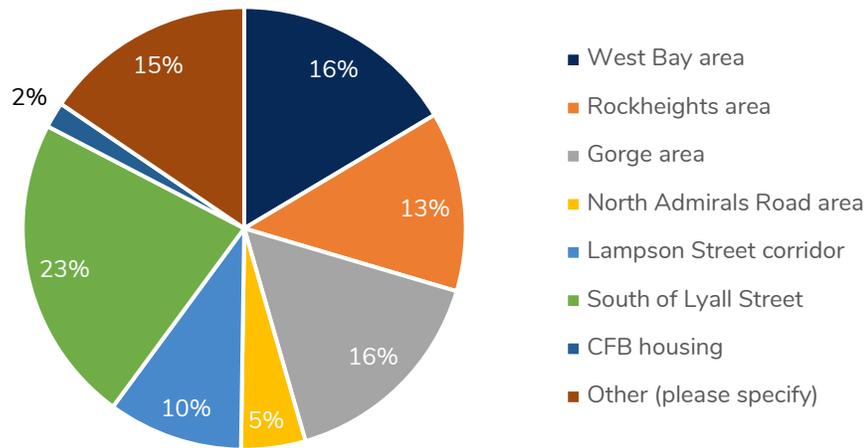


Figure 2. Geographic Representation of Survey Respondents in Esquimalt



3.2 AGE & GENDER

As shown in **Figure 3** below, about 97% of survey respondents were above the age of 30. The two most dominant age groups included the 30 to 39 years and 40 to 49 years with 30.4% and 30%, respectively. The fewest responses were received from those in the range of 20 to 29 years and 70+.

A higher proportion of survey identified as female (46%) compared to male (43%). About 9% did not want to indicate their gender.

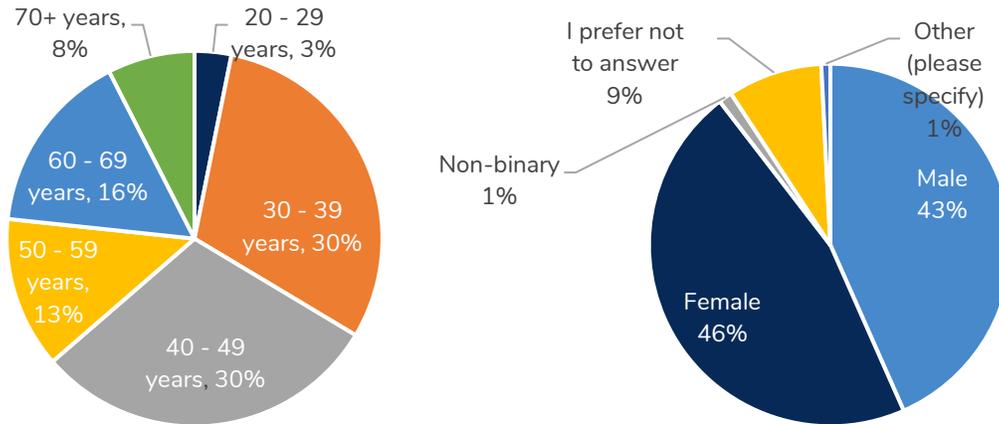


Figure 3. Age Distribution and Gender of Survey Respondents



3.3 ACTIVE TRAVEL – MOTIVATION & TRIP PURPOSE

Survey respondents were asked to indicate their motivations for walking and cycling in Esquimalt (see **Figure 4**). The top four motivations for both form of transportation include [a] physical or mental health, [b] general enjoyment / fun, [c] reduce impact on environment, and [d] more convenient than drive.

Top motivations for walking / cycling around Esquimalt today include...



Physical or Mental Health (34% among pedestrians, 25% among people cycling)



General Enjoyment / Fun (25% among pedestrians, 22% among people cycling)



Reduce Impact on Environment (20% among pedestrians, 22% among people cycling)



More Convenient Than Driving (11% among pedestrians, 17% among people cycling)

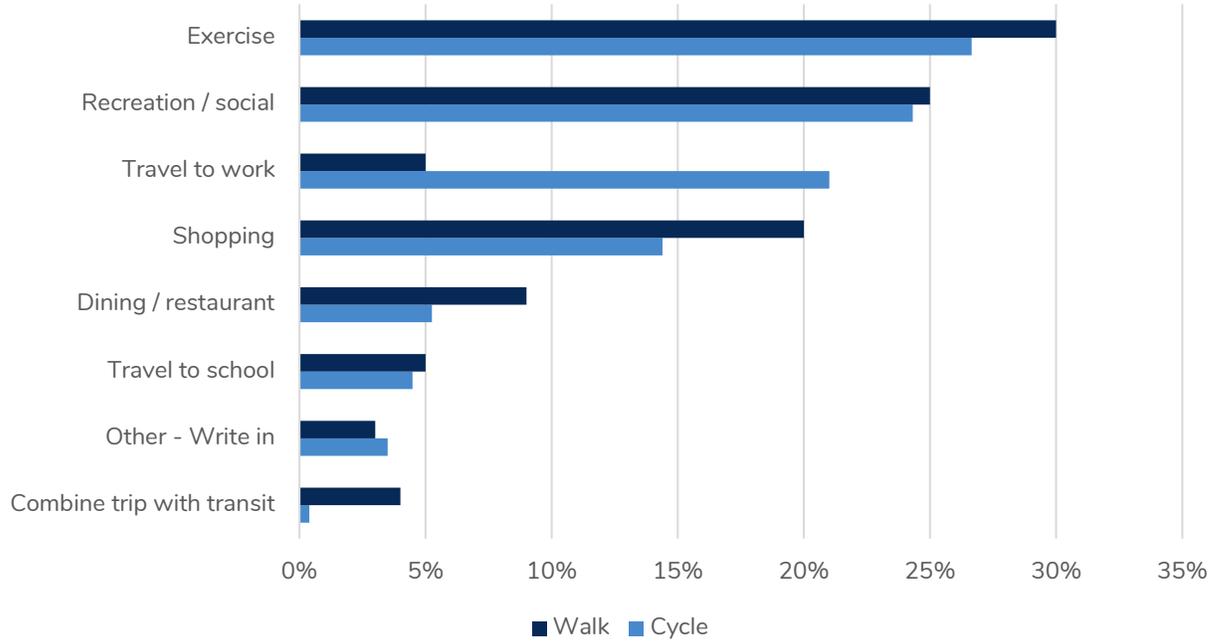


Figure 4. Trip Purpose For Walking & Cycling Trips – Online Survey



3.4 FREQUENCY OF TRAVEL – BEFORE AND DURING COVID-19

With the project occurring during the COVID-19 pandemic, the project team wanted to better understand whether any travel patterns and travel behaviour changed compared to life before the pandemic. **Figures 5-6** summarize the results. A summary of the findings are as follows:

- The percentage of respondents who selected they **walk** ‘always (daily)’ increased from 33% before to 40% during.
- The number of respondents who reported **cycling** decreased during the pandemic, probably due to the larger share of the population working from home. About 48% selected ‘always (daily)’ and ‘frequently (2-3 times per week)’ before the pandemic compared to 39% during the pandemic.
- **Electric bike** frequency has increased slightly during the pandemic. About 19% selected ‘always (daily)’, ‘frequently (2-3 times per week)’, and occasionally (3-4 times per month) before the pandemic compared to 22% during the pandemic.
- Unsurprisingly, the overall use and frequency of **public transit** has decreased significantly during the pandemic. About 11% selected ‘always (daily)’ and ‘frequently (2-3 times per week)’ before the pandemic compared to 3% during the pandemic.
- For the other active transportation modes (e.g., mobility aid, skateboard / rollerblade, and e-scooter), most respondents selected ‘never’ for pre and during the pandemic.

It should be noted that these data are not statistically significant and have been included to show a high-level trend of changes in travel behaviour before and during the pandemic.

