EXECUTIVE SUMMARY

Its role as a gateway to Downtown, combined with ongoing and anticipated development, has put pressure on the existing transportation infrastructure in Victoria West. Recognizing this pressure, the City of Victoria commissioned a transportation study in 2004 that identified geometric/laning improvements, non-automobile infrastructure improvements, and transportation demand management initiatives as appropriate measures to manage the anticipated growth. This document, including the accompanying concept drawings, builds on the findings of the 2004 report.

The Victoria West Transportation Plan was developed through an in-depth public consultation process. Participants first participated in a transportation working session in June 2006. Based on community input, a series of concept drawings were created. There were two (2) subsequent Open Houses, where community members were invited to provide feedback on proposed changes, and concept plans were refined to reflect their input. A final Open House was held in September 2007, where the completed concept plans were presented for community endorsement.

Concept plans in the document are organized by street or corridor. The proposed changes include:

- Redesign of Esquimalt Road, with bike lanes, turn lanes, boulevards, and medians;
- Bike lanes, boulevards, and medians on Craigflower Road;
- A roundabout at Bay/Catherine, with curb extensions on Catherine Street;
- A marked crosswalk on Wilson Street, connecting Victoria West Park and Westside Village;
- Curb extensions/landscaping on Kimta Road; and
- Improvements to the William Street Greenway

Transportation Demand Management (TDM) is a series of initiatives that support sustainable transportation modes such as walking, cycling, and transit. A number of TDM measures are recommended for Victoria West, as an alternative to expanding infrastructure for motor vehicle traffic.

The estimated cost for all improvements is $3.6 million (2008). The Plan recommends a four-phase implementation plan that prioritizes projects emphasizing pedestrian and cycling improvements, aesthetics, and transit and accessibility upgrades. The recommended phasing is as follows:

- Craigflower Road and the William Street Greenway;
- Esquimalt Road east of Catherine/Kimta Road;
- Esquimalt Road west of Catherine/Kimta Road, and Wilson Street; and
- Catherine Street and Kimta Road.

The phases could be re-prioritized, should external sources provide funding for individual projects.
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1.0 INTRODUCTION

Victoria West is located adjacent to Downtown Victoria, west of the Inner Harbour (see Figure 1). Victoria West’s proximity to the downtown core has placed a significant strain on its transportation system. The two (2) major streets that run through Victoria West are Esquimalt Road and Craigflower Road. As a result, a significant number of vehicle trips on Victoria West streets originate and terminate beyond neighbourhood boundaries. Additionally, significant development has taken place in the easterly portion of Victoria West in recent years. This new, higher density development contrasts with the predominantly low-density, single-family character of the rest of the neighbourhood. Transportation infrastructure created to service the transportation needs of low-density development is being strained by the additional pressures of the new high-intensity uses.

The 2004 Victoria West Transportation Study reviewed expected growth scenarios for the community and forecast future transportation impacts. The study identified three (3) key areas of improvement that were consistent with community objectives:

- Improve safety through road geometry improvements, including traffic calming;
- Improve existing / provide additional pedestrian, cycling and transit infrastructure; and
- Develop transportation demand management (TDM) policies to reduce vehicle trips generated by future developments.

Boulevard Transportation Group was retained by the City of Victoria in 2006 to develop an action plan for the three (3) identified areas of improvement. This report summarizes how the Plan was developed, and includes a summary of community input, a description of the identified improvements, and cost estimates and recommended phasing for construction.

1.1 Objectives

The specific objectives of this project, as outlined in the Request for Proposals (RFP), were as follows:

- Develop concept designs for projects identified in the 2004 Victoria West Transportation Study:
  - Bay/Catherine/Dundas – traffic circle
  - Bay/Tyee - westbound left turn and extend existing right turn lane
  - Bay/Wilson – eastbound right turn lane
  - Catherine/Esquimalt – southbound right turn lane
  - Esquimalt/Sitkum – pedestrian/bicycle crossing
  - Catherine Street/Skinner to Esquimalt – bike lanes
  - Wilson Street/Bay to Tyee – bike lanes
  - Tyee/Wilson – transit exchange
Figure 1:
**Study Area**
Victoria West Transportation Plan

Aerial photograph from Capital Regional District's Natural Areas Atlas, http://www.naturalareasatlas.ca
• Prepare conceptual designs (including cross sections) for cycling and pedestrian corridor improvement projects in the neighbourhood, including improvements identified in the City’s Bicycle Master Plan and Greenways Plan.
  - William Street/Wilson to Langford – greenway improvements
  - Victoria West Park – cycling/pedestrian connections through park
  - Banfield Park – cycling/pedestrian connections through park
  - Esquimalt Road – bike lanes
  - Craigflower Road – bike lanes
  - Kimta Road – bike lanes
  - Selkirk Avenue/Styles Street – cycling improvements

• Consult with the Victoria West Community Association, neighbourhood residents, and businesses to identify cycling, pedestrian, and network improvement projects not already identified in the 2004 Victoria West Transportation Study, Bicycle Master Plan, or Greenways Plan. Once identified, determine the impacts these projects may have on the transportation network in Victoria West, and then prepare conceptual designs for the improvements.

• Consult with the Victoria West Community Association, neighbourhood residents, and businesses on the various projects identified in the process.

• Develop proactive development policies to help minimize the amount of traffic generated by anticipated development. These policies will be adopted for use throughout the City of Victoria.

• Prepare a prioritized list of the identified projects, based on a triple bottom line (economic, environmental, and social sustainability) evaluation.

• Prepare order of magnitude costing for all proposed actions of this plan.
1.2 Benefits

The recommended improvements will provide the Victoria West community with significant social, environmental and economic benefits. Below is a description of the anticipated benefits:

- While the removal of traffic lanes on certain sections of the road network may marginally increase traffic congestion, mode shift as a result of the recommended changes could result in an overall reduction in toxins and greenhouse gas emissions.

- The recommended improvements will add a considerable amount of green space to the Victoria West neighbourhood, and increase accessibility to existing green spaces.

- The recommended improvements incorporate infrastructure designed specifically for mobility-impaired users. Improved access and new route options will increase the ability of mobility-impaired users to complete trips, independent of assistance.

