

How does the Town Center Business ATN and Bike Lane Proposal stack up to Honest Scrutiny against the same Parameters

Neighbourhood design: Land use is changing in the Lyall Street Corridor (Boardwalk 252 Unit, The Marin) with more high density developments to be proposed and built over the next decade. The **Lyall Street Bi-Directional Protected Bicycle Lane** caters to the growing **Interested but Concerned** group and provides for the increase in demand that will occur from the increase in density within the Town Center Area. The **Esquimalt Road Limited Protected Bike Lane and Buffered Bike Lane** provides for a quick build facility that appeals to the **Strong and Fearless** user but which for a short distance can be used by the **Interested but Concerned** to access Memorial Park, the Archie Browning/Bullen Park Multiuse Path and the Recreation Center and Waterpark. The Lyall Street Bi-Directional route provides for extension to include a Bi-Directional route through to West Bay as contemplated by the 2015 West Bay Area Plan. **The Town Center Business proposals rate an A**

Directness: The Town Center ATN and Bike Lane Proposal along Lyall Street does not fulfill this design guideline but the largest group, **Interested but Concerned**, is more concerned with safety from vehicles and pollution. This group, it has been determined by multiple studies, will accept deviations from Directness that do not exceed 400 meters.(1) The Archie Browning/Bullen route is within the 400 meter tolerance. The **Esquimalt Road Limited Protected Bike Lane and Buffered Bike Lane** will provide a Direct Route that is desired by the **Strong and Fearless** group. **The Town Center Business Proposal gets a B**

Truck and Bus Traffic: The **Strong and Fearless** are not concerned with Truck and Bus Traffic and thus the **Esquimalt Road Limited Protected Bike Lane and Buffered Bike Lane** will provide the protection they are willing to accept. The Lyall Street **Bi-Directional Protected Bicycle Lane** will provide other users protection from the limited Truck and Bus traffic that uses Lyall Street. **The Town Center Business proposals rate an A.**

Density and Diversity: Town Center Business proposal provides for multiple access points and access routes thus providing routes for a diverse range of users and the connectivity that makes a ATN successful. Of significance is that the Lyall Street Bi-Directional Protected Route is a separated facility that provides a pleasant travel experience. **The Town Center Business proposals rate an A.**

Users: The proposal has multiple routes for differing user skills and tolerance for risk. It provides for safe connections to parks/recreation and can be extended to connect with Schools and other community Parks. **The Town Center Business proposals rate an A.**

On Street Motor Vehicle Parking: The **Strong and Fearless** user group is prepared to accept the risks of travel on Esquimalt Road in the **Buffered Bike Lane** section through the on-street parking area of Town Center. The Bi-Directional Protected ATN does not conflict with any parked vehicles. **The combined rating would be a C+**

(1) British Columbia Active Transportation Guide 2019