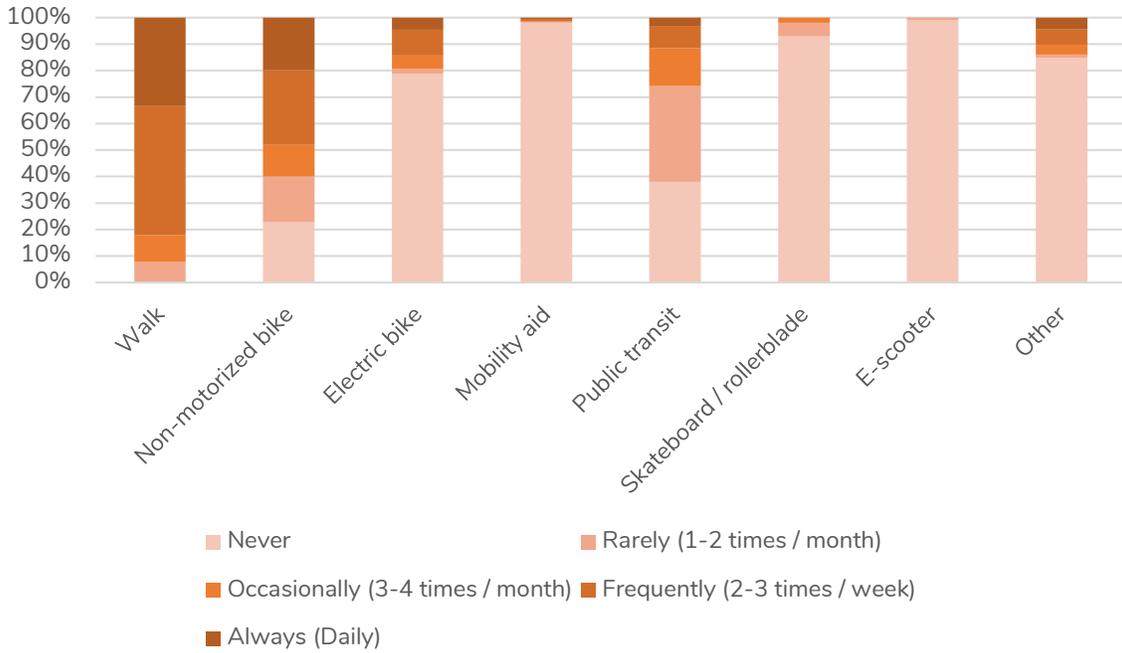


Figure 5. Frequency of Active Transportation Mode before COVID-19 Pandemic

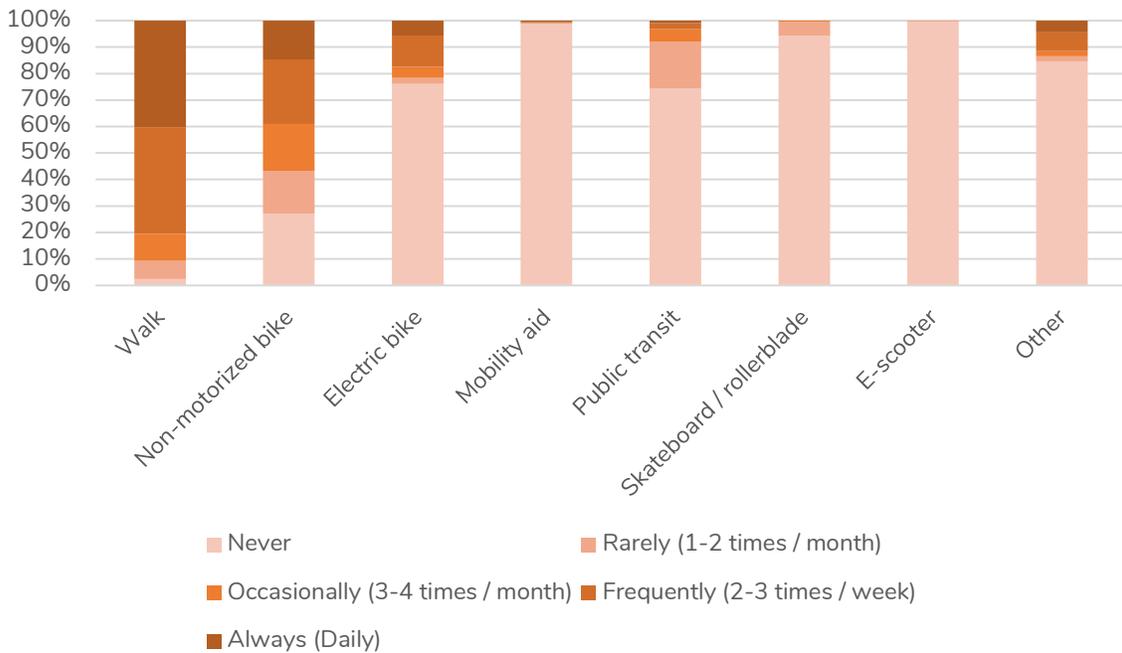
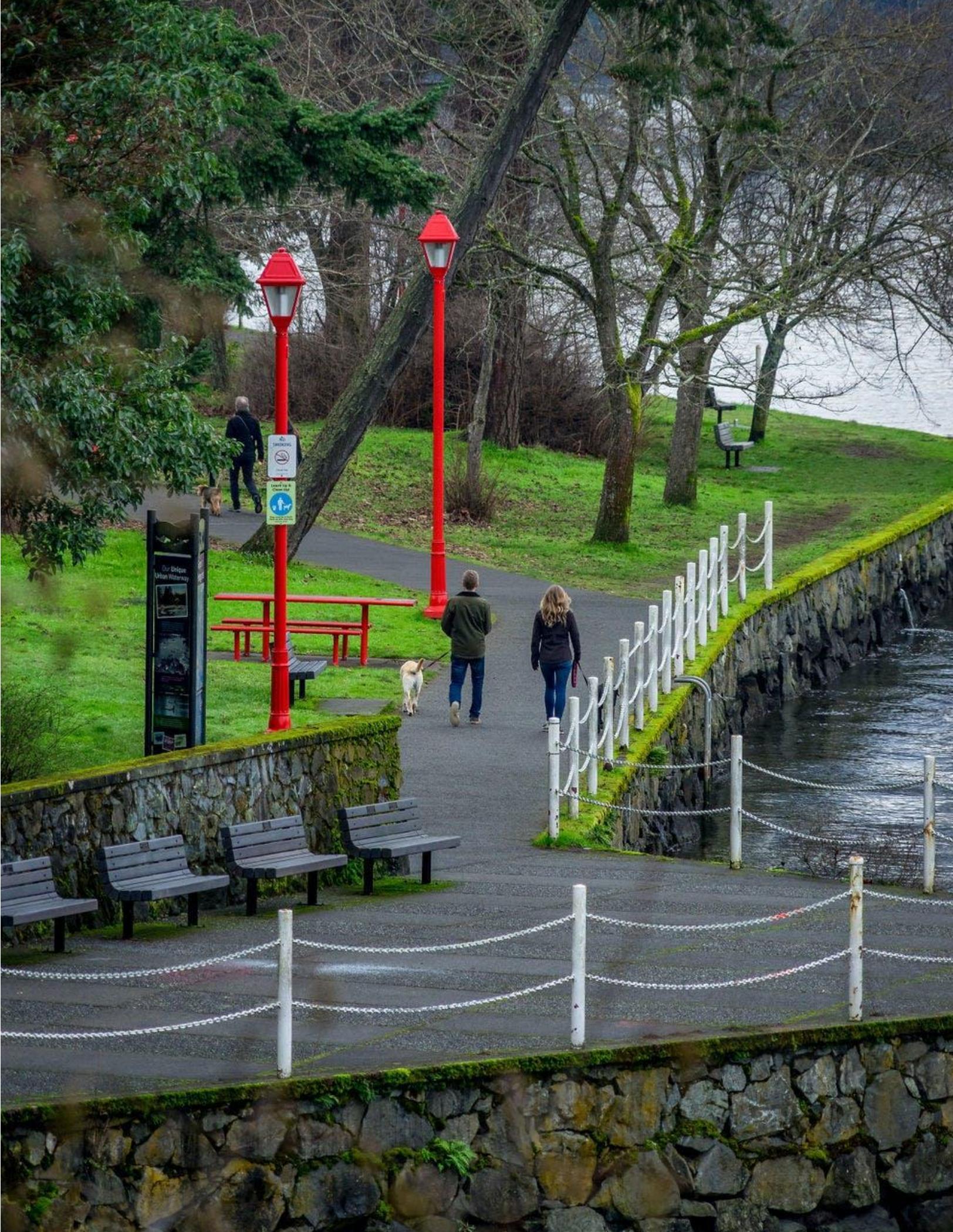


Figure 6. Frequency of Active Transportation Mode during COVID-19 Pandemic





4.0 WHAT WE HEARD

This section provides a detailed analysis and summary of the specific barriers, challenges, and desired improvements that the community shared through the various engagement tools.

4.1 WALKING & ROLLING

4.1.1 OVERVIEW

Esquimalt is a walkable community with 35% of all trips on foot within the Township. As discussed in the *Baseline Conditions Report*, walking has and continues to be an attractive transportation mode due to the Township's compact geography and the proximity of key destinations. In addition to geography, the Township has a connected sidewalk network and some safe crossings on its busier roads, which help support walking for a variety of trip purposes including recreational and commuting.

Even though the Township can broadly be defined as walkable, the community engagement confirmed that several gaps exist for the everyday pedestrian.