- The recommended improvements will increase pedestrian and cyclist safety, encouraging the use of non-automobile transportation.
2.0 PUBLIC CONSULTATION
Four (4) formal public consultation sessions were conducted as part of the project.

- June 12, 2006
- October 25, 2006
- May 10, 2007
- September 20, 2007

I m a g e s  f r o m  t h e  v a r i o u s  p u b l i c  c o n s u l t a t i o n  s e s s i o n s .

2.1 Open House #1 (June 12, 2006)
Open House #1 was held June 12, 2006 at Victoria West Elementary School. This Open House was designed as a working session, giving attendees an opportunity to sit down with maps of the Victoria West neighbourhood and identify where they felt additional improvements/interventions were necessary. The session gave the project team greater confidence in creating design concepts that would be supported by the community. Feedback from Open House #1 re-confirmed resident support for most of the concepts originally identified in the 2004 study.

2.2 Open House #2 (October 25, 2006)
The project team used the feedback from Open House #1 to produce preliminary design concepts for the identified improvements. The design concepts were put on display at the Victoria West Y and in the Westside Village Shopping Centre for a week prior to the Open House, giving the community an opportunity to review the plans prior to attending the meeting. Open House #2 was held at the Leonardo DaVinci Centre, and was organized as a presentation, followed by a question and answer period.
2.3 Open House #3 (May 10, 2007)
After revising drawings based on feedback received in October 2006, Open House #3 was held in May 2007. Revised concept plans featured additional pedestrian facilities, curb extensions on Catherine Street and Kimta Road rather than marked bike lanes, and additional boulevard and/or medians on Esquimalt Road, Craigflower Road and Wilson Street. Generally, feedback on these plans was positive. Attendees felt the revised plans placed more emphasis on pedestrian needs, and more realistically reflected cyclist needs. The project team also met with members of the Victoria West Community Association following Open House #3, to refine additional plan details.

2.4 Open House #4 (September 20, 2007)
Open House #4 was held September 20, 2007. The revised plans were the culmination of refinements based on previous feedback. There was general support for the concept plans (see Appendix C).
3.0 ROADWAY DESIGN CONCEPTS

The final design concepts reflect the recommendations of the 2004 Victoria West Transportation Study, and were refined through a number of iterations between the project team, the community, and City staff. Generally, the design concepts increase transportation safety, while providing improved pedestrian, cyclist and transit infrastructure. Specific design features include:

- Intersection improvements;
- Sidewalk improvements and additional crosswalks;
- Marked bike lanes;
- A roundabout;
- Opportunities for elements of landscaping/beautification (boulevards, medians);
- Bus bay improvements;
- Accessibility improvements, including curb letdowns; and
- Traffic calming features, such as curb extensions.

3.1 Concept Plans

The final concept drawings, as presented to the community at the September 20, 2007 Open House #4, are included in Appendix C.

3.1.1 Esquimalt Road

Esquimalt Road is the main arterial street in Victoria West, connecting the Township of Esquimalt with Downtown Victoria. Currently, Esquimalt Road has two (2) westbound thru lanes and two (2) eastbound thru lanes from the Township of Esquimalt border to the Catherine/Kimta intersection. Traffic analysis revealed that vehicle traffic could be more effectively managed by changing the cross-section to a single thru lane in both directions, providing dedicated space in the centre for left-turn lanes and landscaped medians, and installing marked bike lanes in both directions. Boulevards at the curb will buffer pedestrians from vehicle traffic. Marked crosswalks proposed at Russell Street and west of Sitkum Road will improve north/south greenway links for pedestrians. A landscaped median is proposed between Harbour Road and Tyee Road to increase green space. Curb letdowns for the mobility-impaired are recommended at all intersections, and all bus zones are to receive accessibility improvements. The improvements on this corridor will also coordinate with the proposed E&N Rail Trail design.
3.1.2 Craigflower Road (including Skinner Street)
The Craigflower Road design concept reinforces the residential integrity and neighbourhood “village” atmosphere of Craigflower Road, while still recognizing it as a major commuter route through Victoria West. Proposed road improvements will benefit cyclists and transit users, while sidewalk and crosswalk improvements will benefit pedestrians. Curb extensions at intersections along the corridor will increase green space, and shorten crossing distances for pedestrians. Marked bike lanes are proposed, as Craigflower Road has been identified as a major cycling route. A new pedestrian crossing is proposed at Raynor Avenue as part of the north/south William Street Greenway. A landscaped median is proposed at the Alston/Skinner intersection, as is a westbound left-turn lane. A landscaped median is proposed at the Russell/Craigflower intersection. New boulevard space will be created on the north side of Skinner Street between Alston Street and Bay Street, to buffer pedestrians from traffic. A new westbound left-turn is proposed at the Bay/Tyee intersection, and the existing westbound right-turn lane will be lengthened. Bus zones on the corridor will also receive accessibility improvements.

3.1.3 Catherine Street
The Catherine Street design concepts are divided into two (2) portions. The design for the north portion of Catherine Street, between Skinner Street and Henry Street, includes curb extensions and bulbouts to define on-street parking areas, and narrow vehicle travel lanes to influence vehicle speeds. New curb letdowns will be installed at Langford Street, Edward Street, Wilson Street and Henry Street, to improve accessibility for pedestrians. The Bay Street/Catherine Street intersection has been re-designed as a roundabout to improve vehicle safety and operations, provide safe crossing points for pedestrians, and create additional space for landscaping.

3.1.4 Wilson Street
The design concept for Wilson Street, between Bay Street and Tyee Road, includes a new crosswalk to connect Victoria West Park and the Westside Village Shopping Centre, with curb extensions on either side to reduce pedestrian crossing distance and define on-street parking. Additional boulevard space is proposed at the Wilson Street/Tyee Road intersection, to influence vehicle speed for drivers entering Wilson Street.

3.1.5 Kimta Road
Kimta Road is currently designed for two-way vehicle traffic, with on-street parking on both sides of the street. However, when on-street parking spaces are unoccupied, vehicle speeds can increase, as the road is perceived to be wider. The design concept for Kimta Road proposes a series of landscaped curb extensions, which will create additional green space, preserve sufficient on-street parking, and
influence vehicle speeds on Kimta Road. As part of the E&N Rail Trail improvements, the rail crossing at the Kimta/Tyee intersection will be upgraded to improve accessibility for mobility-impaired users.

3.1.6 William Street Greenway

The William Street Greenway concept design proposes replacing posts and chains at either end of the corridor with removable bollards, and building curb letdowns to increase accessibility for users. There are considerable opportunities for landscaping, street furniture and/or public art through the greenway, which connects Esquimalt Road and Craigflower Road. All improvements for the William Street Greenway are consistent with recommendations contained in the City of Victoria Greenways Plan.
4.0 TRANSPORTATION DEMAND MANAGEMENT

One of the primary conclusions of the 2004 Victoria West Transportation Study was that implementation of a significant Transportation Demand Management (TDM) program is needed to manage Victoria West traffic, and reduce the need for major capacity increases on arterial roads, such as the proposed twinning of the Point Ellice Bridge.

TDM is an integrated approach to transportation planning, encouraging more efficient use of the transportation network through programs and specific infrastructure enhancements. The objective of a TDM program is to reduce vehicle trips and increase sustainable transportation trips split, including walking, cycling, transit and ridesharing. The following TDM programs are recommended for the Victoria West neighbourhood:

4.1 BC Transit Pass Programs

BC Transit offers two (2) transit pass programs that should be considered for all developments in the City. The ProPass program, a reduced-rate transit pass for employees of a business, is offered to businesses or associations with a significant group of employees. The program is administered automatically via payroll reduction, which maximizes convenience for users. BC Transit will also offer a reduced-rate pass for residential developments registering a large number of users. Many multi-family developments in Victoria West and the rest of the City are large enough to benefit from this program. It is recommended the City require all new developments with forty (40) units or more to include a transit pass for each unit.

4.2 Bicycle Trip-end Facilities

Since 2005, the City of Victoria has included bicycle parking requirements in its Zoning Bylaw, ensuring that new developments provide the appropriate number and type of bicycle parking spaces. However, there is no requirement for the inclusion of shower or change room facilities, which provide a significant incentive to bicycle use. Accordingly, it is recommended the City require, through Bylaw, that all new commercial developments include a shower/change facility.

4.3 Community Carshare

Carshare services allow members to access a city-wide fleet of cooperatively owned automobiles for individual use. Typically these services require users to pay a one-time membership fee, a nominal monthly fee, and a per-kilometre usage fee. These fees cover the entire cost of maintaining, servicing, and replacing the vehicle. It is recommended the City require any residential development in excess of forty (40) units to provide one (1) carshare vehicle and reserved parking space, with
one (1) vehicle and space provided for each additional one-hundred (100) units. Each new unit
developed should also include the one-time cooperative membership registered on title. Parking
spaces reserved for carshare vehicles should be at the surface so they can be accessed by all members
of the cooperative.

4.4 Sustainable Transportation in Site Design
The Canadian Institute of Transportation Engineers (CITE) recently produced Promoting Sustainable
Transportation Through Site Design, a document that outlines site design practices that can be applied
during the land development process to promote the use of sustainable transportation modes. It is
recommended the City consult the CITE document in evaluating development proposals to
ensure the site will encourage sustainable transportation.

4.5 Transportation Demand Management Coordination
The success of the TDM programs recommended for the City and the Victoria West
neighbourhood depend on coordination between residents, private developers, City staff and the
various transportation service providers. Continual promotions and education of the various TDM
programs is also essential to their success. As it was revealed that avoiding costly road upgrades
depend on successful TDM, the City must take a proactive role in ensuring TDM coordination occurs.
5.0 IMPLEMENTATION

5.1 Improvement Cost Estimates

Cost estimates have been developed for each of the proposed concept plans. Cost estimates take into account improvements such as new landscaping, road resurfacing, curbs, line painting, and sidewalk construction. A detailed breakdown of improvement cost estimates is included in Appendix D; a summary of cost estimates is below:

<table>
<thead>
<tr>
<th>Improvement Area</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Street Greenway (WG)</td>
<td>$101,000</td>
</tr>
<tr>
<td>Wilson Street (WS)</td>
<td>$155,000</td>
</tr>
<tr>
<td>Esquimalt Road</td>
<td></td>
</tr>
<tr>
<td>Dominion Road – Maitland Street (E1)</td>
<td>$345,000</td>
</tr>
<tr>
<td>Maitland Street – Russell Street (E2)</td>
<td>$336,000</td>
</tr>
<tr>
<td>Russell Street – Catherine/Kimta Street (E3)</td>
<td>$236,000</td>
</tr>
<tr>
<td>Catherine/Kimta Street – Sitkum Road (E4)</td>
<td>$472,000</td>
</tr>
<tr>
<td>Sitkum Road – Harbour Road (E5)</td>
<td>$259,000</td>
</tr>
<tr>
<td>Craigflower Road</td>
<td></td>
</tr>
<tr>
<td>Dominion Road – Belton Avenue (CF1)</td>
<td>$142,000</td>
</tr>
<tr>
<td>Belton Avenue – Russell Street (CF2)</td>
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<tr>
<td>Russell Street – Alston Street (CF3)</td>
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<tr>
<td>Alston Street – Bay Street (CF4)</td>
<td>$342,000</td>
</tr>
<tr>
<td>Catherine Street</td>
<td></td>
</tr>
<tr>
<td>Skinner Street – Henry Street</td>
<td>$176,000</td>
</tr>
<tr>
<td>Henry Street – Esquimalt Road</td>
<td>$438,000</td>
</tr>
<tr>
<td>Kimta Road</td>
<td></td>
</tr>
<tr>
<td>Esquimalt Road – Sitkum/Cooperage Street (K1)</td>
<td>$127,000</td>
</tr>
<tr>
<td>Sitkum/Cooperage Street – Songhees Road (K2)</td>
<td>$171,000</td>
</tr>
</tbody>
</table>

5.2 Improvement Benefits

The overall benefit that the proposed improvements offer to the Victoria West neighbourhood have been assessed in a qualitative “triple bottom line” manner, determined in consideration of the following:

- Improvement to pedestrian and bicycle facilities;
- Improvement to neighbourhood aesthetics; and
- Upgrade of transit facilities and the addition of accessible infrastructure.