4.1.2 GENERAL BARRIERS

In the online survey, respondents were asked 'in general, what are the top issues / barriers you face walking around Esquimalt today?' Respondents were able to select multiple responses. The top three issues / barriers among the responses (N=543) were as follows (see **Figure 7**):

- Lack of sidewalks and pathways (e.g., gaps in network) (24%)
- Speed of motor vehicle traffic (14%)
- Sidewalks and pathways are too narrow (13%)

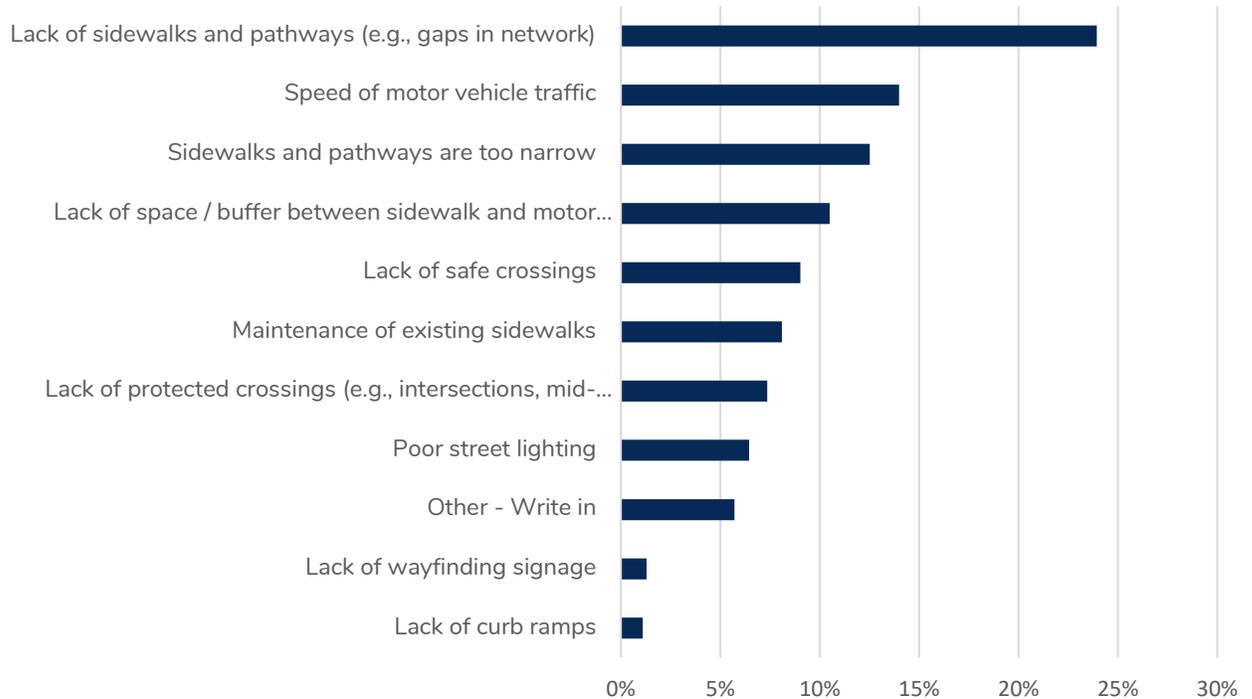


Figure 7. Summary of Barriers to Walking and Rolling – Online Survey

The interactive online mapping tool reported similar barriers. Among the 160 pins, about 40% related to sidewalks—either the lack of a sidewalk, its poor condition, or being too narrow. **Figure 8** shows the distribution of the results. For those that selected the ‘other’ pin, comments were typically focused on the need for more signage to parks and trails along with better crossings opportunities of the Gorge Waterway including a new pedestrian bridge between Tillicum and Admirals. **Figure 9** illustrates the concentration of all the walking and rolling barriers as reported on the interactive mapping tool. Tillicum Road is a hot spot where participants identified a range of barriers including narrow sidewalks, vehicles travelling too fast, and the lack of safe crossings.

In addition to the map, the Township has also received emails from residents citing their concerns about general discomfort and safety issues when cycling and walking along Tillicum Road.

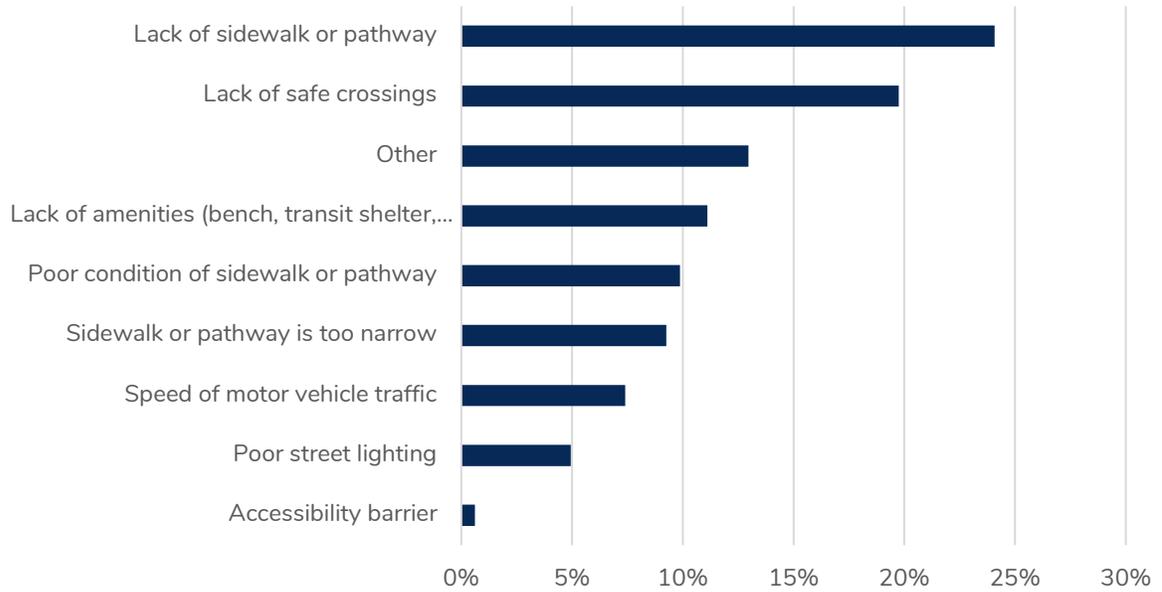
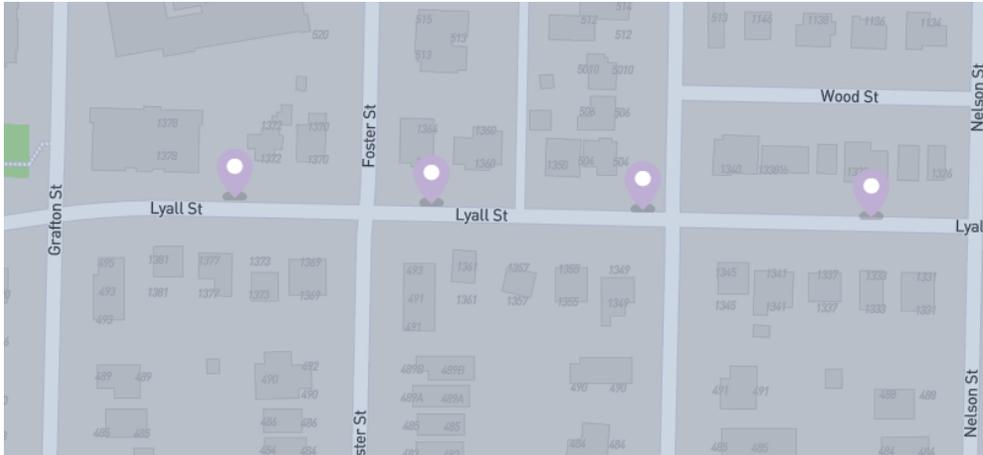


Figure 8. Summary of Walking and Rolling Pins – Interactive Mapping Tool



Examples of narrow sidewalk (left) and gap in sidewalk network (right), which were the top walking/rolling related barriers identified in the online survey and mapping tool.



Example of pins dropped on Lyall Street where participants indicated poor sidewalk condition with sections of asphalt sidewalk being uneven and narrow.



Examples of poor sidewalk condition on Lyall Street with cracking concrete sidewalk (left) and debris / uplift (right).