The proposed improvements for each improvement section were given a value of three (high), two (medium), or one (low), with the value being based on criteria specific to that improvement type. The value given to each improvement type is then weighted based on the determined importance of that type of upgrade in the overall proposed plan. The pedestrian and bicycle improvements were given
the highest weighting, aesthetic improvements were in the middle, and transit and accessibility
improvements were weighted lowest. Using this evaluation methodology, it was determined the
greatest triple-bottom line benefit to the community will be gained through the proposed improvements
to Esquimalt Road, with portions of Craigflower Road also presenting significant benefit. A more
detailed breakdown of improvement benefits, including the formula used in determining overall cost-
benefit ratio, is included as Appendix D.

5.3 Implementation Phasing
An implementation plan has been developed for a four (4) phase development process, with multiple
improvement sections included in each phase (see Figure 2). The implementation plan gives priority to
those improvement sections that yield the greatest ratio of community benefit to cost, utilizing the
triple-bottom line evaluation. Consideration has also been given to including improvement segments
in close proximity into the same phase, and ensuring the cost of each of the four (4) phases are similar.
These implementation priorities have been based solely on the community benefit gained versus the
development cost of each improvement area, and have not been factored for any external funding
opportunities that may be available. The City should adjust the implementation plan should a funding
source be available for specific improvements, such as for cycling or pedestrian infrastructure.

5.3.1 Phase One
It is recommended Craigflower Road be the first phase. This corridor was found to provide a high
level of community benefit, particularly addressing bicycle and transit needs, with a relatively low
construction cost of approximately $705,000.

It is also recommended the improvements to the William Street Greenway be considered part of the
initial phase. These improvements are relatively inexpensive and would provide the community with
immediate pedestrian and aesthetic benefits.

5.3.2 Phase Two
It is recommended Esquimalt Road, between Catherine Street/Kimta Road and Harbour Road, be
constructed as the second phase. The cost of constructing this section is estimated at approximately
$730,000. The Esquimalt Road improvements would provide the greatest community benefit, with
very significant aesthetic benefits and improved pedestrian and cyclist conditions. The City has
already received provincial funding for the re-construction of Esquimalt Road.

5.3.3 Phase Three
Figure 2: **Recommended Phasing**
Victoria West Transportation Plan
The western portion of Esquimalt Road, between Dominion Road and Catherine Street/Kimta Road should be developed as phase three (3). The planned improvements for this section provide considerable community benefit, similar to the eastern portion of Esquimalt Road, and would cost approximately $916,000 to construct.

It is also recommended the improvements to Wilson Street be made at the same time. They yield pedestrian and aesthetic benefits and are estimated to cost approximately $155,000.

5.3.4 Phase Four

It is recommended Catherine Street and Kimta Road be in the final phase of improvements, as they provide primarily aesthetic improvements to the community. The combined construction cost of the Catherine Street and Kimta Road improvements is approximately $912,000.
6.0 SUMMARY

The Victoria West Transportation Plan outlines a program for the successful implementation of community transportation network improvements and transportation demand management (TDM) programs, designed to ensure transportation in Victoria West is efficient, equitable, environmentally sustainable, and safe. The Plan highlights the extensive community consultation that took place in developing design concepts for major roadways and greenway in the community. The design concepts put an emphasis on encouraging pedestrian, bicycle and transit mobility by improving/expanding non-automobile infrastructure, while ensuring vehicle safety is enhanced. The Plan also proposes a number of TDM programs/policies consistent with the City’s goal of reducing the reliance on the automobile, and developing walkable neighbourhoods. Lastly, the Plan outlines cost estimates and a phased implementation plan for the recommended improvements.
APPENDIX A

Open House no.1 Feedback
Esquimalt/Tyee Intersection (Johnson St. bridge)
- Landscape plus calmed entrance is essential
- Gateway at entrance. Straight road with appropriate pedestrian infrastructure
- After Straight Esquimalt, the free-up land should be used for public benefit
- Fix existing walk and bicycle path, improve pedestrian and bike connectivity
- Make Tyee Rd one-way going north
- Slow down traffic on Esquimalt
- Keep sense of Gateway, do not change the Vic West Sign
- Blue bridge realignment & Harbour road controlled intersection need information
- Keep RR to downtown
- Keep pedestrian and cyclist along North side of Johnson street bridge
- Wheelchair access, 2 ways access on north side of Johnson St. Bridge for bike and pedestrian

Esquimalt/Bay/Catherine/Mary St Intersection
- Integration of railway corridor with bike, pedestrian and tram (high concern)
- Extend left turn lane from Esquimalt onto Bay
- Wider sidewalks at Esquimalt, improve commercial and residential activity
- Divert bike lanes into railway corridor
- Esquimalt to Mary St make short left turn
- Put a Tram station on south-east corner Mary St-Esquimalt Rd Intersection
- Remove power pole from middle of sidewalk to allow right turn vehicles to see pedestrians crossing Esquimalt at Mary St
- Rapid transit / Transportation hub near Roundhouse (high concern)

Esquimalt/Railway
- Pedestrian & bike rail crossing (high concern)
- Multimodal railway integration (pedestrian + bike)

Esquimalt Multiuse Crossing (Esquimalt Rd)
- Improve connectivity for pedestrian and cyclists with Tyee St.
- Improve intersection
- Improve multiuse trail and put more i.e. St Catherine
Craigflower (Skinner to Styles)

- Planted medians are desired
- Pedestrian signaling and pavement improvements
- Please have regular 30 km/hr speed limit enforcement
- Improvement of crosswalk at Raynor and street art is needed
- Secondary Gateway arch at Styles, flag-banners. Define "Village" as people place
- Traffic circle at entrance of Vic West on Craigflower to create visual + physical "Gateway" to slow down traffic

Craigflower/Rayon intersection

- Put a safe crossing red
- Kid zone, dangerous crossing (improve)

Craigflower/Russell intersection

- Bring back a crosswalk closer to Russell St and properly signal it.
- More off-street parking for trail users at Banfield park

Craigflower (Langford to Edwards)

- Skinner posted at 30 km/hr

Craigflower Gateway

- Existing bike and pedestrian corridor along shoreline; Bike volumes and speeding unsafe for pedestrians

Craigflower/Pine Intersection

- Crosswalk unsafe, vehicles do not stop or tiny red lights
- Raise Crosswalk

Skinner/Catherine Intersection

- Crest of hill obstructs view, dangerous truck traffic
- Property issues
- Improve visibility here.

Bay St. (east of Tyee/Bay Intersection)

- Please suspend bike lanes two ways for pedestrian safety
- Add lamps to the Galloping Goose
- Bike crossing at Bay St
Tyee/Bay Intersection

- This intersection needs to be much more pedestrian friendly, huge safety issues (high concern)
- Treed medians, improve sidewalks, overall lighting upgrading at Tyee St (high concern)
- Far enough for traffic queues
- Dust factor deterrent for cyclist and pedestrians at Bay St.
- Pedestrian and bike lanes, cantilevered or upper bridge
- Tall soft planting to restrict views. Slow down traffic

Front St/Wilson/Williams Intersection

- Review Safety, sight lines of crosswalk on Wilson, raised crosswalk (high concern)

Langford/Mary Intersection

- Traffic circle, eliminate stops

Wilson/Tyee Intersection

- Improve pedestrian safety; improve intersection (high concern).
- Revise intersection design, it is confusing for car traffic.

Wilson St

- On Wilson, before getting Front St. there is too much speeding, currently there is a home-made sign by a resident who lost 3 cats.
- Wilson St between Bay & Tyee; Crosswalks are needed
- Traffic circle or roundabout needed at Wilson/Bay intersection (high concern).

Front St/Wilson/Williams Intersection

- Traffic circle
- Pedestrian traffic is badly affected in this section on Wilson, narrow sidewalks with poles in the middle

Front St/Sprigfield Intersection

- Traffic circle at Springfield intersection
- Install speed bumps on Front St to protect children crossing the street to Vic West school

Alston St/Skinner Intersection

- Poor connectivity, poor sight distance (high concern)
- Blind crossing unsafe due to poor signaling (left turners + pedestrian)
- Roundabout to allow for future volume of traffic out of Railyards development
- Grade/property issues
- Overhead gateway sign
Langford/Skinner/Tyee Intersection
- Keep Tyee two ways starting north of intersection
- Flashing lights suggested at intersection
- Skinner lacks sidewalks
- Sidewalks needed along east side of Skinner north of intersection
- Local traffic only entering traffic from Skinner
- Unsafe to cross. Separates community
- Land use around intersection is wasted.
- Tyee no sidewalks at east side

Langford/Russell Intersection
- Raise Crosswalk
- Poor signaling intersection and school painting
- Langford is too fast

McKaskill/Langford Intersection
- Traffic circle, lot of speeding at McKaskill (high concern)

Vic West Park
- Improve lighting around the skate park roadways (Esquimalt)
- Esquimalt Road in front of Vic West Park; Widen underpass, Traffic calming measures
- Remember round house development potential at south side Esquimalt Rd in front of Vic West Park
- Roundhouse connection to Vic West Park
- Make a pedestrian crossing on Esquimalt to connect with the park from the south side of the street
- Pedestrian already use path forming at the park
- Make better surface with benches, etc. along existing bike and pedestrian path in the park
- Green Buffer around the park, preserve the park

Mary St
- Calming traffic, high speeding
- Traffic circle at Wilson/Mary Intersection
- Middle way round marks suggested at Langford & Mary intersection
- Traffic circle, eliminate stops at Edwards & Mary Intersection
Catherine St
- Stop large truck traffic
- Planting median
- Extend planting from top of Catherine
- Bike lane on Catherine
- Roundabout at Wilson St/Catherine St

Russell (between Skinner and Wilson)
- Change to one-way going north

Reno/Belton Intersection
- Temporary bike access OK. Barrier currently exist, low design, improve bike connectivity

William St. Between Wilson/Langford
- City greenery that is not accessible to pedestrian nor bikes, need to be enhanced with new paving, greening and public art
- Raised crosswalk at Langford and William intersection

Kimta St
- Bike lanes are wasted, hardly used
APPENDIX B

Open House no.2 Feedback
Q.1 If you are a resident of Victoria West, which street do you live on? ____________________________

Front Street (4)  
Central Square Spur Rd (2)  
Springfield (1)  
Alston (2)  
Langford (1)  
Craigflower (2)  
Dundas (1)  
McCaskill (3)  
Wilson (3)  
Arthur Currie Lane (1)  
Edward & Catherine (1)  

Powderly (1)  
Dalton (2)  
Bowlsby Place (1)  
Central Square Spur Rd (2)  
Coventry Ave (3)  
Fullerton (2)  
Kimta (1)  
Craigflower (2)  
Langford (1)  
Craigflower (2)  
Wilson (3)  
Arthur Currie Lane (1)  
Edward & Catherine (1)  

Q.2 If you work in Victoria West, which street do you work on? __________________________________

Work at home (1)  
After 20 year, retired. Front Street (1)  
Craigflower (2)  
Front Street (2)  
Wilson (1)  
Arthur Currie Lane (1)  

Williams (1)  
Fullerton (1)  
Arm Street (1)  
Coventry Ave (1)  
Alderman (1)  

Q.3 Did you attend the first Transportation Study workshop in May?  
(13) Yes  ☐ No (20)

Q.4a What are your thoughts on the recommended measures for the following areas outlined in the Transportation Study?

1. Craigflower Road
   - Buffer between sidewalk and road a must – divert bike traffic to alternate dedicated routes.
   - More buffer green zones for pedestrians, more crosswalks.
   - Many corners blind unsafe.
   - #2@ end of Skinner,Meridians please. Over a hundred children pass daily (weekdays) one day kids are going to die, if traffic doesn’t slow down.
   - Ok.
   - Boulevard would be for better (Levre / Esquimalt Rd ) section A-A+E+E not shown on plan. Speed bumps as crosswalks.
   - #16 Warning signs for blind corner around Russell Street and installing X-Walk at that point.
   - Need more “Village” enhancements to promote people * Where is the crosswalk at Raynor* this ties into the greenway & new park entrance.
   - #15 More cross-walks and a light. There should be a “Welcome to Vic West” gateway.
   - #13 Cross walk needed in front of Craigflower Village.
   - Bicycle lanes not required – need planted median and boulevards and crosswalks.
   - I like the Village idea.
   - #11 Excessive emphasis on bicycle access over pedestrian access and walking routes.
Sidewalk improvements.