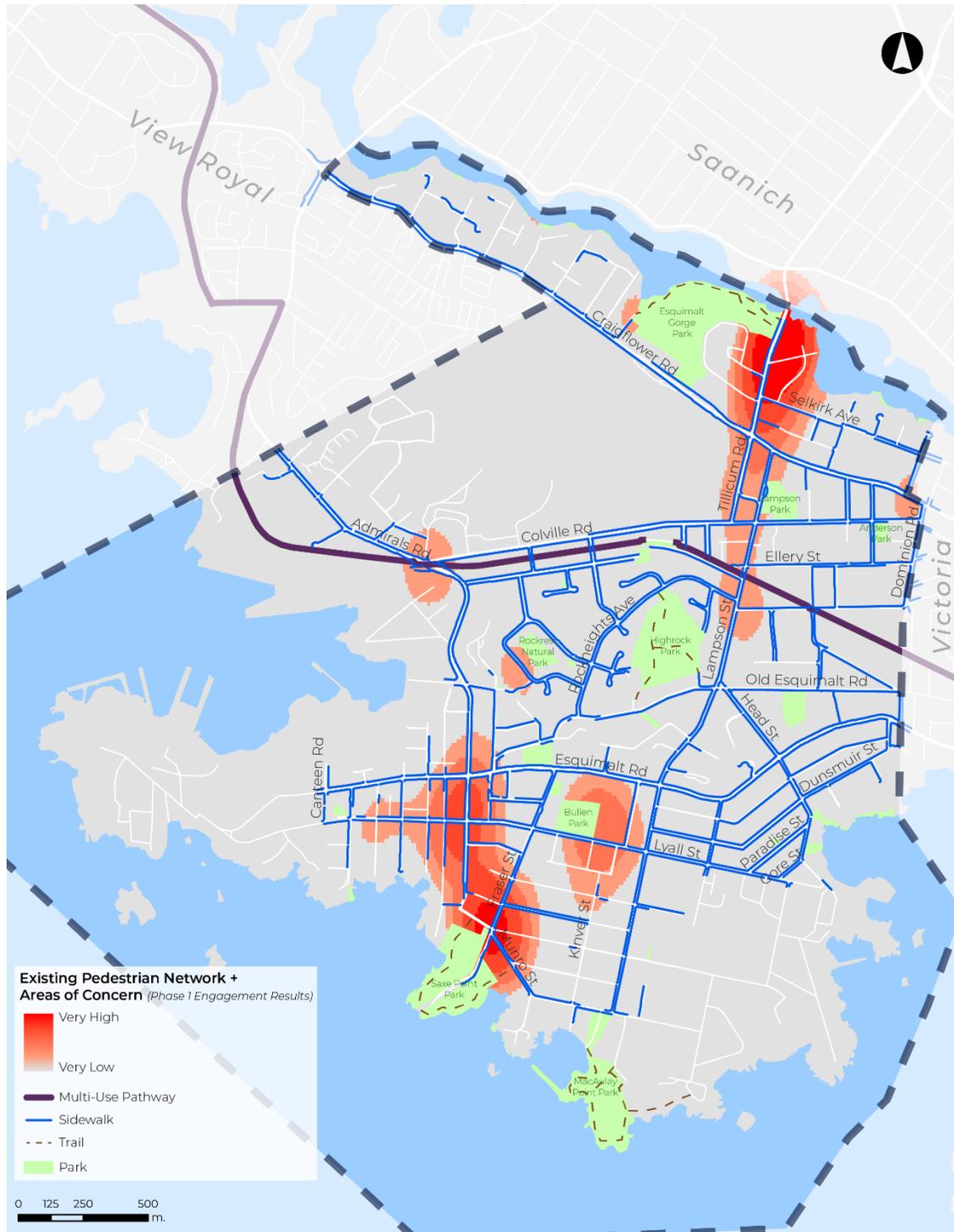
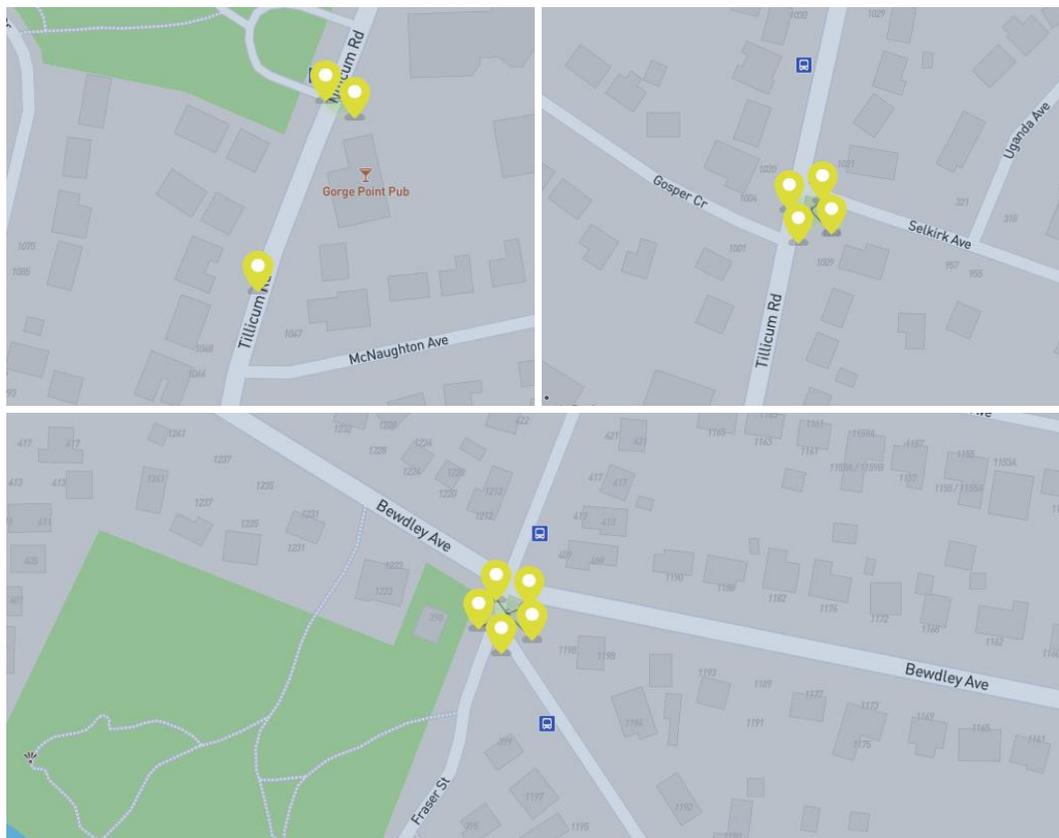


Figure 9. Areas of Concern in Pedestrian Network – Interactive Mapping Tool



4.1.3 CROSSING BARRIERS

Among the 160 pins on the pedestrian map, about 20% pertained to the lack of safe crossings. Pins were dropped in several locations across the Township with most placed on a major road. Several pins were dropped on Tillicum Road where participants commented on the lack of crossing opportunities at Selkirk Avenue and between McNaughton Avenue and the bridge.



Examples of pins on Tillicum Road (top) where participants cited the need for safer crossings. The Bewdley Avenue / Fraser Street intersection was also identified as a hot spot where pedestrians have a hard time making a safe crossing.



Another location identified as an unsafe crossing is the crossing at 1115 Craigflower Road. Residents along this block have flagged the crossing as having poor visibility among motor vehicles, which has resulted in dangerous interactions. Residents have submitted a petition to the Township requesting that this specific location be further investigated to identify an improvement to make it easier to cross safely at this location and access Gorge park.

“This crossing of Sioux Place is very long and is geared to automotive traffic - not pedestrians. Pedestrians are downhill of cars on Craigflower and have to negotiate cars turning off of Craigflower, coming from laneway and south from Sioux Place. Not a pedestrian friendly intersection for a busy pedestrian area to access Esquimalt Gorge Prk” – Comment from Interactive Mapping Tool participant



Other crossing locations there identified as requiring an improvement are shown below. It should be noted that all the identified locations will be subject to further technical analysis before a recommendation is made for an improvement.

- Arm Street at Craigflower Road
- Lampson Street at Craigflower Road
- Lampson Street at Transfer Street
- Transfer Street at Tillicum Road
- Lampson Street at Devonshire Road
- Esquimalt Road at Constance Avenue
- E&N Rail Trail at Fairview Road
- Craigflower Road at Dellwood Road



4.1.4 DESIRED IMPROVEMENTS

The online survey asked respondents the following question: ‘what are the top opportunities you see to improve the walking environment in Esquimalt?’ Respondents had to rank the options (N=248). The highest ranked options (in order) are summarized below in **Table 1**. As indicated above, all the potential improvements—particularly the crossing locations—will be subject to further analysis before final recommendations are made.

Table 1. Top Opportunities to Improve the Walking Environment in Esquimalt

Option		Ranking Score
1	Filling in gaps in the network to improve connections to destinations	3.42
2	More separation from motor vehicle traffic	3.44
3	Improve sidewalk condition (e.g., fixing cracks, trip hazards)	3.61
4	Improve crossings (e.g., signalized crossings)	4.27
5	Improve accessibility of sidewalks (e.g., fixing deficient curb ramps)	4.52
6	Adding traffic calming devices to help slow motor vehicle traffic	4.6
7	Improved street/pathway lighting	5.52
8	Lower the posted speed limit on ‘Residential Collector Roads’	5.76
9	Better amenities at bus stops	5.82
10	Lower the posted speed limit on ‘Major Roads’	6.78
11	No improvements (i.e., you are comfortable using existing facilities)	7.62



“Thinking about folks who come into Esquimalt to bike or walk for the day, we could use small, outdoor parklets in central areas to sit down, refill water, use the rest room and lock up a bike that isn't necessarily at a playground. Osprey Village in Pitt Meadows is a great example of this and they have a bike and running store to really promote travel to that area for cyclists.” – Comment from the ideas tool





4.2 CYCLING

4.2.1 OVERVIEW

As reported in the *Baseline Conditions Report*, there are some positive cycling trends in Esquimalt. From 2011 to 2016, the proportion of work trips made by bicycle increased from 6% to 9%. Further, according to Strava—a mobile app tracking human exercise with GPS data and mostly used for cycling and running—several of Esquimalt’s roads are being used for recreational and transportation purposes with over 70,000 trips logged in 2020.

Even though the data above are encouraging, the engagement confirmed that there remain several gaps and a general lack of comfort with the existing cycling network.

4.2.2 GENERAL BARRIERS

In the online survey, respondents were asked ‘in general, what are the top issues / barriers you face cycling or using another active mode around Esquimalt today?’ The top issues / barriers among the responses (N=560) were as follows (see **Figure 10**).

- Lack of comfort cycling on major roads without painted bike lanes (e.g., Lampson, Tillicum Rd) (25%)
- Lack of comfort cycling on major roads with painted bike lanes (e.g., Craigflower Rd, Admirals Rd, Esquimalt Rd) (14%)
- Bike lanes on corridors that end before an intersection (e.g., Esquimalt Rd) (12%)
- Speed of motor vehicle traffic (12%)
- Only 6% of respondents indicated that topography was an issue / barrier and only 1% indicated street lighting as an issue

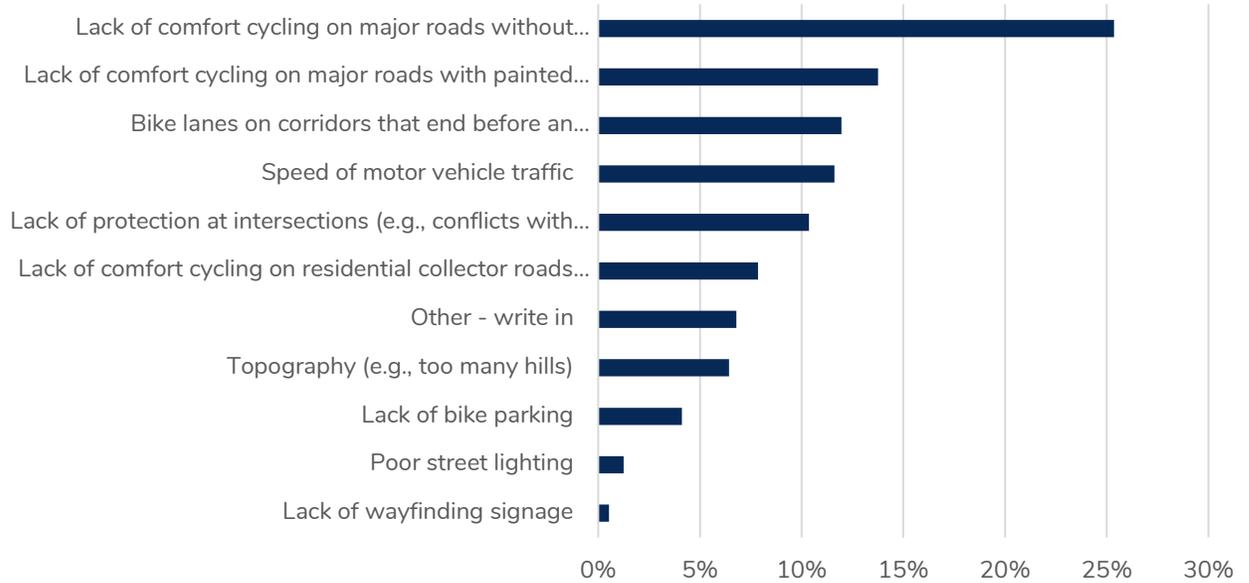


Figure 10. Summary of Barriers to Cycling – Online Survey



The lack of comfort cycling on major roads without painted bike lanes (such as Lampson Street) was identified as a top barrier when cycling around the network. This cyclist is forced to share a lane with no separation from motor vehicle traffic even though the posted speed limit is much higher than the average speed of someone cycling.



Figure 11 below summarizes the distribution of the pins placed on the cycling map. The results show that the ‘lack of bike lane’, ‘other’ and ‘lack of protection at intersections’ are the top barriers to cycling. For those that selected the ‘other’ pin, comments were typically focused on the lack of bicycle signal detection at intersections, poor and inconsistent signage, narrow bike lanes, and the need for better signage to alert motorists to people cycling at intersections. **Figure 12** illustrates the concentration of all the cycling barriers as reported in the interactive mapping tool. The two main hotspots including the Tillicum Road corridor and the Admirals Road / Colville Road intersection.