#10 PLEASE fix the offset on Craigflower between Arm & Banfield Park sidewalks that are not only offset but narrow and have telephone poles in the middle of them. This can be done by adding a boulevard instead of bike lanes, cyclists use Selkirk (beautiful, wide and calm street) Ave. that is one block down and parallel anyway. Adding the bike lanes will not increase bike travel on that stretch.

I like the idea of traffic calming.

Crosswalk at Raynor.

Roundabout and crosswalk @ Raynor *

Seems dangerous to mix bikes and cars on a road that at dawn and dusk has such poor visibility.

Generally favourable – Good work.

#7 “objective” makes no sense: parking bays and curb extensions are not pedestrian improvements. We need a crosswalk at Raynor; plantings on boulevards.

We live at the 30 km area. The traffic does not slow down in this area. We need medians in the center of the road to slow the traffic down. I feel unsafe letting my kids walk alone even though it’s a 30 km zone. I have even let the police sit in my driveway to catch speeders. We need to slow down the traffic.

#6 Bike lanes are ridiculous. Majority of cyclists use Selkirk (less traffic, prettier) because it puts them right into Banfield Park to connect to the Galloping Goose. Bike Lanes on Craigflower would be redundant and ineffective. Please put in planted median instead.

#5 The ideas are good: however the speed laws need to be enforced. Very few people slow down to 40 km much less 30 km! Also, on street parking between Dominion and Alderman.

2. Tyee Rd./ Skinner

This is a very difficult spot to cross as a pedestrian traffic is travelling down Skinner very fast.

Crossing at Alston

Langford corner needs safety upgrade.

Safe cross near Russell, interlock pavers in village area.

Ok.

What is happening Re: Bay Street Bridge? Boulevard would be good, speed bumps.

Remove North bike lane – use the Goose! Replace with green boulevard – more green friendly streets.

#13 Disappointed that no pedestrian cross walk is planned for the Alston / Skinner intersection! A centre island will not cut it!

Bicycle lanes not required – need planted median and boulevards and crosswalks.

#11 Needs to be calmed and need cross walks at Alston, Tyee, Langford.

Need to see more pedestrian crosswalks.

Bike lanes help slow traffic but remain safe. Generally favourable – Good work

3. Wilson Street

#1 I don’t know if bike lanes are a great idea here. Cyclists generally avoid Springfield / Catherine because of the hill, plus a lot of people use street parking and would be pissed if they lost it.

Crossing at Save-On / Park “Pit”/RR area 30km zone.

Enforce NO Truck (overweight) in community.

Safer use from Catherine’s to Dalton.

Ok but no bike lanes will work with buses and trucks.

#16 Wider sidewalks; traffic calming; crosswalks to allow for school children to cross at Front Street; enforce trucks using Wilson.

Dangerous! Stop sign / speed bumps at bottom of Wilson Street, boulevard would be good.

Why the bike lanes, traffic speed here is slow enough to allow for cooperation between bikes and cars.

#15A DEATH TRAP! Put in speed bumps @ Front Street / Springfield / Wilson now.

Hill is extremely dangerous especially at crossing between Springfield and Front Streets.

Very nice not important.

Catherine to Dalton: Overheight trucks using and parking on street in residential parking.
• Between Dalton and Russell – sidewalk on the southside need to be addressed – slow traffic and make crossing at Front Street safer – bike lanes there are useless.
• Again slowing care traffic is safer.
• Generally favourable – Good work

4. Catherine Street
• Median or buffer zone instead of bike lanes.
• Ok.
• Roundabout not a good idea.
• Again, why the bike lanes – replace with green center median to make street less wide; more friendly.
• #13 Another cross walk on the Catherine / Wilson intersection is needed. It’s only on the one side.
• Bicycle lanes not required – need planted median and boulevards and crosswalks.
• #11 Roundabout is inappropriate better to have controlled intersection.
• Bike lanes are a great addition as well as the traffic circle.
• Generally favourable – Good work.
• #9 I think the roundabout proposed is a waste of money and will cause lots of accidents.
• #5 The roundabout is a great idea! Unfortunately a lot of people don’t know the proper way to negotiate one, public education maybe?
• #4 Would prefer West side for parking.

5. William Street
• Tyee Corner needs safety for pedestrians, cars turning left from Tyee onto Wilson cutting corner and speeding.
• Ok.
• How does it integrate into other pathways: Can there be a path connecting across field to McCaskill Street +/- or to ENR trail. More trees / benches humanizing.
• #16 Beautification is great but ensure that it is accessible to all and encourage students to use.
• Does this include improve surfacing – very unsafe now. It should be improved to increase use of the Greenway for access to school.
• #15 Make this a greenway and beautify it as an alternate to access Vic West Elementary.
• Fine the way it is.
• Truck traffic.
• Good improved path behind school.
• What about businesses on Williams Street? If this is a pedestrian street.
• Nice to make that path more user friendly.
• Generally favourable – Good work

6. Esquimalt Road
• Divert Bike traffic to less busy streets or new E&N corridor. Medians a must as in View Royal – Excellent!
• Bike lanes here are a great idea – mostly important to me from Sitkum to the Johnson Street Bridge.
• Buffer boulevards instead of centre median – skip bike lanes.
• I see problems for police and ambulance and fire vehicles needing quick access to/from Esquimalt with only one lane in each direction. Too much congestion will result!!!
• Boulevard great!! Probably don’t need bike lanes if ENR trail goes in (from bridge to Williams Street).
• Great job – slow it down! Pedestrian overpass from Bayview?
• #15 More crosswalks, bike lanes, and wider sidewalks.
• Bicycle lanes not required – need planted median and boulevards and crosswalks. Major bicycle route should be along ENR ROW and not on Esquimalt Rd.
• Well the traffic move on to Wilson as an alternate route.
• #11 Not enough crosswalks – needs centre median and boulevards to emphasize pedestrian access.
• General good – but need to deal with the point where it meets the Johnson Street Bridge – move bike lanes onto E&N and give more green to sidewalks!
• Love the traffic calming and promoting bikes.
7. Kimta Road
- Bike lanes are a bit of a waste – the road is so wide – a median would improve the atmosphere.
- A waste of money – redundant with the E&N corridor. I ride it every day and there’s no traffic to warrant bike lanes.
- Skip bike lanes.
- Ok. More cyclists from Esquimalt to Kimta
- Instead of bike lanes on Kimta encourage use of ENR Trail.
- Nothing needed except safe pedestrian crossing from here to other side of Esquimalt Rd.
- What for? It is fine the way it is.
- #11 Does not need bike lanes.
- Bike lanes are a waste since there will be bike lanes on Esquimalt and the ENR Railway. Spend this money on Wilson.
- Good choice for bike traffic.
- Generally favourable – Good work

8. Banfield Park
- Avoid going to close to the playground.
- Take out the paved road thru the park.
- Why a bike lane through the middle of the playground – outside please – bicyclists MUST slowdown… Shared corridor with pedestrians must incorporate slowdown”.
- Ok.
- #3 Wide bike path throughout the park right next to children’s playground!!! Who thought that up? The bike path is on a VERY steep slope! Disaster waiting to happen.
- Bike / Pedestrian conflicts. Need both bikes and pedestrians to access – Pedestrians like chip trails – Bikes like pavement.
- #16 More new pathway away from playground – have cyclists use route by waterfront, continuing from Selkirk.
- No wide paths, keep this park natural – no pavement.
- #15 Remove recently paved paths.
- #13 There are dangerous cycle / pedestrian sections that need creative solution eg. Heavy woodchips to slow cycles, staggered gates.
- Bicycles speed through endangering pedestrians. Create dedicated bicycle path through to town and separate it from pedestrians.
- #11 The plan turns Banfield into a bicycle clover leaf.
- Crosswalk into Banfield Park crossing Russell and Skinner.
- Better for both bikers and walkers.
- Generally favourable – Good work
- #6 Good changes.
- #5 The passage through this park has shown steady improvement. Keep it up!

9. Victoria West
- Paths good idea – don’t pave them, connect to crosswalk to Save-On.
- Ok.
- #12 New path too wide
- Good – putting the trail where people walk.
- #10 Nice improvements.
- Like a path that isn’t muddy.
- Generally favourable – Good work
Q.4b Are there other issues that you would like to see addressed, and if so, in which area?

- Traffic Circle @ Dundas / Bay / Catherine is a great idea.
- Intersection @ Bay & Tyee dangerous for pedestrians
- Cycling on Skinner to Tillicum is preferred to cycling lanes.
- These cycling roadways work well in Vancouver eg. Adanac
- eg: West 8th Ave leading to UBC the majority of use on these roads are bicycles.
- Wilson to Mary to Dalton – narrow road, southside sidewalk( narrow, telephone poles etc.) sucks, traffic goes way too fast.
- Parking all along Tyee / Wilson etc used by downtown workers ( not appropriate ), lighting of streets friendly to pedestrians maintained, lighting upgrade on path / safe walking routes from town over bridges to community ( i.e. movement at night well lit etc. )
- If Front Street is made one-way it should be in south direction since parking is on West Side.
- The access off the Pt Ellis Bridge into Vic West should have a left turn lane and a through and right lane to improve traffic flow south along Bay Street.
- Overview of Concepts – ex max 30 km in all Vic West : Walking / Biking concept; connections to other municipalities and major routes ( ex: Galloping Goose / ENR Trail / Win Street etc. ) Need an integrated approach to transportation. Speed bumps as a short term solution would be good. Put plans on the INTERNET.
- Bike lanes on select streets – Directed through to Selkirk & Bamfield ( see above ) park, also directed through the railyards / E&N to Kimta and downtown so there are options on both sides of Vic West, but focus on keeping Vic West primarily pedestrian friendly.
- Difficult to comment on these because of the missing components from Community Meeting. Difficult to feel GOOD about these without the others. What is the basis of the multitude of bike lanes – what data collected to propose this extensive grid – never seen a bike on Catherine Street!
- #15Again, Wilson Street needs a speed bump or a light @ the bottom of the hill. Trucks and cars will slow down if they drive over a bump or if met with a red light.
- #13It is vital to think about pedestrian as the main blueprint and to not see vehicular traffic as paramount. If this is truly going to be a walking safe area then it behoves this plan to go back to the drawing board. Thank you for the opportunity for input. Please note: There are speed bumps ALL the way down Selkirk Ave. So why not on Skinner to alert traffic to a crosswalk @ Alston / Skinner.
- McCaskill Street needs traffic calming immediately below Pene – it’s a speedway and animals are constantly being killed on it. Speed bumps are desirable on the curve and hill should have parking on both sides to narrow the roadway.
- #12Fruit trees in parks. More street blocked off like Reno Belton (so much quieter!)
- Wilson Street between Catherine and Dalton is a disaster. You have semi trucks going through a no truck zone, sidewalks inadequate.
- Potential disaster on Wilson from Catherine to Dalton. Unsafe for all… Residents and Pedestrians. Save the S on bike lanes and open your eyes to the effects of “protected”* industry – they have the perceived right to break the law.
- Wilson Street between Dalton and Russell need better pedestrian allowance – it’s missing a section of sidewalk all together and another two blocks poles block the middle of the sidewalk. I would like to see the ENR plans incorporated.
- #10 Planted “gateway” median at Craigflower and Arm. As entrance to Vic West.
- Enforcement of bike laws – Front Street speed bumps – Wilson Street between Bay and Dalton – sidewalks up hill – enforcement of 30-ks – very dangerous pedestrians and bikes.
- More crosswalks crossing Craigflower around Banfield Park. Planted medians through the area would be nice as well.
- Overpass over Esquimalt Rd. What about “Gateway”.
- #8 This is to the above nine questions. It is difficult to comment without knowing the impact of narrower streets on vehicle traffic. I like Helmcken Rd and favour roundabout, but I want to be able to use Craigflower as a route to go up Island from my house.
- #8 When I think of transportation my thoughts include vehicles. Other than a few references to “while maintain traffic efficiency” the overall focus appears to be on pedestrians and bicycle traffic. Vic West is growing and it is a given there will be more motorized vehicles. An improvement in transportation of necessity must also make the movement of motorized vehicles a priority. I assume this is part of the proposed plan, but there is no indication of that in this display. I walk, jog, bicycle and drive a car. I am looking for improvement in all areas.
- #7 The best examples of traffic calming I have seen use trees and plantings very effectively, please use this in our plan and show us in advance how it might look.
- #6 The crosswalk @ Craigflower and Coventry in between the two bus stops, not visible enough so people don’t stop or they stop too suddenly and cause accidents.
- #5 Again speed limits enforced! As much on street parking as will fit in the plan for Craigflower, otherwise side streets become parking lots by default (see Connaught most nights)
APPENDIX C

Concept Plans
NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

Chains replaced with 3 bollards, centre bollard is removable to allow maintenance and emergency vehicle access.