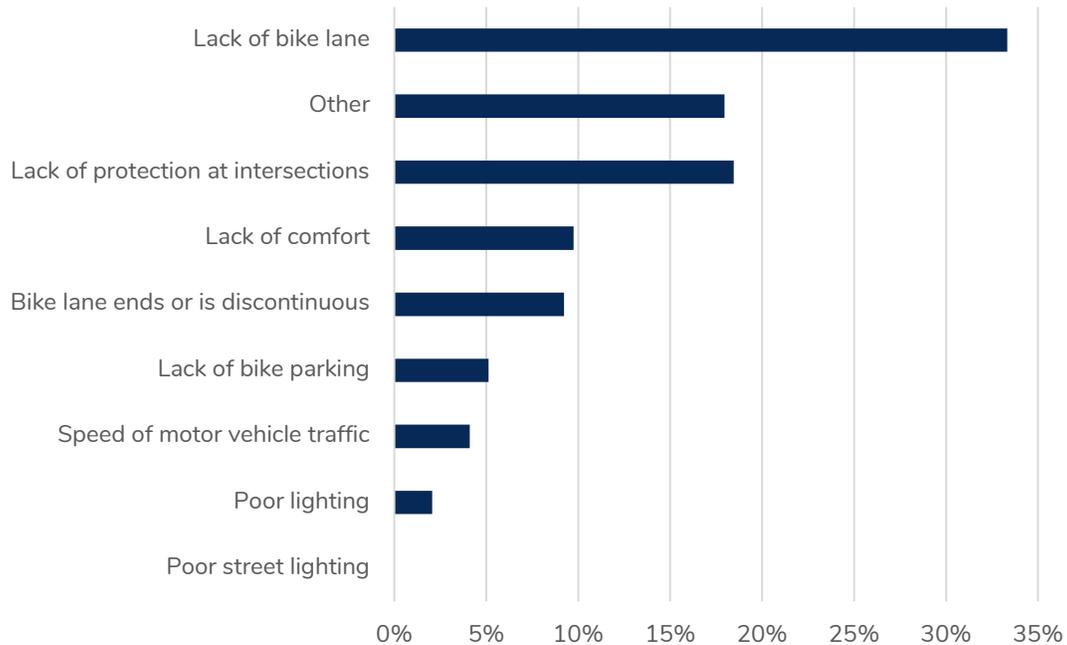


Figure 11. Summary of Cycling Pins – Interactive Mapping Tool

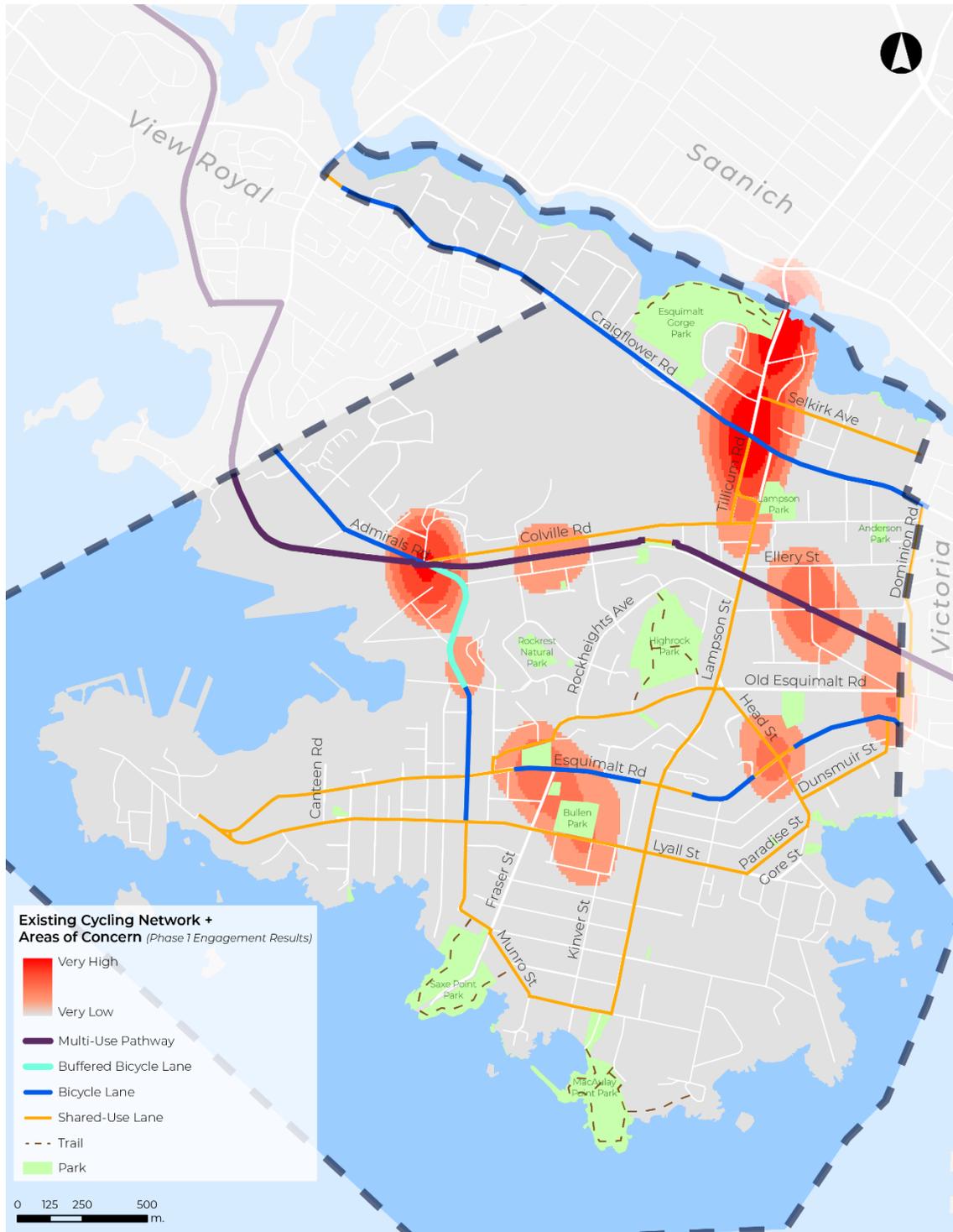


Figure 12. Areas of Concern in Cycling Network – Interactive Mapping Tool



4.2.3 LACK OF PROTECTION FROM MOTOR VEHICLE TRAFFIC

The engagement feedback is clear – Esquimalt residents and visitors, broadly speaking, do not feel comfortable riding in bike facilities next to motor vehicle traffic, especially on Major Roads. There is a desire to have some separation. The *Baseline Conditions Report* reported that ‘shared use lanes’ are the most common bicycle facility in the Township representing 60.5% of the bicycle network, or 12.5 kilometres. Industry guidelines and best practices (such as TAC and the BC Active Transportation Design Guide) do not recommend these bike facilities as they do not meet the criteria for all ages and abilities.

Among the 191 pins on the cycling map, about 42% pertained to either ‘a lack of bike lane’ or ‘lack of comfort’. The pins were distributed across the Township; however, there was a cluster of 26 pins along Tillicum Road from Transfer Street to the bridge. The feedback on Tillicum Road was consistent – there is a general lack of comfort while cycling along this corridor to due vehicle volumes, speeds, and the lack of a dedicated bike facility.

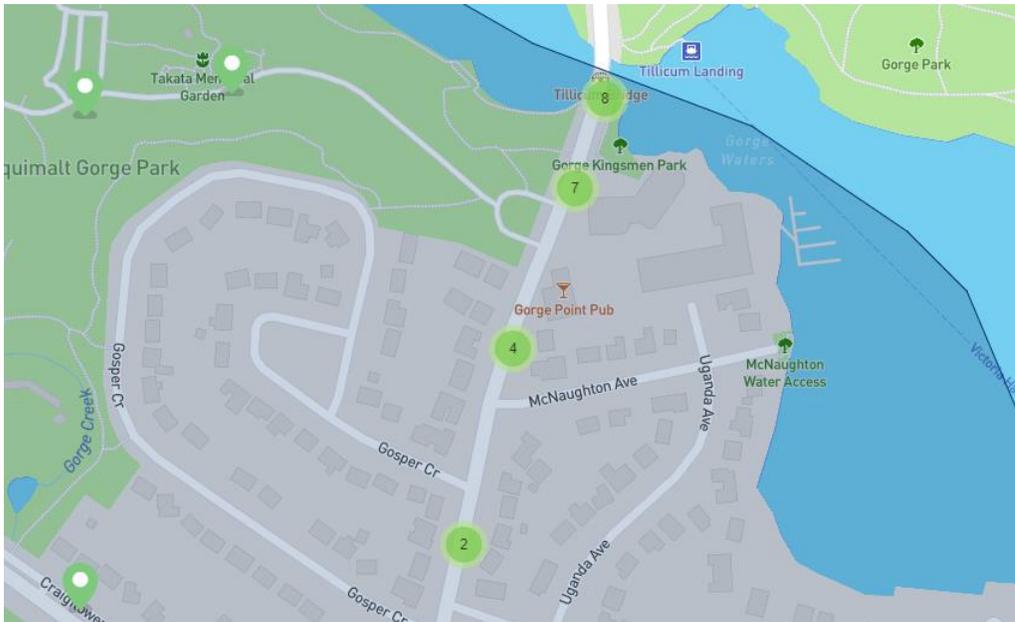
“High vehicle speeds, hills, narrow lanes and no protection for cyclists make this stretch of Tillicum feel unsafe except to the most experienced and confident cyclists.”

“Very unsafe on Tillicum, impossible to comfortably go from Esquimalt to Tillicum mall so I drive instead of cycle.”

– Comments from Interactive Mapping Tool participants about the lack of bike facilities on Tillicum Road.



Example of people cycling along the Tillicum Road corridor.



Examples of pins on Tillicum Road where participants cited the need for safe bike facilities.

Other streets that were identified as uncomfortable and/or lacked a bike facility included:

- Esquimalt Road (between Admirals Road and Fraser Street)
- Lyall Street (between Fraser Street and Lampson Street)
- Craigflower Road (between Admirals Road and Tillicum Road)

4.2.4 DISCOMFORT AT INTERSECTIONS

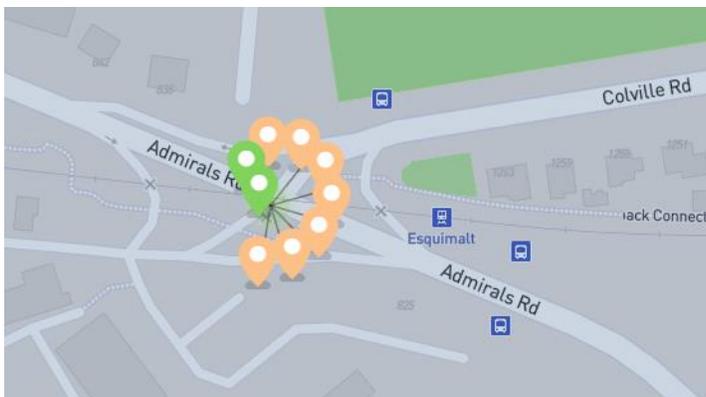
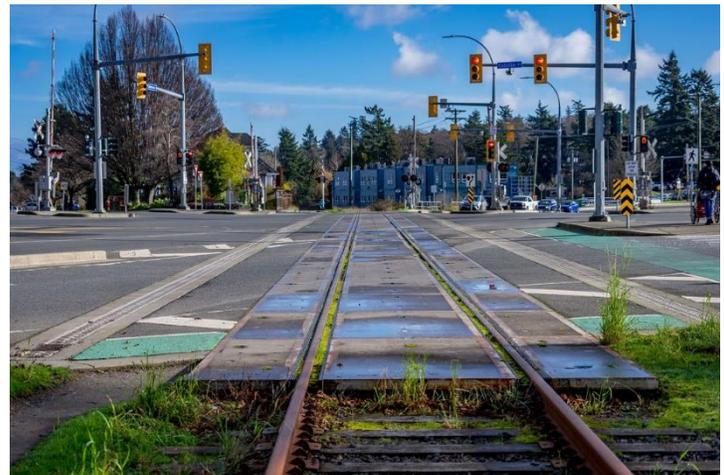
According to ICBC, four out of five cycling collisions happen at intersections. Further, as discussed in the *Baseline Conditions Report*, very few intersections in the Township currently provide a high level of cycling accommodation at the intersection. This means that people cycling have to ride with motor vehicle traffic as they approach and travel through the intersection.