Access to private property maintained.

Opportunities for trees, benches and pedestrian-scaled lighting.

LEGEND

- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees

Sketch of bollards.
"Improve surfacing and landscaping on Williams Street between Wilson and Langford. Improve 'vehicle blockages' so that cyclists and pedestrians have an easier time accessing."

- City of Victoria Greenways Plan, p. 21, 13b
NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

New crosswalk with bulbing to connect to trail through Vic West Park.

New landscaped boulevards, trees/plantings as appropriate.
New landscaped boulevards, trees/plantings as appropriate.

Wheelchair ramps.

Accessible bus zone.

LEGEND
- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees
ESQUIMALT ROAD (2 of 4)

NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

Marked crosswalk.

New sidewalk and landscaped boulevard, trees/plantings as appropriate.

New landscaped median.

New sidewalks and landscaped boulevard, trees/plantings as appropriate.
New sidewalk and boulevard, trees/plantings as appropriate.

New landscaped median, trees/plantings as appropriate.

New mid-block crossing with pedestrian refuge.

Accessible bus zone.

New landscaped median, trees/plantings as appropriate.

LEGEND
- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees

ESQUIMALT ROAD

(3 of 4)

Victoria West Transportation Plan
NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

Accessible bus zone.

New landscaped boulevard, trees/plantings as appropriate.

New bike lane.
CRAIGFLOWER ROAD (1 of 3)

LEGEND
- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees

- Accessible bus zone.
- New curb extension.
- New curb extensions with wheelchair ramps.
CRAIGFLOWER ROAD

[Diagram showing Victoria West Transportation Plan]

- Accessible bus zone.
- Existing pedestrian signal.
- New pedestrian crossing.
- New landscaped median.

LEGEND

- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees

NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design is to be determ. by others.
CRAIGFLOWER ROAD

- New left turn lane.
- Landscaped median.
- New sidewalk and boulevard, trees/plantings as appropriate.
- Accessible bus zone/new sidewalk with additional greenspace.
- New marked crosswalk.
- Extended right turn lane/new left turn lane.

**LEGEND**
- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees
NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

New pedestrian letdowns and curb extensions with space for added landscaping.

Maintain parking on both sides of the street.
CATHERINE STREET


Right-turn only from Dundas St.

Deflectors, hard landscaped.

New boulevard, trees/plantings as appropriate.

New crosswalks.
New boulevards, trees/plantings as appropriate.

Maintain parking on both sides of the street.

LEGEND
- Road Surface
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Landscaping
- Existing Landscaping
- Proposed Trees
- Existing Trees

Kimta Road, looking southeast.

KIMTA ROAD

(1 of 2)
NOTE: Tree locations, numbers, types and other landscape features shown do not reflect the final landscape design. Landscape design to be done by others.

New boulevards, trees/plantings as appropriate.

Wheelchair ramps for multi-use trail crossing.

Maintain parking on both sides of the street.
APPENDIX D

Detailed Analysis of Cost Estimates and Benefits
### Improvement Benefits

**Victoria West Transportation Plan**

Prepared by: D. Casey  
Date: Feb 18, 2008  
Project No.: 635

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Benefit indicators have been factored by the values shown to account for their importance and overall contribution to the recommended improvements.

**Legend:**

- **Pedestrian:** contribution of new sidewalks and pathways
- **Bicycle:** addition of bike lanes and improved bike connectivity
- **Aesthetics:** additional landscaped area and trees
- **Accessibility:** new curb letdowns
- **Transit:** new/improved transit stops
## Cost Estimates

### Victoria West Transportation Plan

**Prepared by:** N. King  
**Date:** Feb 15, 2008  
**Cost Estimate Class:** D  
**Project No.:** 635

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**Total**  
$3,521,971.70

### Disclaimer:

Whereas any opinions of probable cost prepared by Boulevard Transportation Group ("the Engineer") will be based on incomplete or preliminary information, and will also be based on factors over which the Engineer has no control, the Engineer does not guarantee the accuracy of these opinions of probable cost and shall have no liability where the probable costs are exceeded.
## Cost-Benefit Analysis

**Victoria West Transportation Plan**

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<td>CF3 Craigflower - Russell to Alston</td>
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<td>1.9</td>
<td>Highest</td>
</tr>
<tr>
<td>CF4 Craigflower - Alston to Bay</td>
<td>2.8</td>
<td>3</td>
<td>0.9</td>
<td>Medium</td>
</tr>
<tr>
<td>CA1 Catherine - Skinner to Henry</td>
<td>1.7</td>
<td>2</td>
<td>0.9</td>
<td>Medium</td>
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<tr>
<td>CA2 Catherine - Henry to Esquimalt</td>
<td>1.9</td>
<td>3</td>
<td>0.6</td>
<td>Low</td>
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<tr>
<td>K1 Kimta - Esquimalt to Sitkum/Cooperage</td>
<td>1.5</td>
<td>2</td>
<td>0.7</td>
<td>Low</td>
</tr>
<tr>
<td>K2 Kimta - Sitkum/Cooperage to Songhees</td>
<td>1.8</td>
<td>2</td>
<td>0.9</td>
<td>Medium</td>
</tr>
<tr>
<td>WG William Street Greenway</td>
<td>1.5</td>
<td>1</td>
<td>1.5</td>
<td>High</td>
</tr>
<tr>
<td>WS Wilson Street</td>
<td>1.5</td>
<td>2</td>
<td>0.8</td>
<td>Medium</td>
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