Among the 191 pins on the cycling map, about 18% pertained to 'lack of protection at intersections'. Several intersections were flagged by participants, as discussed below.



The first intersection is the Admirals Road and Colville Road where 7 pins were placed. Many of the comments pertained to the confusing nature of the intersection for people cycling, the challenges trying to connect to the E&N rail trail, and the railway tracks as a hazard for bikes. Several suggestions were provided including the removal of the railway tracks and changing the signal to prioritize people cycling.

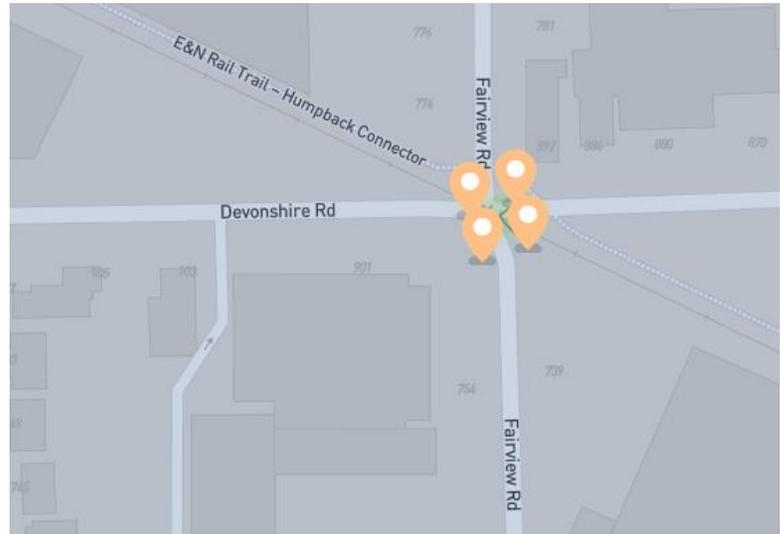
The *Baseline Conditions Report* also reported that the Admirals Road / Colville Road intersection is one the most dangerous for people cycling with several reported injuries due to crossing the train tracks and conflicts with turning vehicles at the intersection.



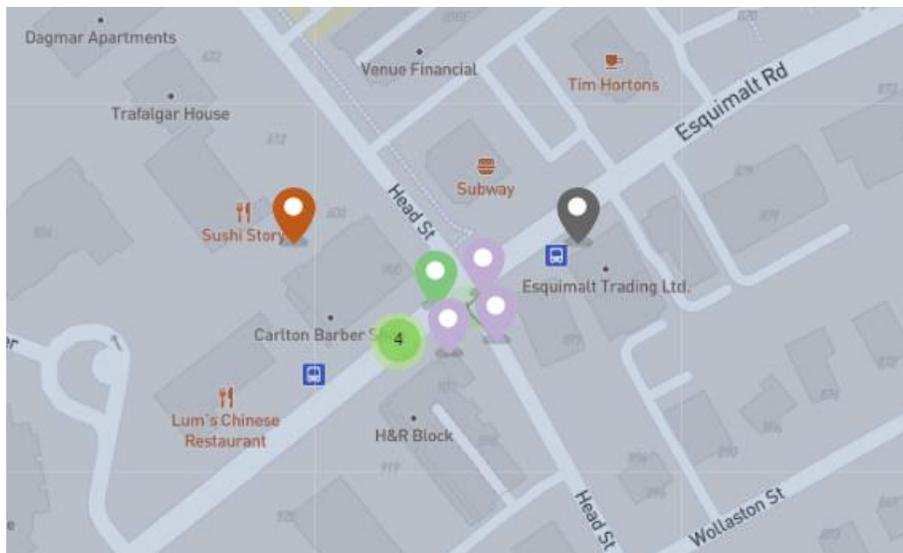
“This intersection is very tricky. A diagonal bike crossing would greatly improve the connection to the E+N and the Naden gate. The train tracks are also VERY sketchy in winter or when it's raining, especially as bikes heading to the base are currently forced to turn left across them.”
– Comment from Interactive Mapping Tool participants about the Admirals Road / Colville Road intersection.



Another intersection that was flagged as uncomfortable is Fairfield Road and Devonshire Road, which is a connecting point for the E&N rail trail. Comments generally included the confusing nature of the intersection and who has the right-of-way, vehicles travelling at high speeds, and the difficulty crossing Devonshire Road.



Lastly, the Esquimalt Road and Head Street intersection was identified as problematic. A total of 8 pins were placed at this location. The comments were largely focused on the bike lane ending before the intersection. This results in people cycling having to ride with motor vehicle traffic as they approach and travel through the intersection. Other comments included the challenges with people cycling trying to make a turn at the intersection due to the lack of paint and signage.





4.2.5 DESIRED IMPROVEMENTS

The online survey asked participants about the improvements they would like to see on the Township’s Major Roads and Residential Collector Roads to make them feel more comfortable cycling. As shown in **Figure 13**, most respondents indicated that ‘More separation from conflicts’ and ‘Bike lanes that are physically protected from motor vehicle traffic’ are the two most important improvements required on Esquimalt’s busier roads.



Buffered bike facility on Admirals Road. This facility provides some level of separation from motor vehicle traffic but is still not considered an all ages and abilities facility due to vehicle volumes and the posted speed limit on Admirals Road.

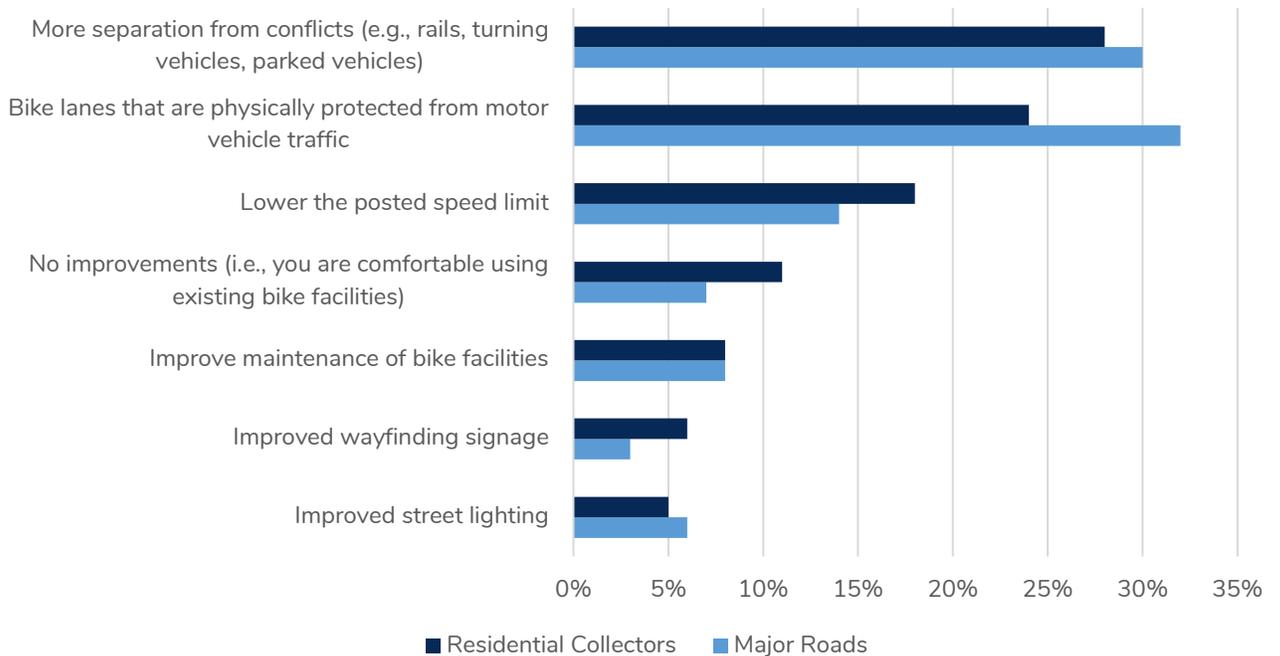


Figure 13. Major Improvements Needed to Increase Cycling Comfort on Major Roads and Residential Collectors – Online Survey



4.3 GENERAL FEEDBACK

4.3.1 MUNICIPAL INVESTMENT

The online survey also included a question to gauge the community's general sense the priorities that should be considered in the ATNP. Specifically, respondents were asked to respond to the question 'What level of municipal investment would you like to see in the following types of projects / initiatives?'. As shown in **Figure 14**, respondents indicated that the Township should invest more in all of the project / initiatives on the list with the exception of improving amenities at bus stops. The projects/ initiatives that had the highest proportion of respondents who selected 'invest more' included:

- Provide comfortable cycling facilities on Major Roads (66%)
- Improve safety of roadway crossings for people walking and biking (61%)
- Build more sidewalks that are fully accessible to people walking or using wheelchairs (e.g., greater width) (58%)
- Increase separation between sidewalks and motor vehicles (e.g., vegetation, bike lanes) (54%)
- Provide comfortable cycling facilities on Residential Collectors (45%)
- Provide additional traffic calming (44%)
- Those want to spend less on these measures were in the minority (ranging from 3 to 15%)

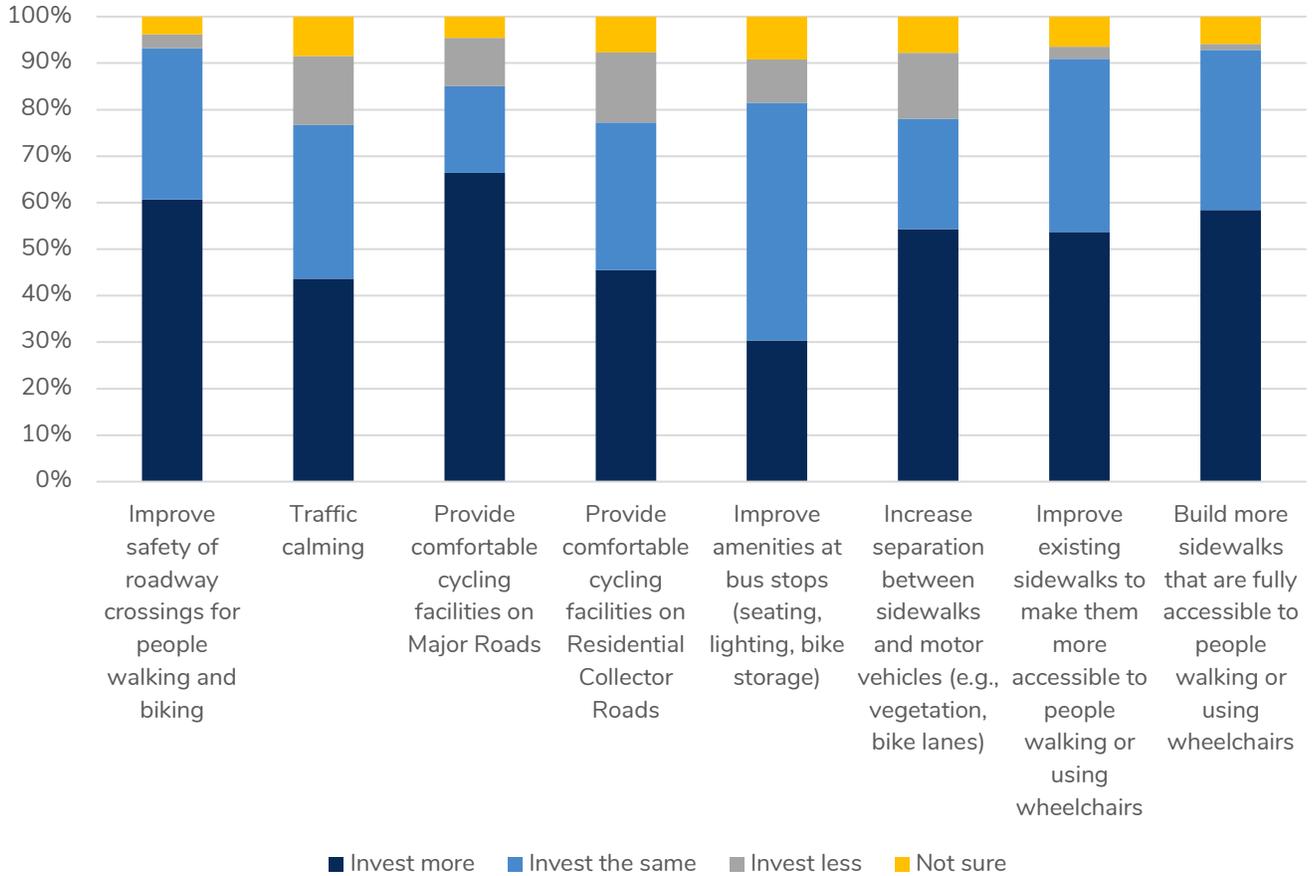


Figure 14. Desired Level of Municipal Investment in Active Transportation Related Projects / Initiatives – Online Survey



4.3.2 ESQUIMALT ACTIVE TRANSPORTATION NETWORK IN 10 YEARS

The online survey also included a question about what a successful ATNP would look like. Specifically, respondents were asked to respond to the question ‘Imagine Esquimalt in 10 years. We have successfully implemented the Active Transportation Network Plan. One bold, ambitious part of the plan stands out. What is it?’. A total of **177 responses** were provided with a range of ideas. The common themes included:

- Esquimalt has an all ages and abilities cycling network (including protected bike lanes) with more people cycling for all trips
- The network is designed in such a way where it is even easier to walk around, especially for those with mobility challenges
- More options to move around Esquimalt other than a private car
- A safer way to cycle and walk across the Tillicum bridge

4.4 GUIDING PRINCIPLES

The online survey also asked respondents to indicate their level of agreement with the draft guiding principles for the Active Transportation Network Plan. The principles include:

- **Safety** (e.g., reduced risk of collisions, slower vehicle speeds, etc.)
- **Connectivity** (i.e., you can get to where you need to go through an integrated network)
- **Accessibility** (i.e., can be used by all ages and abilities)
- **Comfort** (i.e., you feel comfortable using the infrastructure for walking, cycling, and other active modes)
- **Equity** (i.e., addressing additional barriers that prohibit some groups from accessing the active transportation network)

As shown in **Figure 15**, about 88% of respondents (N=245) either strongly agree or agree with the guiding principles, indicating that there is broad support to include them in the ATNP. Only 11% of the survey respondents disagreed with the principles.

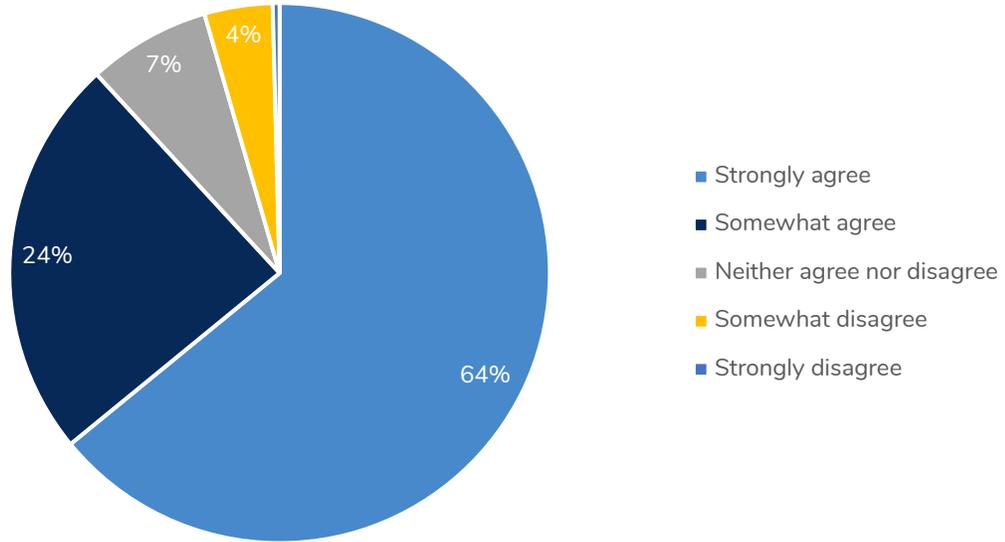


Figure 15. Level of Agreement with the Guiding Principles for the Active Transportation Network Plan – Online Survey



30 km/h

BUS STOP



STOP



5.0 NEXT STEPS

Thank you for your participation in the Esquimalt Active Transportation Network Plan!

As our next steps, we will:

- Draft the pedestrian and cycling network maps;
- Draft the pedestrian improvement options including a review of crosswalk upgrades, new crossing locations, sidewalk improvements, and missing sidewalk connections;
- Draft cross-sections identifying the cycling improvement options for the main corridors (e.g., Esquimalt Road, Lampson Street, Tillicum Road, and Lyall Street); and
- Draft the plan vision and goals.

We will return to the community in the summer of 2021 with a second survey that will ask for feedback on the draft options, vision, and goals.

